

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

December 1, 2020
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

Council Members will meet in-person in the Council Chambers. Due to social distancing restrictions, there will be a limited number of audience seats. The meeting will be available for remote viewing on The City of Hanford Website: <http://livestream.hanford.city/>

5:30 PM CALL TO ORDER STUDY AND CLOSED SESSION :

ROLL CALL BY CITY CLERK :

PUBLIC COMMENT :

*Comments from the public are limited to items on the agenda (GC 54954.3a). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

STUDY SESSION :

Fire: Update to Fire Master Plan, Strategic Plan, Community Risk Assessment, and Standard of Coverage

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING :

A. Conference with Legal Counsel-Real Property Negotiations (GC 54956.8)

Property: 218 N. Douty Street

Agency Negotiators: Mario Cifuentez, Ty Mizote

B. Public Employment (GC 54957 (b))

Title: Finance Director

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

Pastor Stan Plooy

FLAG SALUTE:

CLOSED SESSION ACTION REPORT:

RECOGNITIONS/PROCLAMATIONS:

- A. Recognition of TKI by the Fire Department
- B. Christian Heritage Week Proclamation

STAFF COMMUNICATIONS:

COUNCIL REPORTS/COMMENTS:

PUBLIC COMMENT:

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

- A. PROCEDURAL WAIVER: Waive reading in full of resolution and ordinances and approval and adoption of same by reading title only.
- B. Police: Second Reading of Ordinance No. 20-14. replacing Section 8.24 of the City's Municipal code, in its entirety, thereby adopting the new Shopping Cart Regulations.
- C. Community Development: Approval the proposed third amendment to the 2019-2020 Annual Action Plan Amendment and appropriation of \$338,702 in round 3 CDBG Coronavirus Aid, Relief and Economic Security Act (CDBG-CV3) funding.

PUBLIC HEARINGS:

- A. Community Development: Appeal of Citation B8753 (Code Compliance Case CE21-0110) issued to property owner George Sepeda, for illegal dumping behind the residence at 753 Lassen Drive, into Haye Park, a City- owned and maintained basin.

- B. Community Development: Appeal of Citations B8806 and B8808 (Code Compliance Case CE20-0575) issued to property owners Michael and Cynthia Austin and to tenant Amanda Camacho, for violation of Hanford Municipal Code 17.10.140 (F)(D) Off-Street Parking.
- C. Community Development: Appeal of Administrative Citation B5667 (Code Compliance Case CE 21-0105) issued to Ralph Aguilar, tenant, for building permit required, substandard housing, illegal occupancy of sheds, illegal outdoor storage and property maintenance.
- D. Community Development: Appeal of Citation B6907 (Code Compliance Case CE20-0398) issued to property owner Michael Austin, for outstanding building compliance permit FY17-1085 and failure to obtain a building permit for corrections required by Code Compliance Case CE18-0111
- E. Community Development: Consideration and approval of proposed Modifications to the Live Oak Development Project. Modifications to Live Oak Development Agreement (Amendment 2): a request to modify the existing Development Agreement for the Live Oak Development and extend the expiration of the Development Agreement for five years. Modifications to Planned Unit Development (PUD) No. 2005-04: a request to modify the PUD/Master Plan to delete requirements for affordable housing units (consistent with Development Agreement Amendment 1), amend the goals and policies of the Live Oak Master Plan, update Municipal Code references to reflect the 2017 Municipal Code, and allow for increased lot density within a portion of the development. Modifications to Vesting Tentative Tract 865, 881, and 912: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement. Modifications to Vesting Tentative Tract 909: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement; modify language regarding park improvements consistent with the Development Agreement; and increase the number of residential lots from 642 to 719 units. The project is generally located in the southwest quadrant of the City of Hanford, east of 13th Avenue, west of 11th Avenue, north of Houston Avenue. APN (011-040-017 to -020; 011-110-016, -022, -029, and 030; 011-540-001 through -099).

GENERAL BUSINESS:

- A. Police: Adoption of Resolution No. 20-38-R establishing fees associated with the adopted Shopping Cart Regulations HMC 8.24.
- B. City Clerk: Review 2021 Calendar of City Council Meetings

COUNCIL FUTURE AGENDA ITEMS:

- A. Council Future Agenda Items

Upcoming Dates

December 3: City Council Special Meeting - 4:30 p.m.

December 12: Parks & Recreation Drive Thru Toy Giveaway at Longfield Center 9:00 a.m.

December 15: City Council Meeting

December 25: City Offices Closed

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



AGENDA STAFF REPORT

MEETING DATE: 12/1/2020	AGENDA SECTION:
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SUBJECT:

FIRE: STUDY SESSION: Council Review and Direction regarding proposed updates to the Fire Master Plan, Strategic Plan, Community Risk Assessment and Standard of Coverage

RECOMMENDATION

That the City Council receive the presentation by staff and provide direction to staff regarding proposed amendments and updates to:

1. Community Emergency Risk Assessment for the City - no record
Fire Department Strategic Plan - last update 1991
Fire Department Master Plan - last updated 2012
Standard of Cover - last updated 1999
2. Authorize staff to hire a consultant to help update and develop plans at a price not to exceed \$10,000.

BACKGROUND:

In 1991 the City of Hanford had created a Master Plan for the Fire Department. In 1999 the plan was updated and a Standard of Cover was added. In 2006 the city contracted to develop a Fire Department Station Location Study, which would be later incorporated into a 2012 Master Plan for the Fire Department, both created by Matrix Consulting Group. These plans identified the current needs and anticipated growth to the city at the time. The 2012 plan was developed before the City's General Plan, which was created in 2014.

Why do we need to update these documents? Information is critical for accurate decision making of emergency personnel, city managers, and the representatives of the community assigned to protect those they serve.

- A Community Emergency Risk Assessment identifies the potential threats to the citizens of Hanford, those who visit the city, and to responders of those incidents. There are several known threats but numerous unknown concerns that crews discover in the course

of daily activity. While impossible to identify all risk, this document creates a means for categorizing and expanding risk assessment for the city. This document becomes the foundational document for developing other plans.

- The Master Plan is a long range, usually twenty (20) plus years, product to identify broad goals and objectives. All current planning documents related to the fire department need to be updated to reflect the changes in growth patterns, current station, staffing, and response patterns. The current Fire Master Plan may only be eight (8) years old, but is only reflective of a snapshot in time projected out to immediate needs of the department rather than a twenty (20) year projection. As such, the current Master Plan is more valuable as a Strategic Plan, which should be updated every five (5) years, at most. A Master Plan is the direction the department should be going.
- A Strategic Plan is for short term department planning usually identifying changes from one (1) to five (5) years. Strategic plans are used to address the larger items identified in the Master Plan. This plan would be the tactics and implementation for the larger objectives.
- The Standard of Cover should reflect the current standards and requirement of the industry, current desires of your Council, and the capabilities of the department. Data is taken from the Risk Assessment, Master Plan, and the Strategic Plan do develop your vision for a Standard of Cover. Once all data is collected and updated, your fire chief will bring recommendations to receive direction in finalizing all documents.

Missing from the current plans are the development to the east, time standards to the east and north, opening station 3, and the updated ladder truck. The risk assessment is a vague statement of what is anticipated in all cities and leaves out target hazards. Services demand expectations are greater than predicted for year 2025 and should be updated to accurately reflect current and anticipated call volumes. Core data and recommendations are still accurate however do not reflect the ability of the City of Hanford. All trigger points to increase staffing and stations were exceeded at the time the plan was developed. While several points were addressed, the actual ability for the city to accomplish them all was not, currently remains unattainable.

The greatest impact for updating these documents is to allow City leaders to make educated decisions on public safety and to provide direction for fire department staff to lead the agency. Planning documents are tools that remain flexible and evolve to address the current and anticipated needs of the City. Keeping the Master Plan focused on desired direction from a larger perspective helps to keep the plan relevant. The Strategic Plan flows with fiscal impacts and growth. The Community Risk assessment is an ongoing process that should be addressed at a minimum of annually, but can be updated continuously as risk is identified. The Standard of Cover is what is expected for day to day operations and encompasses the information gleaned from previous documents. While efforts should be made to develop tools that are usable, we must understand there are times where we will have to change direction to meet mandates and fiscal concerns. We cannot be locked into a concept that is not feasible or no longer sound.

I have reached out to other agencies to get their recommendations on how to upgrade our plans. Many contract with third party organizations to develop the plan. In most of those cases, the plan sat on a shelf with limited use or awareness of the contents. A few departments contracted with an advisor to oversee the process, provide guidance, and keep the process with current

standards and guidelines. The greatest benefit is the buy-in for the plans by investing in their creation and updates.

Mike Kraus is a sole proprietor. He specializes in leadership training, strategic planning, fire regionalization, and labor/management relations. He is actively advising/consulting with several departments to update and/or develop these documents. He is a retired Fire Chief for the City of Modesto Fire Department and participated in the Serious Accident Review Team (SART) in Fresno and currently in Porterville. Chief Kraus believes that fire departments, with a little guidance, can update/develop these types of documents on their own, not only saving money, but assisting in the professional development of their people. Chief Kraus comes highly recommended by surrounding agencies.

Your Fire Chief seeks to complete these projects by May 2021. Most of the work will be completed by fire department staff with support and review by the advisor/consultant. This process will create buy-in from department personnel, who become active participants in plan development while maintaining third party oversight. The model will save the city tens of thousands of dollars to complete the process. The estimated expense is not to exceed \$10,000.

FISCAL IMPACT:

Not to exceed \$10,000 over course of update

ATTACHMENTS:

1999 Standards of Cover Analysis

2012 Fire Master Plan

2012 Section 2 - System Demand Projections

2034 General Plan Background Report - City of Hanford

CITY OF HANFORD FIRE DEPARTMENT

GEORGE P. MORRIS, FIRE CHIEF



HEADQUARTER STATION

January 21, 1999

TO: City Manager/City Council
FROM: *GP*
George P. Morris, Fire Chief

SUBJECT: **FIRE STANDARDS OF COVER ANALYSIS**

RECOMMENDATION

As directed by Council and in accordance with established objectives, staff has conducted an evaluation of our emergency response capabilities within our existing and future service areas. The methodology for this study includes an analysis of Hanford Fire Department data and the use of a Standards of Cover process model adopted and instructed at the California State Fire Academy. This report addresses the following issues: *critical fire* performance goals, risk assessment, service level objectives, distribution and concentration of resources, response reliability and past performance indicators. Staff is proposing the following for Council consideration: *Based on the findings of staff is recommended we*

- ✓ To adopt the proposed Standards of Cover as a component of our Master Plan.
- ✓ Enhance staffing to meet service level objectives.
- ✓ Add an additional station to meet distribution and concentration needs.

Opponent has 3 distinct advantages

*Emergency Services compared to a spending report
As our community grows our opponent becomes stronger. And so must we*

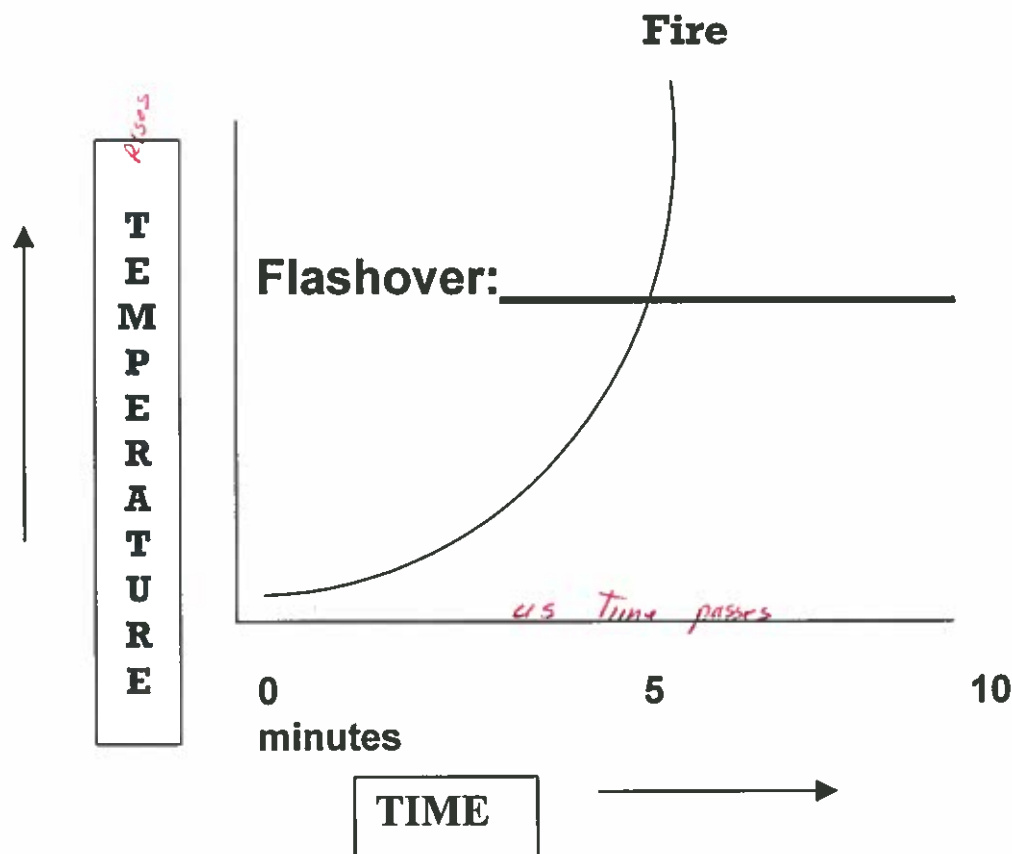
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In order to establish Performance Goals for Fire incidents

FIRE CONTROL DYNAMICS AND PERFORMANCE GOALS:

Video — In order to determine a time frame of effectiveness, it's beneficial to have some understanding of fire control dynamics. The key for controlling the variation in fire dynamics lies in finding a common reference point; something that is common to all fires regardless of the type of building, fire load or time the fire has burned. Fortunately, such a reference point exists. Regardless of the speed of growth or length of burn time, all fires go through the same stages of growth. One particular stage emerges as a very significant one because it marks a critical change in conditions in terms of strategy tactics and necessary resources. **This stage is referred to as flashover.** Realistically, fire companies must arrive prior to this in order to engage in rescue operations or effectively limit property damage. When flashover occurs, everything in the room breaks into open flame at once. This instantaneous eruption into flame generates a tremendous amount of heat, smoke and pressure with enough force to extend beyond the room of origin through doors and windows. The combustion process then speeds up because it has an even greater amount of heat to move to unburned objects.

Measuring the time to flashover is a function of time and temperature. Fire growth occurs exponentially, that is, fire doubles itself every second of free burn that is allowed. We can illustrate this on what is known as the time and temperature curve.



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Flashover is a critical stage of fire growth for two reasons. First, it's highly unlikely that any living thing in the room of origin will survive, so the chance of saving lives drops dramatically. Secondly, flashover creates a quantum jump in the rate of combustion requiring a significantly greater amount of water to reduce the burning material below its ignition temperature. In other words, a fire that has reached the stage of flashover means it's too late to save anyone in the room of origin and substantially more staffing is required to handle the larger hose streams needed to extinguish the fire. A post- flashover fire burns hotter and moves faster, making search and rescue almost impossible in the remainder of the structure. **Flashover can occur from four to ten minutes after free burning starts.**

EMERGENCY MEDICAL SERVICES PERFORMANCE GOALS:

Similar to fire flashover, EMS uses a critical point in time around which to deploy resources. This point in time is that of brain death. When breathing and/or circulation stops, the brain starts to die in four to six minutes without oxygen. Brain damage is usually irreversible after ten-minutes. The American Heart Association and American Medical Association have established a guideline of eight-minutes or less for advanced life support to arrive and commence emergency care following cardiac arrest. Unless advanced life support care arrives within that time, the chances of a patient surviving are minimal.

TOTAL REFLEX TIME MEASURES:

Re-state the Performance Goals - Fire/EMS

If we are to design and plan effective response around the bench mark times of flashover and brain death, the measure of time needs to be defined and fully understood. In an emergency there are many components of time to consider. Ignition point, heart cessation, reporting the emergency – 911, dispatch, turnout time, travel time and set up time. The cumulative totals of all these steps are referred to a total reflex time. We must plan a system that places effective resources on scene within the timeframes set forth in our performance goals while taking into account all the steps necessary. These times or steps can be graphically portrayed in a time line format. While we continue to attempt to shorten each of these steps, some are difficult to impact and others are impossible to control.

Total Reflex Time in Minutes (cumulative)

	1	2	3	4	5	6	7
Fire Incident or Medical Emergency		Detection	Report & Dispatch	Turnout	Travel	Set-up	Take Action
Time Per Step		:30	1:00	1:00	4:00	1:00	2:00
Time Cumulative		:30	1:30	2:30	6:30	7:30	9:30
Fire Incident Progression		Smoke Smell	Free Burn	Fire Intensifies	Flashover	Fire Extends Beyond Room	Contain
EMS		Injury/Symptom	Condition Degrades	Cardiac Arrest	Brain Death Begins	Chances of Survival Reduce	Resuscitate & Transport

the point here is that because time passes that we can't control. we need distribute our resources in a way that reduces our all response time so we can achieve our Performance Goals

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RISK ASSESSMENT:

The Hanford Fire Department responded to 2,486 calls for service in FY98 compared to 2,182 calls in FY97, an increase of 13.9%. This increase in responses is a result of continued growth throughout the city but predominately to the north and west. Based on assumptions extracted from the General Plan, it's estimated that the population will increase by an average of 1,065 people per year over the next five years. Seventy per cent of this population will live in single family dwellings and 30% in multi-family dwellings. This will result in the annual average construction of 262 single-family units and 127 multi-family units per year. Also, the industrial and commercial areas are expected to expand accordingly, resulting in increased business and visitor traffic. This anticipated increase in population, additional structures and increased traffic will add to an already heavy emergency workload for the existing stations and staff.

RISK PLANNING:

Risk planning takes into account fire potential, life hazards and economic impact to the community. Staff has separated Hanford's fire risk into the following categories:

High Hazards

- Large warehouses, industrial facilities, hospitals, schools, assembly buildings, downtown, The Mall and government offices. The majority of these facilities are located in the Industrial Park, central Hanford area and the West Lacey corridor connecting to The Mall and Wal-Mart complexes.

Impact on Community

Fires occurring in facilities categorized as *high hazards* can result in a variety of adverse impacts on the community, particularly the risk of multiple life losses. Fires in industrial and large commercial facilities often result in serious economic impact to the community – loss of tax revenues, loss of business and loss of jobs. Fires in government buildings present substantial life loss risk, the potential loss of essential records and the loss or delay of governmental services to the community. Churches, schools and public buildings are a frequent target for arsonists.

Typical Hazards

- Residential – single-family and multi-family occupancies, strip malls and small businesses. This category is widely distributed throughout the city and makes up the majority of the risk for the Hanford area.

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Impact on Community

Single family and multi-family dwellings present primarily a life loss risk. In the United States, approximately 80% of the fire fatalities and 65% of fire injuries occur in residential occupancies. Although most residential occupancies are covered by fire insurance, losses often far exceed fire insurance coverage. *example Helms fire*

Fires in small commercial occupancies present a risk of economic loss to the community, the proprietor and the tenant. Losses can impact other inter-dependent commercial occupancies as a result of being temporarily or permanently closed. The United States Small Business Administration has identified a high rate of business failures as a result of moderate to severe fire damage. Again, fire insurance does not always prevent serious financial losses when fires occur. *Hong Kong example*

Low Hazards

- Isolated single-family dwellings and out buildings. These hazards are interspersed throughout the city but are more common to the east of 10th Avenue and in the south central portion of the city.

Impact on Community

These structures present primarily a life loss risk. Fire losses associated with these properties often exceed the amount of insurance coverage.

Special Hazards

- Include the airport, freeways, highways and railways.

Impact on Community

The primary risk related to airport operations is aviation crashes on and off the airport facility. Since scheduled air carrier service is not operated in Hanford, certain FAA fire protection requirements do not apply. *We will not have to staff a station at the airport*

Highways 198 and 43 present the risk of potential incidents involving substantial volumes of flammable liquids, pesticides, explosives and other hazardous materials. Emergency services are provided by the Hanford Fire Department to incidents that occur on highways within the city limits.

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Railroads transport the widest variety of hazardous materials of any ground transport system. These materials are frequently transported in large quantities in individual freight or tank cars. *26 Trains per day*

Incidents involving rail vehicles can be caused by a variety of reasons and can pose a significant threat to life and environment.

Trains travelling through or switching cars within the city can block emergency response routes and cause significant delays for responding units.

SERVICE LEVEL OBJECTIVES:

With the various risk categories defined, our next step is to identify service level objectives for each category.

one definition
An effective response force is one that can respond within the established response time standards with sufficient staffing and equipment to combat emergencies in all identified risk categories. Considering that no fire department can hold risk to zero, this study's objective is to find a balance between distribution, concentration and reliability that will keep risk at a reasonable level and at the same time yield the maximum savings of life and property at the least cost.

An assessment of crew capabilities, deployed in a manner to become an effective response force was conducted. Staff concluded the following critical tasks, response times and fire flow capabilities are necessary to provide adequate protection for each risk type identified. Fire flow, (gallons of water per minute from fire fighting streams, calculated for buildings based on fire load) is a standard method used to determine the number of hose lines, apparatus and personnel necessary to mitigate a fire in a particular building. *example single family dwelling*

one
Based on this analysis, the minimum levels of resources needed to stop the escalation of an emergency in each risk type were established. If fewer firefighters and/or apparatus are available, or if their response is delayed, then the critical tasks cannot be effected simultaneously and the community may suffer greater losses.

the charts on pages 8-9 & 10
The following charts illustrate the service level objectives for three of the four risk categories. Staff believes that it is not, at this point, practical to develop service level objectives for special hazards.

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Identified

Critical Tasks Necessary at a Low-Risk Structure Fire (i.e. Isolated Residential Occupancy)

Tasks	Number of Firefighters
Fire Attack/Search & Rescue (1 hose line)	2
2 In 2 Out Rapid Intervention Team (1 hose line)	2
Pump Operation/Water Supply	1
(Ventilation) Salvage <i>other lines ending collapse</i>	2
Utilities/Safety/Initial Command	1
Command/Accountability	1
Total	9

★ Paid staff supplemented with volunteer staff

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identifies the

**Critical Tasks Necessary at a Typical-Risk Structure Fire
(i.e. Residential Occupancy)
Small Business, Single & Multi-Family**

Tasks	Number of Firefighters
Fire Attack/Search & Rescue (1 hose line)	2
2 In 2 Out Rapid Intervention Team (1 hose line)	2
Pump Operation/Water Supply	1
Ventilation <i>more difficult if commercial or multi family</i>	2
Utilities/Safety/Initial Command	1
Exposure Protection — <i>The house next door</i>	2
Salvage	2
<i>[</i> Command/Accountability <i>]</i> Staging/Rehab	2
Total	14

Paid staff supplemented with volunteer staff

More Command Staff

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Critical Tasks Necessary at a High-Risk Structure Fire Industrial Facility, Hospitals, Mall & Downtown Business Area

Tasks	Number of Firefighters
Support Standpipe and/or Sprinkler System	1
Initial Fire Attack (1 st hose line)	2
Pump Operation/Water Supply	1
Rapid Intervention Team	2
Initial Command-Utilities	1
Assist with Fire Attack (2 nd hose line) <i>1 RIT ok if same entrance used</i>	2
Search/Rescue/Evacuation <i>due to multiple floors</i>	3
Ventilation	2
Salvage	2
Command/Accountability <i>first arriving chief officer</i>	1
Exposure Protection	2
Division Commanders / Operations / Span of Control <i>example - hospital operations on each floor</i>	2
Safety	1
Logistics	1
Staging/Rehab	3
Total	26

Paid staff supplemented with volunteer staff and mutual-aid from nearby agencies

Any questions about Hazard Categories and Critical

Attachment: 1999 Standards of Cover Analysis (Fire: Update to Fire Master Plan, Strategic Plan, Community Risk Assessment, and Standard of Coverage)

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Along with assessing critical tasks, staff evaluated time and performance expectations for each risk type based on fire flow and travel time requirements. The following guidelines are recommended as a **Standard of Cover for the city of Hanford**. This includes placing a first due unit on scene within 4 minutes total travel time for 90% of fire and medical emergencies. The first due unit shall be capable of advancing the first attack line for fire control, starting rescue or providing life support for medical incidents. The following chart illustrates the time and performance expectations proposed by staff for the city of Hanford.

Proposed Time and Performance Standards in the City of Hanford

(Travel Time)

Engine Company Due in Minutes

Risk Type	Fire Flow GPM	<i>Explain</i>			
		# of Companies	1 st	2 nd	3 rd
High Hazard	1500-4500	4 - 10 <i>3 person company</i>	4	6	10
Typical Hazard	500-1500	2 - 4	4	6	10
Low Hazard	<500	1 - 3	4	6	10
Special Hazard	As Needed				

*all the issues were covered to this point support (Performance goals) Risk A
(Impact on Community) Service Level Objectives all support the concept of*

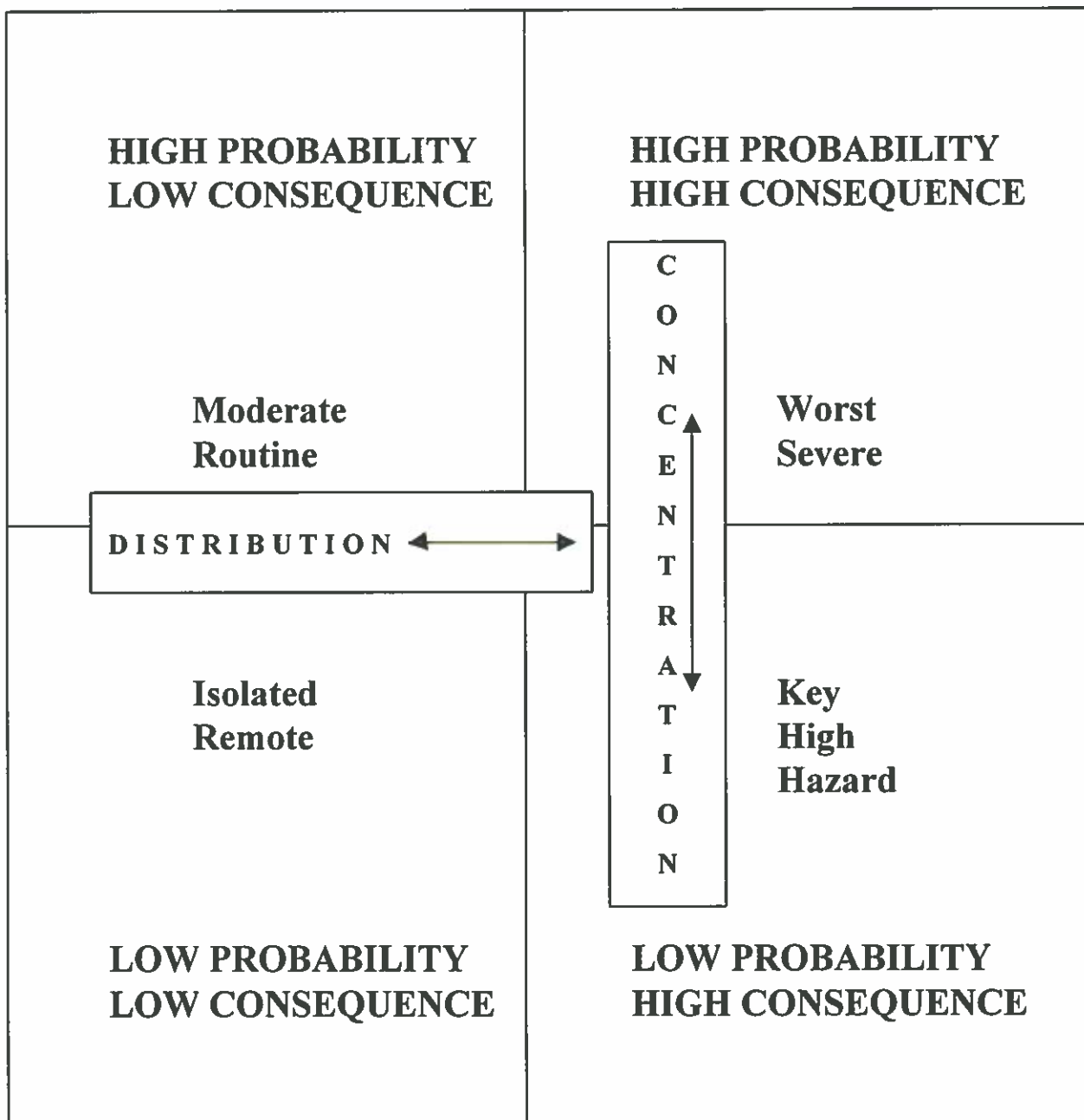
ANALYSIS:

Distribution and Concentration of Resources

The following matrix shows how we can deploy resources based on the probability and consequences of risk. We tend to *distribute* stations fairly evenly throughout communities for every day routine events. It is also important to *concentrate* stations close enough together so those major emergencies can receive sufficient resources within accepted benchmark timeframes.

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CONSEQUENCES

- Distribution is an equity issue between neighborhoods
- Concentration is a risk/cost issue *and* both are variables
- Increased risk = Increased concentration

- Want to provide the same level of service throughout the community

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the closer you get to the outside perimeter more calls exceed 5 min

Show map # 4

Staff reviewed response data on selected areas within each station's district and also conducted actual response simulations, to determine geographical response capability for existing and future station locations. Staff has concluded that with our existing station locations and staffing, we can place the first due engine on scene within the established benchmark timeframes for the vast majority of the existing dwellings and structures providing a unit is available and in position at time of request. This capability will surely diminish as the city builds out. However, with our existing response force there are two glaring weaknesses. (1) The ability to place a second due engine at scene within the established performance expectations. This is critical particularly in light of the recently enacted OSHA Two In Two Out rule. The delay of adequate resources can certainly result in increased property damage and potentially the loss of lives. (2) Our existing station distribution does not provide for adequate coverage when the first due unit is committed. As an example, if Station #1 is committed to an incident and a second incident occurs in that district, Station #2 will in most cases have a travel time exceeding six minutes. *Example 1st and 2nd E-15 & E-21 1st station is E-21 on scene 5 min after E-15*

*Exptl
Comm
Call
At
Time*

RESPONSE RELIABILITY

135 calls

Reliability is a measure of how often multiple incidents occur within a fire district. This is referred to as "call stacking". Our study revealed that during calendar year 1998 our first due unit was not available for response 4.8% of the time. As our population increases and incidents escalate, it is staff's opinion that this percentage will increase accordingly and diminish our ability to meet our response objectives for first due units. This measure of call stacking shows the importance of second and third due station distribution. If stations are too far apart, the second available unit cannot effectively cover when the first due unit is committed.

PERFORMANCE INDICATORS

The Hanford Fire Department's response objective in the 1991 Master Plan Up-date recommends we maintain the capability to respond to 90% of all emergencies within 5 minutes. This 5-minute objective includes turnout time and travel time. In other words from the time we are notified until we arrive at scene. The following chart illustrates the gradual decline in our ability to meet this objective.

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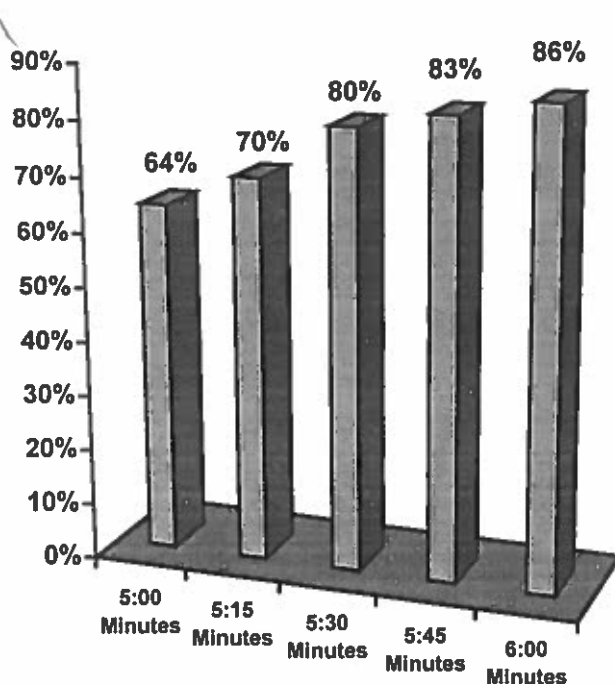
RESPONSE TIME Including Turnout Time

Calendar Year	Percent of Responses < 5 minutes*	Total Number of Responses
1990	84%	1,258
1991	84%	934 <i>explanation</i>
1992	86%	1,332
1993	82%	1,462
1994	78%	1,721
1995	76%	2,149
1996	71%	2,051
1997	76%	2,324

*In whole minutes

It's important to note that these response percentages are categorized in whole minutes and can be somewhat misleading. Staff attempted to clarify this raw data in order to determine more accurately what our actual response performance indicates. Because calls have been separated into whole minute categories, a 5-minute response could be anywhere from 5 minutes to 5 minutes and 59 seconds. If you only consider calls of less than 5-minutes, our percentage drops from 76% to 64%. The following graph illustrates our response performance in minutes and seconds with corresponding percentages.

1997 RESPONSE PERFORMANCE



We arrive at 86% of calls within 6 min

The point is that ability to meet or response time objective is

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Our incident distribution maps indicate that an increasing number of incidents are occurring outside our geographic response capability area. The percentage of incidents occurring outside our estimated 5-minute response perimeters has increased from 7.8% in 1995 to 9% in 1997. Approximately 65% of these calls occur in the areas west of our existing response diamonds. *Also because of Traffic congestion many calls at the inner edge of the perimeter are taking + 5 min*

RECOMMENDATION

Considering the previously discussed benchmark points of flashover and brain death along with the unavoidable reflex time involved in emergency responses, it is staff's recommendation that we endeavor to maintain a response capability that places the first due unit at scene within 5-minutes 90% of the time consistent with our Master Plan objective. Additionally, staff recommends that we modify our existing Master Plan to include the proposed Standards of Cover identified in the service levels objective portion of this report. That is, to maintain or achieve the capability to place first, second and third due units at the scene within the established travel time service level objectives of four, six and ten minutes respectively. In order to accomplish this objective, we need to increase our minimum staffing levels and improve our existing distribution and concentration of resources by adding an additional station. Staff proposes that we increase staffing by nine personnel phased in over the next four years and add a third station. This will service the western portion of the city and provide second due support for the existing stations.

Cost Estimate –Staffing	FY99/00	FY00/01	FY02/03	Total On-going
Three Personnel	152,700			152,700
Three Personnel		157,275		157,275
Three Personnel			166,710	166,710
Promote Three Engineers			18,765	18,765
Promote Three Captains			35,010	35,010
Grand Total				530,460

City Manager/City Council
January 21, 1999
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Cost Estimate Fire Station #3,

<i>Description</i>	<i>Capitol Cost</i>	<i>On-Going Cost</i>
Land	50,000	
Engineer/Design	50,000	
Construction	395,000	
Services & Supplies		61,000
Total	475,000	61,000

Cost Estimate Apparatus & Equipment

<i>Description</i>	<i>Capitol Cost</i>	<i>On-Going Cost</i>
Front Line Apparatus	270,000	
Front Line Apparatus Equip.	55,200	
Reserve Apparatus	110,000	
Reserve Apparatus Equip.	21,200	
Apparatus Maintenance		11,000
Fleet Reserve		30,000
Total	456,000	41,000

Cost Summary

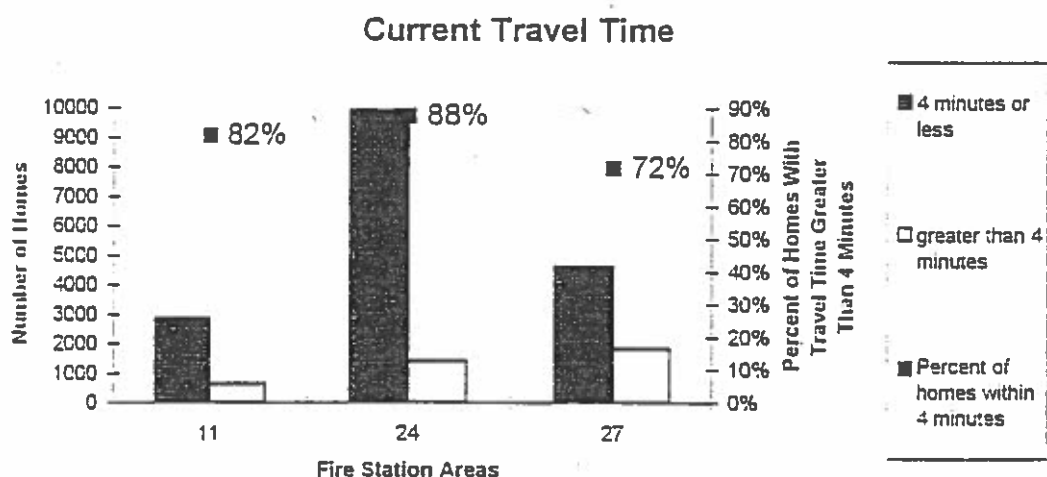
<i>Description</i>	<i>Capitol Cost</i>	<i>On-Going Cost</i>
Staffing	-0-	530,460
Third Station	475,000	
Service & Supplies	-0-	61,000
Apparatus	380,000	
Equipment	76,400	
Apparatus Maintenance		11,000
Fleet Reserve		30,000
Total	931,400	632,460

Performance Study

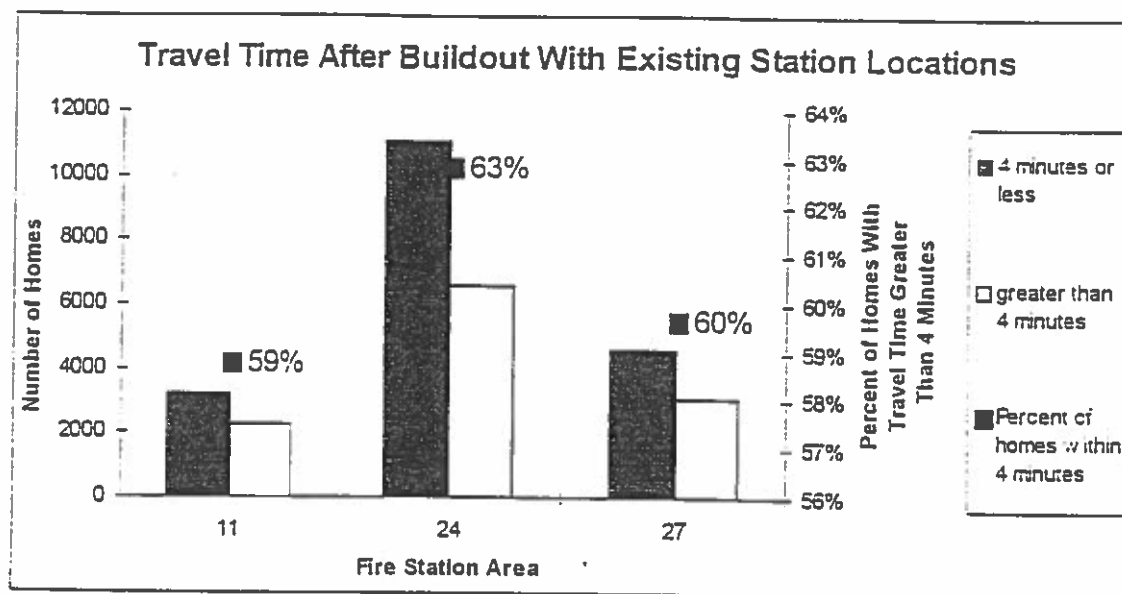
The San Jose Fire Department standard of cover for the Southeast Study area is:

Place a first due unit on scene within 4 minutes total travel time, for 80% of fire and medical emergency incidents. The first-due unit shall be capable of advancing the first line for fire control or starting rescue or providing advanced life support for medical incidents. BLS

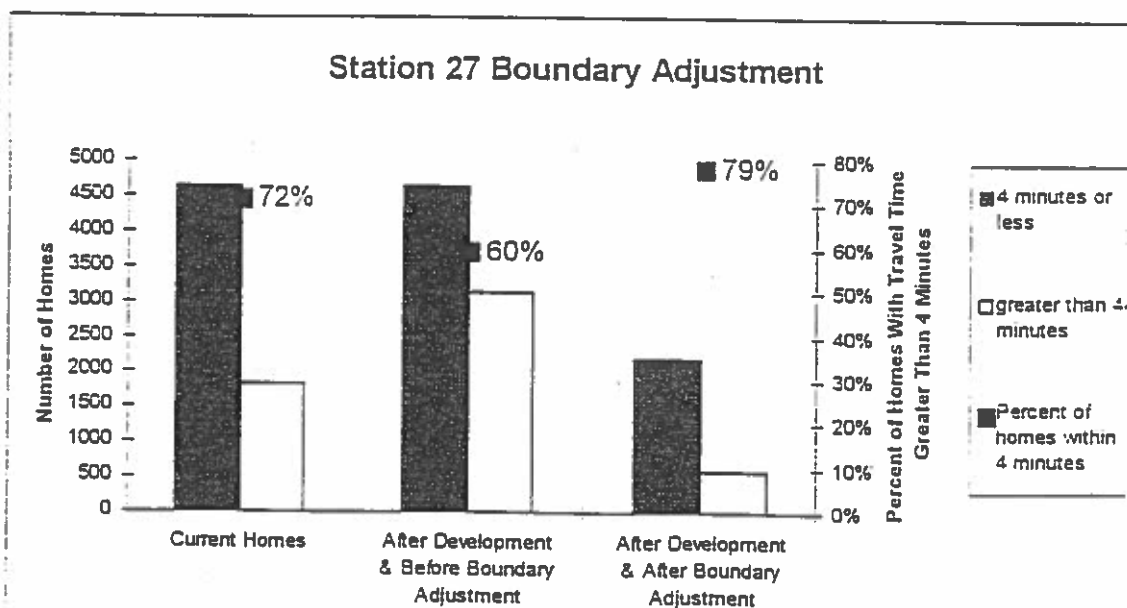
The chart below indicates the number of homes currently within the desired 4 minute travel time for fire stations 11, 24, & 27. The Fire Department's goal is currently being accomplished at 72 to 88 percent.



The chart below indicates the number of homes that will be within the desired 4 minute travel time for each fire station after proposed development. Without relocating fire stations 24 & 27, the percentage of homes within the desired 4 minute travel time will decrease to a range of 59% to 63%.



Movement of fire stations 24 & 27 and the addition of two new stations located within the study area will increase the Fire Department's ability to reach the 4 minute travel time in fire stations 11, 24, & 27's area. As an example, the following chart shows the significant improvement in travel time within fire station 27's area:



RECOMMENDATIONS/COST ESTIMATES:

The continued trend in increased travel time of units to emergencies in the Southeast Study Area was the leading focus of this study. The study also reviewed in detail the Fire Department's goal in providing timely emergency response to fire and emergency medical calls. Staff recommends the City of San Jose build and move fire stations in the Southeast Study Area such that a 4 minute travel time gets the first-due fire apparatus on-scene prior to or at flashover, and before brain death becomes irreversible in EMS emergencies. Cost estimates for the recommendations have been provided based upon input from the San Jose Fire Department Staff. In order to accomplish this objective:

4. Build a new multi-company Station 31 at Aborn & Ruby:
 - a) Equip with a new engine and an existing brush patrol from Station 24 (requires new staffing of 1 captain, 2 engineers, and 1 firefighter/paramedic);
 - b) Relocate Station 24 to Silver Creek Road & Yerba Buena (single engine company with existing staffing of 1 captain, 1 engineer, 1 firefighter/paramedic, and 1 firefighter);
 - c) Relocate USAR 16 to Station 24.

Cost Estimate - Recommendation 1		
	Capital Cost	On Going Funding Needed
New Station 31	\$1, 500,00 (station)	\$1,000.000 (personnel)
	\$325,000 (apparatus)	
Relocation Station 24	\$1,500,00 (station)	\$0
	\$(300,000) (sale of old station)	
TOTAL	\$3,025,000	\$1,000.000

2. Build a new multi-company Station 32 at Poughkeepsie Road & Cottle Road:
 - a) Equip with a new engine (requires new staffing of 1 captain, 1 fire engineer, 1 firefighter/paramedic, and 1 firefighter);
 - b) Move Truck 18 to Station 32;
 - c) Add a 6th battalion headquartered at Station 32.
 - d) Relocate Station 12 to Chesbro & Calero
 - e) Relocate Station 27 to Bernal & San Ignacio.

Cost Estimate - Recommendation 2		
	Capital Cost	On Going Funding Needed
New Station 32	\$2, 500,00 (station)	\$1,450,000 (personnel)
	\$325,000 (apparatus)	
Relocation Station 12	\$1,500,00 (station)	\$0
	\$(300,000) (sale of old station)	
Relocation Station 27	\$1,500,00 (station)	\$0
	\$(300,000) (sale of old station)	
TOTAL	\$5,225,000	\$1,450,000

3. Add a medic squad to Station 18 (multi purpose vehicle with ALS capabilities, staffed with two firefighter/paramedics, assigned with Engine 18).

Cost Estimate- Recommendation 3		
	Capital Cost	On Going Funding Needed
Add Medic	\$300,000 (training)	\$540,000 (personnel)
	\$120,000 (apparatus)	
TOTAL	\$420,000	\$540,000

4. Adopt a residential sprinkler ordinance for all new construction outside the 4 minute travel time areas.
5. Review feasibility of street design/construction to increase areas within 4 minute travel time. For example, a collector between Silver Creek and Yerba Buena Road.
6. Adopt a Wildland Urban fuel management plan.
7. Continue installation of opticom traffic control devices.

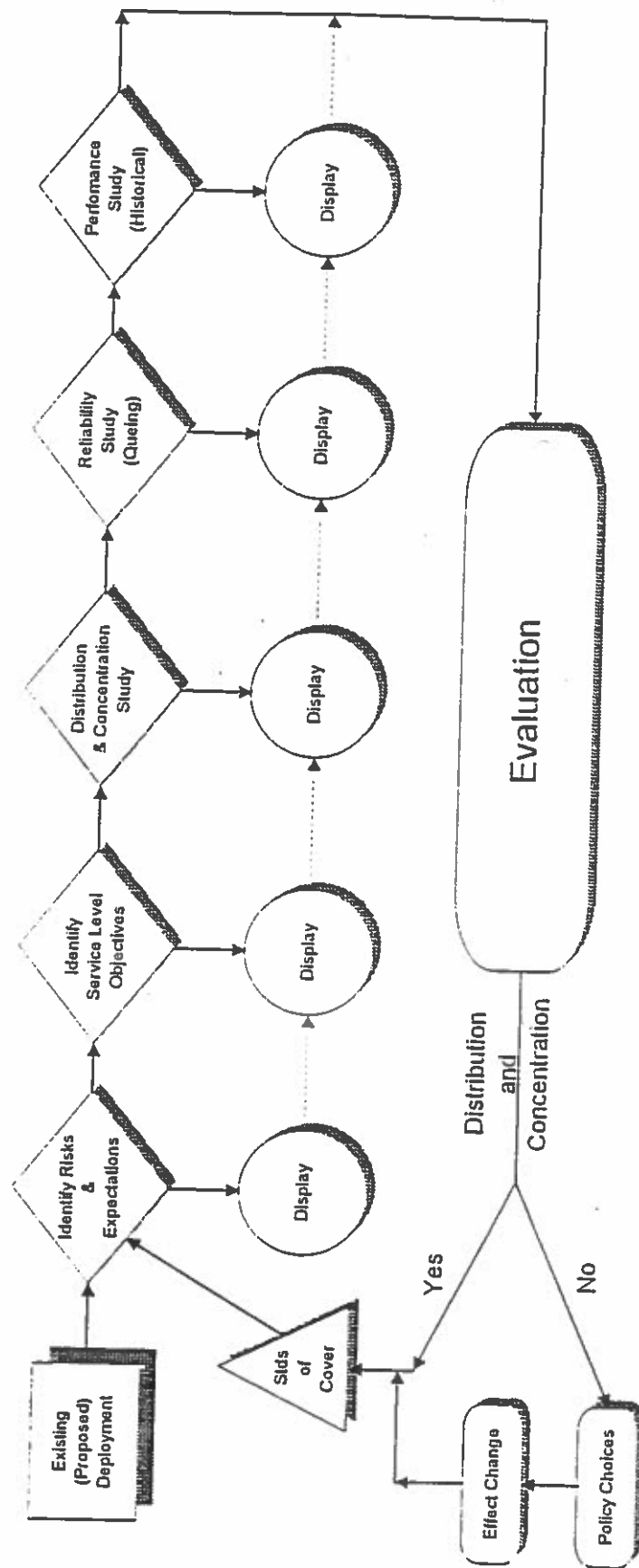
Attachments:

- Standards of Coverage Process Diagram
- Maps 1-6

California State Fire Academy - Asilomar Team Summary Report

Attachment 1

Standards of Coverage Process



Fire Department Master Plan HANFORD, CALIFORNIA

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March 2012

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SECTION I: REVIEW OF CURRENT SERVICE DELIVERY

1. ORGANIZATIONAL OVERVIEW

This report includes an in-depth study of all aspects of the administrative, operational, and support service of the Hanford Fire Department located in Hanford, California as completed by the Matrix Consulting Group.

1. PROJECT INTRODUCTION AND OBJECTIVES.

The evaluation and assessment of the included a comprehensive review, analysis and discussion of the following areas:

- Community and Organizational Overview
- Management and Administrative Components
- Fire Protection, Rescue, and EMS Planning
- Personnel Management
- Emergency Incident Staffing
- Training Programs
- Capital Assets
- Fire Prevention and Public Education Programs
- Deployment Strategies and Performance
- Information Technology
- Disaster and Emergency Preparedness
- Fiscal Analysis

Using data supplied by the city, agency, information systems and GIS modeling the study serves to provide benefits and improvements in providing Fire, EMS and Rescue services to the residents of Hanford and to those who travel through and visit

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the community.

The basis of the evaluation, analysis of data, and reference information is from California State law and regulations, the National Fire Protection Association (NFPA), the Center for Public Safety Excellence (CPSE), firefighter health and safety requirements, federal and state mandates and what are currently considered generally accepted best practices in providing emergency service delivery.

Each section in the report provides the reader with general information about that objective, observations, analysis, and a discussion of any significant issues or conditions that are pertinent. Matrix's observations are supported by data collected as part of reviewing documents and interviews with key department staff. Finally, specific recommendations are included to address identified issues or to take advantage of opportunities that may exist.

2. RESPONSIBILITIES AND LINE OF AUTHORITY

Governance of the Hanford Fire Department (HFD) is by the Hanford City Council. The Council is elected directly by the voters and consists of four members and one Mayor, with day-to-day oversight of the city being the responsibility of a city manager, which is hired by the city council.

Hanford Fire Department is one of several municipal services provided by the City of Hanford. The Fire Chief is the position appointed to provide overall management and direction to HFD. The Fire Chief reports to and works directly for the City Manager. The Fire Chief like all employees in Hanford is protected by Civil Service and is part of the Executive Team Bargaining Unit.

Initial interviews for this report included the City Manager, Fire Chief, Deputy Fire

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Chief, Battalion Chief and line personnel. It appeared that the City Manager and all members of HFD are committed to this study. Fire personnel particularly enjoy a positive working relationship with each other.

3. CITY AND ORGANIZATIONAL OVERVIEW

The City of Hanford was incorporated in 1891 after being settled by the Southern Pacific Railroad. Hanford is established as the County Seat for Kings County, California and is located just south and west of Fresno. According to the 2010 US Census, the population of Hanford is 53,967. The City is currently experiencing slow residential growth, but has enjoyed significant increases in both commercial and residential growth since the 2000 Census when the population was 41,686 and 1990 when the recorded population was 30,897.

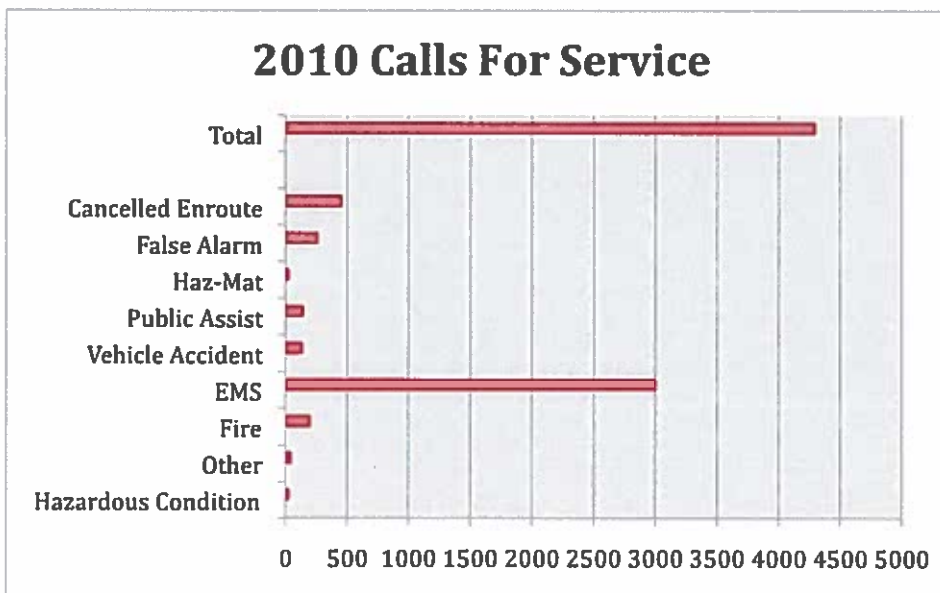
The Hanford Fire Department protects roughly 16.5 square miles from 2 fire stations. A central fire station located near the historic downtown was closed upon the construction of two new stations in 1989. These stations are located in the north central and south central portions of the City with sites chosen to provide better coverage to the community as growth continued to move outward from downtown.

The Hanford Fire Department provides fire, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. HFD also provides mutual aid to Kings County Fire Department, The City of Lemoore, The Naval Air Station at Lemoore, and other neighboring communities when called for assistance.

The following chart shows the 2010 calls for service for HFD. As in most communities, fire calls account for a small portion of the activity level and this is the

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case in Hanford. Emergency medical service (EMS) activity accounts for the greatest workload in terms of emergency response in the community.



Of the 4,296 calls for service in 2010, 3,001 (69.9%) were EMS related while 202 (4.7%) were fire related and all other call types 1,093 (25.4%). HFD protects a service area that can best be described as Urban. According to the 2010 United States Census Hanford has a population of 53,967 with a density of 3,253 residents per square mile. An urban setting is best described as having a population of over 30,000 and/or a density of more than 2,000 residents per square mile. Hanford clearly fits this description.

4. INSURANCE SERVICES OFFICE (ISO)

The current ISO property class rating for the City of Hanford is Class 4. The class rating is important to the community as many property insurance companies base the fire risk portion of premiums on the community's ISO rating. If Hanford improved from a Class 4 to a Class 2, insurance rates would for homeowners and businesses.

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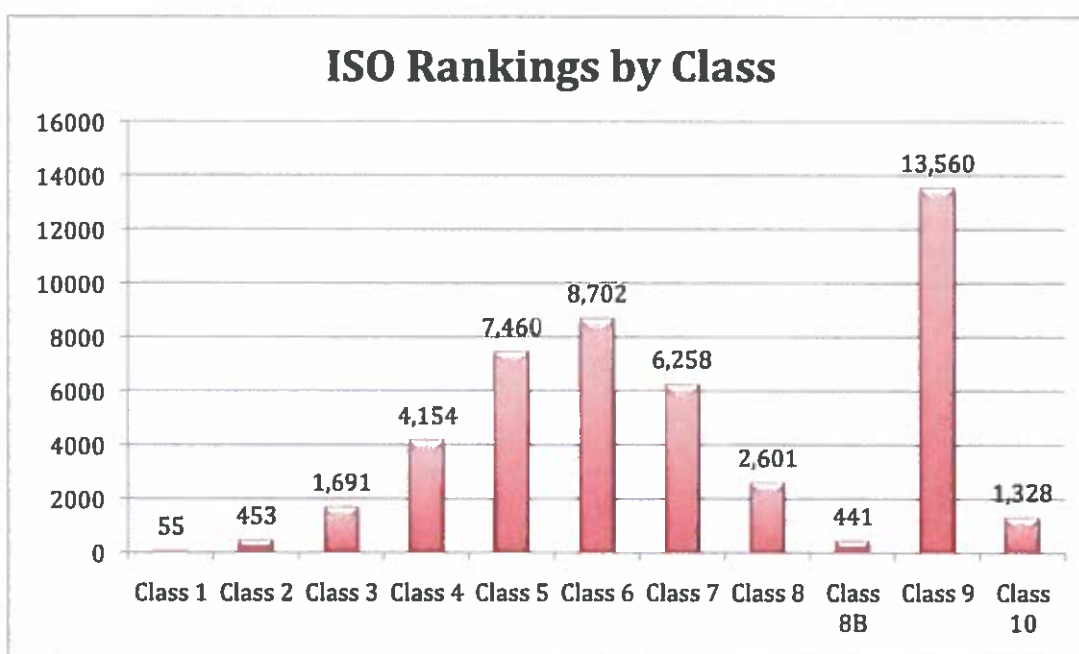
Businesses see even greater rate benefits as a community continues to improve their rating down to the optimal rating of Class 1.

According to ISO:

"Virtually all U.S. insurers of homes and business property use ISO's PPC (Public Protection Classification) in calculating premiums. In general, the price of fire insurance in a community with a good PPC is substantially lower than in a community with a poor PPC, assuming all other factors are equal."⁽¹⁾

The ISO uses a 1 to 10 rating scale, with Class 1 being the best level of service and Class 10 representing no fire service being provided at all. The ISO reviews fire protection in three major categories:

- Communication (10%)
- Water Supply (40%)
- Fire Department (50%)



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According to the Fire Chief, the last Insurance Services Office survey of the Hanford Fire Department occurred approximately fifteen (15) years ago. At that time ISO assigned a Class 4 rating which places HFD in an elite category.

The current ISO credit system is broken down into the following maximum percentage points ⁽²⁾.

FIRE DEPARTMENT CLASSIFICATION	MAXIMUM PERCENT
Credit for:	
ENGINE COMPANIES	10.00
RESERVE PUMPERS	1.00
PUMP CAPACITY	5.00
LADDER-SERVICE COMPANIES	5.00
RESERVE LADDER COMPANIES	1.00
DISTRIBUTION	4.00
COMPANY PERSONNEL	15.00
TRAINING	9.00
TOTAL	50.00

Several current factors would negatively impact a future ISO rating:

- Lack of an aerial device
- Lack of multi-company training drills
- Lack of training on multi-story operations
- Number of operations personnel

The ISO Fire Suppression Rating Schedule states that response areas with five buildings that are three stories or 35 feet or more in height, or with five buildings that have a Needed Fire Flow (NFF) greater than 3,500 GPM, or any combination of these criteria, should have a ladder company.

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Recommendation 1: Develop an ISO improvement plan for Hanford Fire Department that focuses on maintaining the strengths of the agency while improving identified deficiencies.

Recommendation 2: Determine the effect that not having an in-service ladder company has on HFD's ISO rating.

Recommendation 3: Determine the effect that not utilizing the College of the Sequoias for regional training has on HFD's ISO rating.

It is important to note that the ISO is currently reviewing the merits of updating the content of the Fire Suppression Rating Schedule (FSRS). If the program is updated there will be an increased reference to National Fire Protection Association (NFPA) standards. Possible revisions include ⁽³⁾.

- Eliminating the current ISO equipment inventory and replacing it with reference to pumper and ladder equipment listed in NFPA 1901.
- Recognition of Initial Rapid Intervention Crew and Rapid Intervention Crew teams according to NFPA 1500.
- Additional emphasis on firefighter safety and training:
 - Training and credentialing for fire officers in accordance with National Incident Management System (NIMS) recommendations and NFPA 1021.
 - Training for fire apparatus drivers and operators in accordance with NFPA 1002 and 1451.
 - Reference to firefighter safety requirements.
- Recognition of automatic-aid personnel responding to first-alarm structure fires.
- Extension of full credit for automatic-aid response plans to first-alarm structure fires when the departments have satisfied the certain criteria for interoperability.

An additional key point noted is increased reference to the American Water Works Association (AWWA) standards. Possible revisions here include:

- Recognition for fire hydrants that produce flows up to 1500 GPM.
- More emphasis on hydrant inspection programs, including hydrant flow testing.

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- A reference to implementation of master or strategic planning.
- Recognition of partial or full Commission on Fire Accreditation International (CFAI) accreditation through the Center for Public Safety Excellence (CPSE).
- Recognition for adoption and enforcement of model building and fire prevention codes.
- Recognition for public fire safety education programs.
- Recognition for adoption of fire department standard operating procedures via NIMS standards or FEMA publication FA-197.
- Recognition for adoption of a fire department incident management system according to NFPA 1561.

It is critical that as HFD reviews their readiness for a future ISO inspection, the contemplated changes are considered during decision-making process.

5. ORGANIZATIONAL STRUCTURE AND CHAIN OF COMMAND

The staffing of the Hanford Fire Department by classification is shown in the table below:

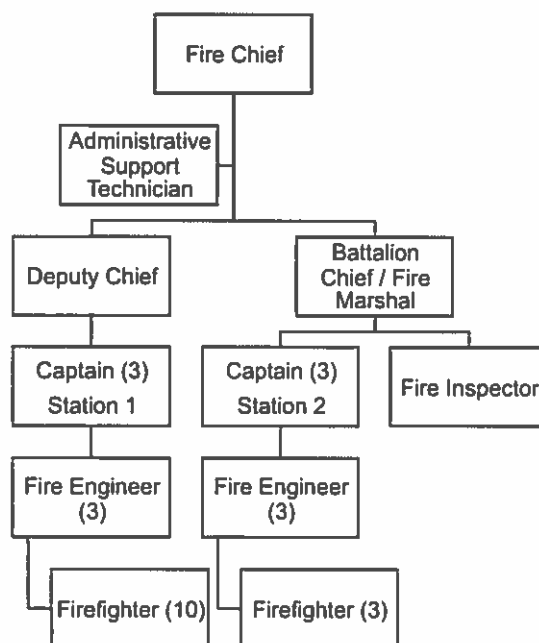
Position	Number of FTE
Fire Chief	1
Deputy Chief	1
Battalion Chief / Fire Marshal	1
Fire Inspector	1
Fire Captain	6
Fire Engineer	6
Firefighter	13
Administrative Support	1
Total	30

As shown above, HFD utilizes 30 full-time personnel to carry out its mission; of these 25 have direct emergency response responsibility. In addition HFD uses volunteer

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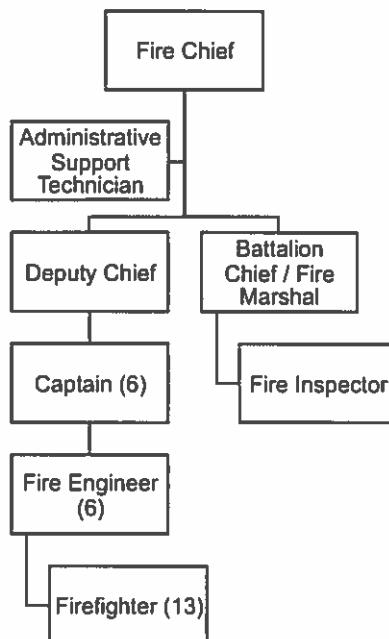
personnel who respond to provide additional support during emergency scenes, but typically are not certified to function as a firefighter.

The organizational chart that follows provides a graphical depiction of the reporting relationships of the Departmental personnel:



It is critical for fire service agencies to maintain an effective span of control as extending the span of control beyond recommended limits endangers moral and hinders effective decision-making. The typically accepted span of control for the fire service is five to seven subordinates per supervisor. Hanford Fire Department is currently maintaining an effective span of control in their reporting structure.

Recommended Organizational Structure



It should be noted that volunteer staffing is not depicted in the current organizational structure due to their limited role in the organization.

Recommendation 4: Realign reporting responsibilities so all Suppression personnel report through the chain of command to the Deputy Chief.

Recommendation 5: Increase training of volunteer personnel to allow them to function fully as firefighters on emergency scenes.

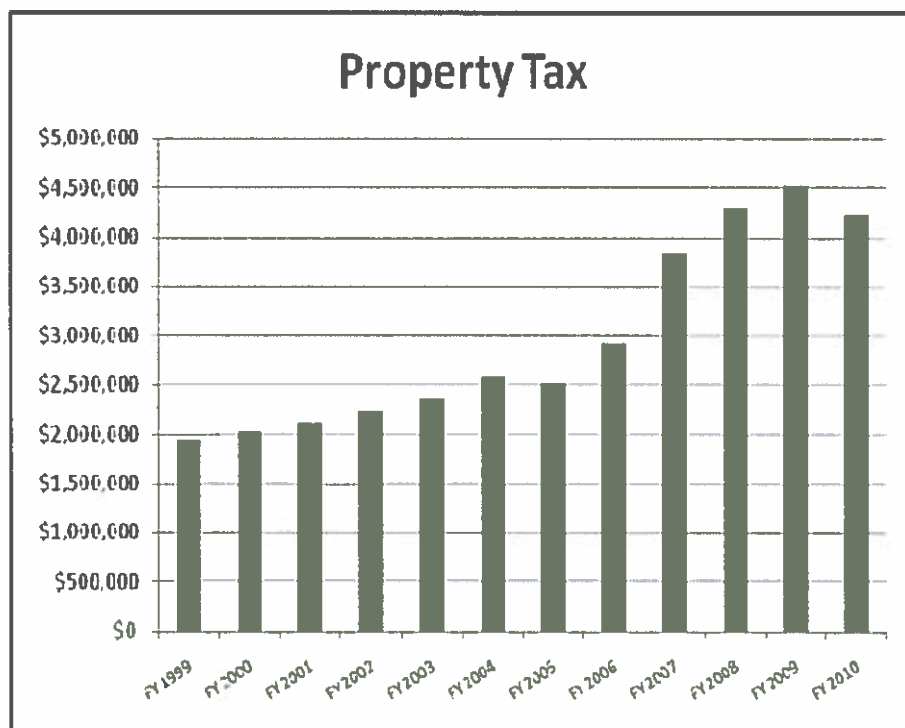
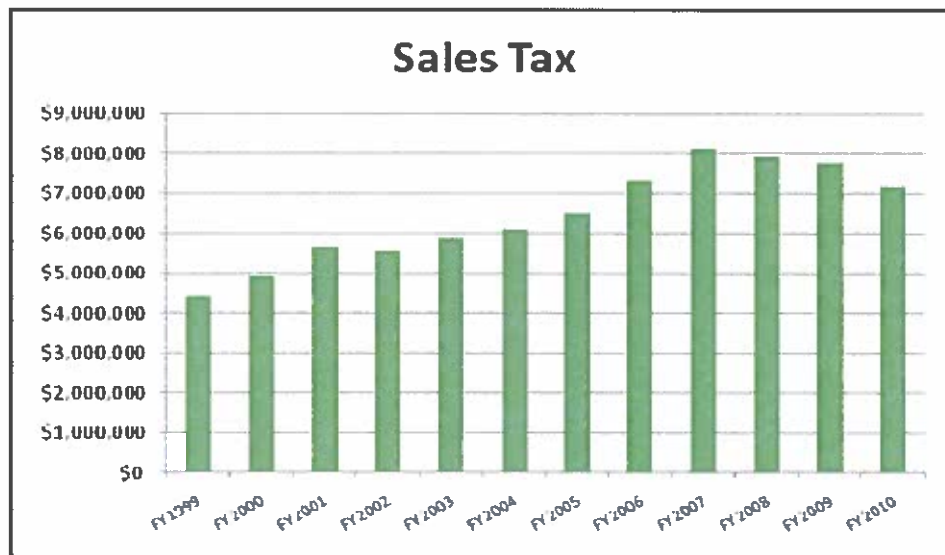
Recommendation 6: Require volunteers to commit to a minimum number of hours of service monthly and assign them to apparatus to improve staffing.

6. FINANCIAL RESOURCES

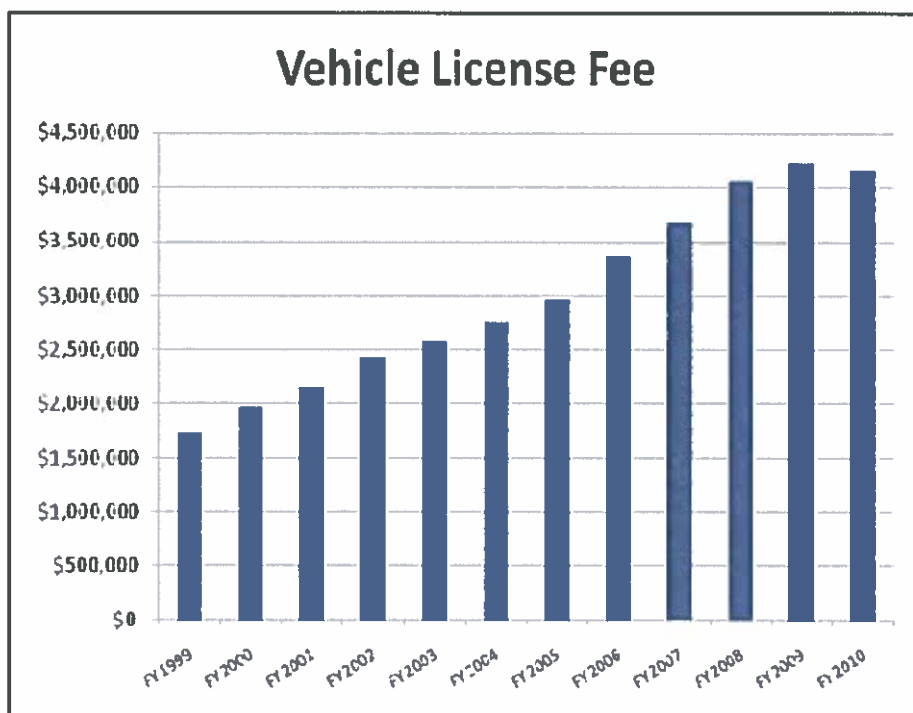
The City of Hanford operates a fiscal year from July 1 through June 30. While the City enjoyed economic growth tied to the housing sector in the early 2000's, a significant reduction in new housing starts has occurred since 2008. These depressed economic conditions have negatively affected the City's three primary sources of General Fund revenue: Sales Tax, Property Tax and Vehicle License Fees. This

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reduction in General Fund revenues has affected the ability of the City to fund essential and emergency services, like fire and police protection.



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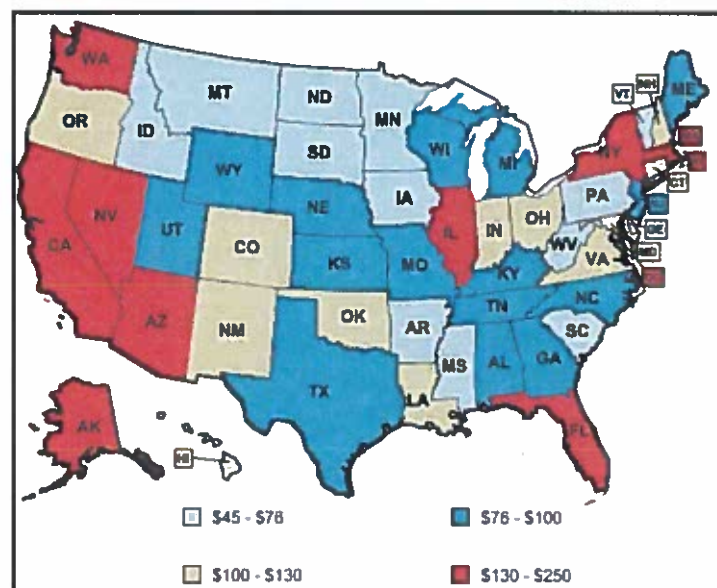
According to the City of Hanford FY 2011 – 2012 budget documents the budget for fire services in Hanford is as follows:

SUPPRESSION & EMERGENCY RESPONSE	2011 – 2012 BUDGET
Source of Funds	
General Fund	\$ 3,479,350
Fees	16,550
Grants / Reimbursements	50,000
Interfund Charges	185,940
TOTAL	3,731,840

PREVENTION & INVESTIGATION	2011 – 2012 BUDGET
Source of Funds	
General Fund	\$ 190,520
Fees	52,650
Grants / Reimbursements	
TOTAL	243,170

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As shown above, the City of Hanford expends \$3,975,010 annually to pay for personnel and expenditures related to operating the municipal fire department. With a total population of 53,967 this equates to per capita spending of \$73.66 for fire protection in the City of Hanford.



The above map is for comparison purposes to illustrate the various levels of local fire protection spending per capita for all 50 states. As you can see in 2006 cities in California spent between \$130-\$250 per capita on fire protection, ranking it among the highest in the Country ⁽⁴⁾.

In the most recent data available (2008-09), spending on fire protection in California averaged \$145.48 per capita. For that same period the City of Hanford spent \$77 per capita on fire protection. The following table shows a more localized comparison of per capita spending on fire protection in 2008-09 ⁽⁵⁾.

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City	Per Capita Spending
Clovis	118.00
Hanford	77.00
Fresno	117.00
Porterville	67.00*
Sanger	79.00
Selma	79.00
Tulare	104.00
Visalia	138.00
Average	97.38

As shown above the amount spent per capita varies from a low of \$67 to a high of \$138 for the comparative cities. At \$77 per capita, Hanford spent 79% of the average cost for fire protection per capita or \$20.38 per capita below average when compared to other municipalities in the same region as Hanford. *It is important to note that in 2009, Porterville constructed a training facility and added positions, which are not reflected in the above figures.

7. FIRE SUPPRESSION INFRASTRUCTURE

In order to deliver effective fire and rescue services there must be efficient notification of an emergency, rapid response from well-placed facilities, appropriate apparatus, sufficient staffing, and well-practiced procedures.

For the community the most visible and important service provided by the Hanford Fire Department is the response to and control of emergency events. The following emergency services are provided by HFD:

- Fire Suppression

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- EMS (First Responder)
- Hazardous materials emergency response
- Emergency management for the City of Hanford
- Technical rescue and other specialized rescue services

To support the core services listed above, the Hanford Fire Department has a comprehensive training program with well-established quarterly training goals developed by the Deputy Chief of Suppression. Volunteers are also a critical component as they serve a critical support role on emergency scenes. As noted on pages 10-11, HFD would benefit from expanding the role of its volunteer force. This would lead to higher satisfaction of volunteer members and better retention.

2. MANAGEMENT COMPONENTS

The Hanford Fire Department faces challenges related to organizational growth and management in addition to the operational challenges of providing efficient and effective emergency response. The business management of a fire department always presents unique issues involving administration of financial resources, the setting of goals and objectives, internal and external communications, information management, and security. This section examines the efforts of HFD in this area and its preparation for the future as the City of Hanford and the emergency response needs of the community become more complex.

1. MISSION AND VISION STATEMENT

Having clear mission and vision statements provides members with the foundation of why the agency exists and where they are headed. While the development of these statements is important, they must be constantly communicated to ensure all personnel are operating from the same baseline information on what the purpose of the agency is so all members are working together to achieve the shared vision.

The Hanford Fire Department has adopted the following Mission Statement:

"To protect residents and visitors of Hanford from conditions that would pose a threat to life, environment, and property by utilizing aggressive prevention techniques and, when needed, respond to all emergencies in a safe, swift, and efficient manner."

While the agency does have a Mission Statement to explain why they exist, there currently is no Vision Statement to let members of the Fire Department know where they are headed.

Recommendation 7: Develop a Vision Statement for the Agency as part of the strategic planning process.

2. STRATEGIC PLANNING

The City of Hanford has completed a comprehensive strategic planning process. Components of the City Plan apply to the fire department; however, the fire department has not formally conducted a strategic planning process specific to the fire department, which involves staff from all levels of the organization. Because of a lack of strategic planning personnel are directing the majority of their efforts to immediate issues of the day and are unable to devote time to significant planning for future service delivery needs, or developing new programs and services desired by the residents and business community of Hanford. A customer-centered strategic planning process specific to the fire department could resolve much of this deficiency and give the department a clear sense of direction.

Recommendation 8: Conduct a strategic planning process, which involves both internal and external stakeholders.

3. GOALS AND OBJECTIVES

Hanford Fire Department clearly realizes the importance of developing clear goals with measurable objectives. HFD has developed specific goals with measurable benchmarks to monitor the progress towards achieving the goals. These annual goals are included as part of the annual budgeting process as are the results related to the performance achieved against the prior year goals.

4. POLICIES AND PROCEDURES

Successful organizations are typically governed by a clear set of policies and procedures, which include rules and regulations regarding expectations related to a

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standard code of conduct. These policies set the boundaries for what level of performance is expected of employees as well as what behavior will and will not be accepted. The policy and procedure manual should be continually reviewed and updated to reflect changes in the organization.

Another factor to consider regarding policy and procedure manuals is their availability to all personnel. If policies and procedures are not available or training is not provided the agency faces a significant legal risk. It is critical that the agency ensures practices within the agency follow the policy or that the policy is changed to match current practices. Enforcement of policies, procedures, and rules & regulations is critical for the agency to ensure a gradual shift away from written guidelines does not occur.

The Hanford Fire Department has an adopted policy manual written and adopted in 2002 with the most recent amendments occurring in June 2011. While development of policies largely occurs by the command staff, the process is inclusive and all personnel are given the opportunity to provide input into current and proposed policies.

Our review of the manual showed that the agency clearly tracks the date the policy went into effect and any revision dates, but the Fire Chief does not sign each policy. The master policy manual is stored on the agency computer system.

Recommendation 9: Add a signature box to the header of each policy requiring the Chief's signature and date upon development and revisions to agency policies and procedure.

5. INTERNAL AND EXTERNAL COMMUNICATION

Effective internal and external communication in public safety organizations is critical for the organization to be successful. Due to the personal risk associated with the work performed communication must be clear and effective to internal stakeholders. Internal communication must occur in all directions and at all levels to be successful.

Similarly, external communication and community relations programs must be well structured. These systems can take any number of forms. In some organizations, all members are responsible for communicating with the public. In others, a specific person or group is responsible for the public information function.

Successful organizations utilize a multi-faceted approach to communication. Whether for internal or external communications, each agency must determine its own approach.

Daily shift briefings are the cornerstone to the communication process at HFD. It is in these morning briefings that events experienced by the previous shift and any departmental communication is passed between shifts and shared with members of the organization. The Chief also maintains an open door policy and remains available to personnel with questions or concerns.

Email is available to all career members of HFD and is the primary means of distributing information that needs to be consistent and reached by all members of the agency, such as memorandums.

The current chain of command is confusing to shift personnel who view "any white shirt" as their supervisor. This is largely due to the fact that while the Deputy Chief

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is in charge of shift personnel, the Battalion Chief conducts performance appraisals on Captains at Station 2 (see recommendation 4).

It is equally important for agencies to spend time communicating with external stakeholders. A strong community relations program can include any number of methods to ensure the public receives information the fire department feels is important for the community.

Gaining public trust is an important task for fire departments. Hanford Fire Department like many agencies is not taking full advantage of communicating with the public. While the agency does a good job of conducting public education programs, there is no written community relation's plan and most messages about city services are left to the City of Hanford to communicate. The agency is also not surveying the community about what services are important to them to ensure that HFD is focused on providing what the community wants and expects.

Recommendation 10: Strengthen the website presence of HFD to include regular news and community communication.

Recommendation 11: Develop and implement an external communication plan that includes community groups and public surveys.

6. DECISION MAKING PROCESS

Businesses recognize that when employees are provided with the opportunity to engage in the decision-making process, the organization benefits from a higher level of commitment and ownership in the success of the organization.

For fire departments, the opportunities to delegate decision-making down through the organization are quite numerous. Chief officers (deputy and battalion chiefs) are often given the task of making staffing decisions. Company officers can be given

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responsibility and/or authority for scheduling, program management, training, and station operations. Firefighters can make determinations as to patient care or station and apparatus maintenance.

The decision-making process for Hanford Fire Department is defined and participatory where appropriate. The relatively small size of the organization lends itself to a more personal and informal decision-making process. The fire chief encourages and practices communications at the most basic levels. Where command staff solicits participation, those involved should be knowledgeable of the key findings by which the decision was made. This process may go a long way in acceptance of the decision and providing a sense of worth and value in the employees, even though the final decision may not reflect their input.

7. REPORTING AND RECORDS

Records management is a critical function for any organization. A variety of uses are made of written records and, therefore, their integrity must be protected. California State Law requires that the local governments allow public access to certain fire and EMS records and data. The agency has written procedures in place to provide members information about when it is appropriate to allow public and media access to records and who is authorized to release such information.

Equally important is to ensure that records protected by the Health Insurance Portability and Accountability Act (HIPPA) are never released to the public and media. This Federal Legislation includes regulations that require all individually identifiable health care information be protected to ensure privacy and confidentiality when stored, maintained, or transmitted. Medical incident records contain protected medical

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information and sufficient personal information regarding the patient to create a concern over HIPPA requirements. Hanford Fire Department currently operates as a first responder so there is limited patient information stored at the Department. The Captain responsible for EMS ensures these documents are stored in a secure location to protect this sensitive information from accidental release.

8. CRITICAL ISSUES

City and fire department officials should be aware of issues internally, which could be considered critical. This will ensure they are prepared to face the concerns of internal stakeholders. Personnel need to know that their concerns have been heard and are a priority for management to respond to where appropriate.

In order to determine which issues are critical to the organization a number of stakeholder interviews and an organization wide survey was conducted to allow the members an opportunity to voice their concerns and to express where the agency is providing exceptional service to the community.

During these processes, many employees raised similar topics as being of great concern for the department. The following issues list describes those items:

- Building inspections are not being conducted according to the established policy.
- No pre-fire planning is being conducted on commercial occupancies.
- Mandated Group 1 and Assembly inspections are not being conducted.
- No procedure is in place to ensure follow-up inspections are conducted.
- Businesses are not ranked by risk category to ensure the highest fire risk occupancies are inspected annually.
- Current staffing levels and the lack of immediate mutual aid do not allow for safe operations on fire scenes.

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- Command staff routinely does not respond to critical incidents after hours and no on call system exists to let the Captains know who should respond.
- The patrol is the first vehicle removed from service when staffing level drops, but most calls for service are EMS related.
- There are no formal mutual aid agreements in place with neighboring agencies.
- Staff dislikes the current residency requirement and does not think it benefits the agency, but rather limits recruiting efforts.

3. PERSONNEL MANAGEMENT

The Hanford Fire Department uses a combination of career and volunteer personnel to accomplish the service delivery needs of the community. Command personnel, the administrative support technician, and the fire inspector accomplish the majority of administrative functions for the agency. Emergency response personnel work a 48 hour on and 96 hour off shifting pattern with nine personnel working on one shift and eight on the other two shifts. Volunteers currently have no structured schedule for station assignment. There are two civilian positions in the agency with one serving as administrative support and the other as the fire inspector. During interviews it was very clear that personnel enjoy their current scheduling pattern.

1. REPORTS AND RECORDS

Internal records and reporting systems appear to be adequate. There are some limitations with the current municipal IT network and its reliability. The agency maintains records on employment history, equipment and apparatus testing, building inspections, fire code enforcement, weed abatement, and emergency response reports.

The current records management system (RMS) is computerized and compliant with NFIRS (National Fire Incident Reporting System) standards. The agency has incident information, staff activity, and other analysis immediately available for review. The contract ambulance company maintains patient care reports.

2. OVERTIME / COMPENSATORY TIME

The agency works to reduce overtime by downing apparatus as scheduling of personnel falls due to vacation, sick time, and long-term leave. The current staffing of the department would allow a maximum staffing of 2 engine companies staffed by 3

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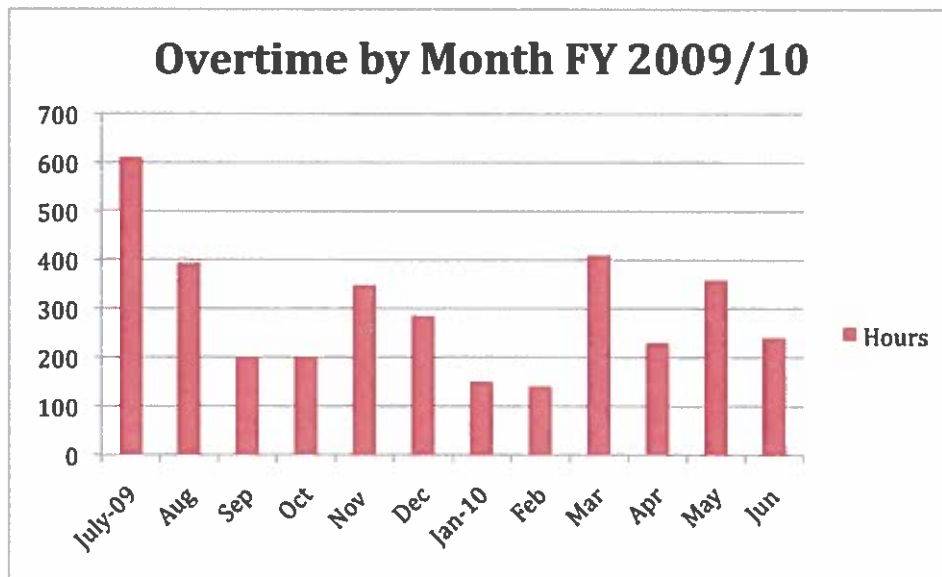
personnel and 2 patrol companies staffed by 2 personnel. This staffing requires a minimum of ten personnel to achieve.

Current staffing due to vacancies and long-term leave is a maximum of nine personnel on one shift and eight on the other two shifts. This would result in the need for overtime on each shift to staff the current unit deployment effectively. Due to this staff shortage a staffing plan to down units as staffing levels falls has been implemented.

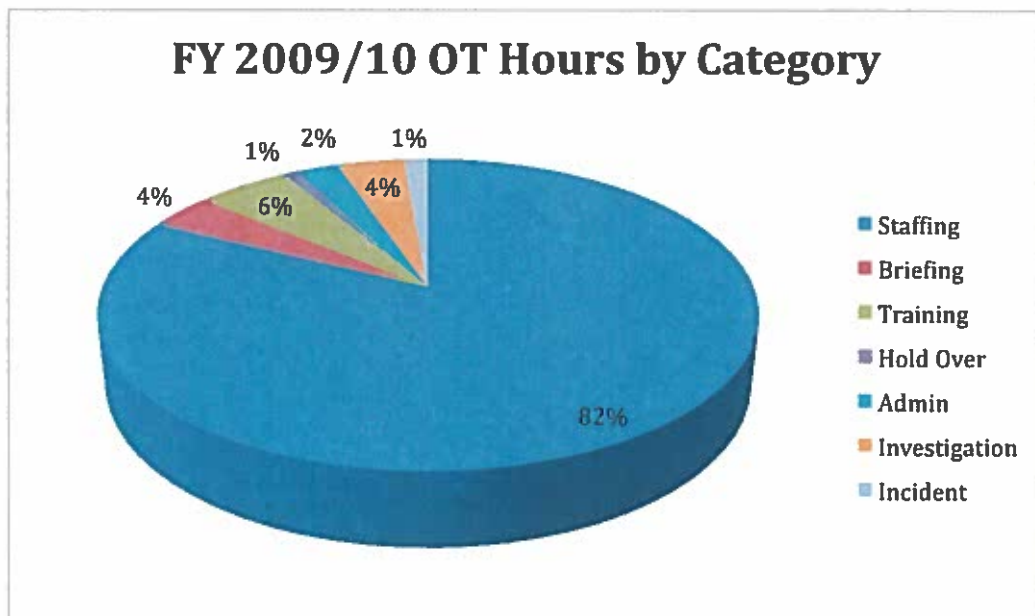
The current staffing plan calls for a minimum of seven personnel on duty each shift. The maximum staffing is nine personnel on one shift and eight on the other two shifts. Station two is staffed with a three person engine company, with current staffing levels causing the patrol at Station 2 to be taken out of service. If staffing falls below 8 the patrol at Station 1 is also taken out of service. The current staffing levels have caused the Patrol at station two to be out of service daily.

For FY 2009/10 the month with the most overtime utilized was June. March, May, and November were the next highest months in terms of overtime usage. The following chart depicts overtime usage in FY 2009/10:

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Overtime to cover for minimum staffing shortages proved to be the highest category of overtime used in FY 2009/10. The following chart shows overtime by category:



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Overtime to staff for minimum staffing shortages was responsible for 82% of the overtime utilized in FY2009/10.

According to the most recent MOU between the bargaining units compensatory time off can be used as a method of compensation for overtime and must be taken within the fiscal year in which the overtime was worked.

3. LABOR MANAGEMENT RELATIONSHIP

Having established labor management relations allows the organization to establish the rules and policies, which govern and organize employment. This establishes the regulations and ensures they positively affect the needs and interests of the employees and employers.

Hanford Fire Department has well established employee representation. There are currently four bargaining units representing HFD employees. The Fire Fighter unit represents line fire fighting personnel, the Fire Captain unit represents the shift supervisors, the Executive unit represents the Fire Chief and other department heads, and the General unit the remaining employees.

All Bargaining units are currently working to renew their respective Memorandum of Understanding, which currently are valid for a one-year period. The Executive unit is a newly formed bargaining unit and does not have an agreement in place with the City of Hanford.

4. DISCIPLINARY SYSTEM

The maintenance of discipline in an emergency services organization is paramount toward ensuring the agency is well run. There is a fine line between allowing members the latitude to perform functions using their best judgment and holding them

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accountable for their actions. Employees should be encouraged to behave in a way that exhibits high morale and maintains a safe and healthy working environment.

The City of Hanford has published and adopted a formal, progressive disciplinary process that applies to all City employees. The memorandum of understanding with each bargaining unit further clarifies the disciplinary process and specific steps, which must be followed during employee disciplinary action.

5. RECRUITMENT AND TESTING

As is the case with all businesses, the recruitment of the right personnel is an important function for emergency service agencies. There is tremendous trust placed in public safety personnel by the community. All applicants should be assessed for those attributes considered most important to effectively perform the position for which they applied. The hiring process should be comprehensive to ensure that the personnel are both capable of performing the emergency service delivery tasks and that they will be positive ambassadors for the fire department.

The personnel department serves as the main recruiting arm of the City of Hanford. The department accepts the requests to advertise for positions and advertises at select governmental agencies as well as the Hanford Sentinel. For firefighter positions job announcements are also mailed to all fire academies in California.

The personnel department screens all applications and invites those qualified to participate in the selection process. The selection process for fire personnel includes a written examination and practical exam. Candidates that successful in the initial testing process are then invited to participate in the oral interview board.

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After the testing is complete an eligibility list is created for candidates receiving a combined score of 70 or above in the oral board interviews. This eligibility list is retained for a minimum of six months and can be extended at the request of the department in six-month increments for up to two years.

The fire department is then responsible for any final interviews of candidates and conducting reference checks prior to making a conditional job offer. All firefighter personnel are required to pass a psychological examination prior to the pre-employment physical, which also includes a drug test.

Recommendation 12: Utilize medical physical assessments that follow job related standards such as are found in NFPA 1582.

6. FIREFIGHTER HEALTH AND WELLNESS

The physical demands of firefighting and emergency response activities require that members actively incorporate health and wellness into the work environment. Documentation related to the cost effectiveness of injury prevention as related to rehabilitation and work replacement is well documented.

The HFD established an occupations safety and health program for the department in 2010. The policy is focused on satisfying the requirements of NFPA 1500, Standard on Fire Department Occupational Safety and Health Program. This policy places the responsibility for safety and health on all members of the agency and tasks supervisors with enforcing the requirements of occupational safety and health.

The agency also has a fitness program, which requires daily participation for all members up through the rank of captain between the hours of 4:00 and 5:00 pm.

Recommendation 13: Train shift personnel from each shift according to the IAFC/IAFF Peer Fitness Standards to further guide the fitness and wellness program for the agency.

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Recommendation 14: Allow flexibility to workout times to ensure calls for service do not preclude daily workouts.

Recommendation 15: Administer a stress test at the time of hire and periodically on incumbent employees based on age and risk factors.

4. INCIDENT STAFFING

In order for a fire department to successfully mitigate emergency situations it requires an adequate, well-trained staff of emergency service personnel to utilize apparatus and equipment effectively and efficiently. When there are too few emergency personnel at a scene the response effectiveness is reduced and the risk of injury to those responding increases.

Direct customer services in field operations are currently provided with 25 career full-time and 10 active volunteer personnel. Of the ten (10) volunteers, four (4) are trained to a level that allows them to engage in interior firefighting operations. The remaining volunteers fulfill support roles at emergency scenes. On critical calls the Fire Chief, Deputy Chief and Battalion Chief/Fire Marshal will also respond to provide command management.

There are a number of tasks, which must occur simultaneously to adequately combat different types of fires. The absence of adequate personnel to perform these tasks requires each task to be prioritized and completed in chronological order. These fire ground tasks include command, scene safety, search and rescue, water supply, fire attack, pump operations, ventilation, back up, and rapid intervention.

An initial full alarm assignment should be able to provide personnel to accomplish the following tasks:

- Establish incident command outside of the hazard area. This will allow coordination and direction of the incoming emergency response personnel and apparatus. A minimum of one person should be dedicated to this task.
- Establish an uninterrupted water supply of at least 400 gallons per minute for 30 minutes. Once established the supply line can be maintained by the pump

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operator to ensure uninterrupted water supply. A minimum of one person is assigned to this task that can then assume support role.

- Establish an effective water flow rate of 300 gallons per minute. This will be supplied to a minimum of two hand lines each operating at a minimum flow of 100 gallons per minute. Each hand line must have two individuals assigned with one serving as the attack line and the other as a back-up line.
- Provision of one support person to handle the hydrant hookup, utility control, forcible entry, and assist in deploying fire hose lines.
- Establish a search and rescue team. Each team will consist of a minimum of two personnel.
- Establish a ventilation team. Each team will consist of a minimum of two personnel.
- Establish an initial rapid intervention team (RIT). Each RIT team shall consist of a minimum of two properly trained and equipped personnel.

Critical tasking will vary depending on the size and nature of the incident. The Commission on Fire Accreditation International (CFAI) provides a sample critical tasking analysis for the number of emergency workers required for the various levels of risk ⁽⁷⁾. The CFAI analysis is summarized in the table below showing the minimum required personnel to mitigate the initial emergency response requirements by occupancy risk:

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Critical Task	Maximum Risk	High Risk	Moderate Risk	Low Risk
Attack Line	4	4	4	2
Search and Rescue	4	2	2	0
Ventilation	4	2	2	0
Backup Line	2	2	2	2
Rapid Intervention	2	2	0	0
Pump Operator	1	1	1	1
Water Supply	1*	1*	1*	1*
Support (Utilities)	1*	1*	1*	1*
Command	1	1	1	1
Safety Officer	1	1	1	1
Salvage/Overhaul	2	0	0**	0
Command Aid	1	1	0	0
Operations Chief	1	1	0	0
Logistics	1	0	0	0
Planning	1	0	0	0
Staging Officer	1	1	0	0
Rehabilitation	1	1	0	0
Division Supervisors	2	1	0	0
High-rise Evacuation	10	0	0	0
Stairwell Support	10	0	0	0
Total Personnel	50-51	21-22	14-15	8-9

*Tasks can be performed by the same individual. **Task can be performed by the attack crew.

It is essential that there exist a response plan in place to be able to deliver a sufficient number of personnel to the scene to accomplish the critical tasks. Structure fires are the most labor-intensive incidents and depending on weather conditions can require additional personnel to maintain an effective operation. The majority of risks in the City of Hanford will fall into the moderate category as this risk category describes a typical single family home. As the size of structure, complexity of the incident, or life safety risks increase so does the risk category. For this reason high occupancy and unprotected structures fall into the high-risk category. This will include assemblies, schools and buildings in the historic downtown.

At current minimum daily staffing levels, HFD has seven (7) personnel available for immediate response to all emergencies. If fully staffed the daily workforce can be as high as a maximum of nine (9) personnel. As shown above this is not an effective

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response force and measures must be taken to develop a system to improve incident staffing including training volunteers, requiring all command staff to respond to working fires, automatic aid with Kings County Fire, or hiring additional firefighters to staff existing apparatus.

There are two methods by which resources are typically shared by municipalities, mutual aid and automatic aid. Mutual aid is a traditional agreement where assistance is requested from surrounding jurisdictions when the size and scope of an incident or series of incidents exceeds the resources of the responsible agency. In an automatic aid agreement resources are shared by sending the closest available unit to emergency incidents regardless of jurisdictional boundaries. This ensures the timely arrival of emergency response personnel.

In order to receive credit under ISO requirements, an agency must have a written automatic aid agreement, which:

- Includes a prearranged first-alarm response according to a definite plan.
- Aid is provided 24 hours per day, 365 days a year.
- Offsets a need in the community. For example a neighboring agency's ladder company responding by an automatic aid agreement can meet the ladder requirement if it is able to cover at least 50 percent of the ladder company standard.

Hanford Fire Department currently operates with a countywide mutual aid agreement and has recently approved an automatic aid agreement with Kings County Fire to assist in protecting the northern portion of town.

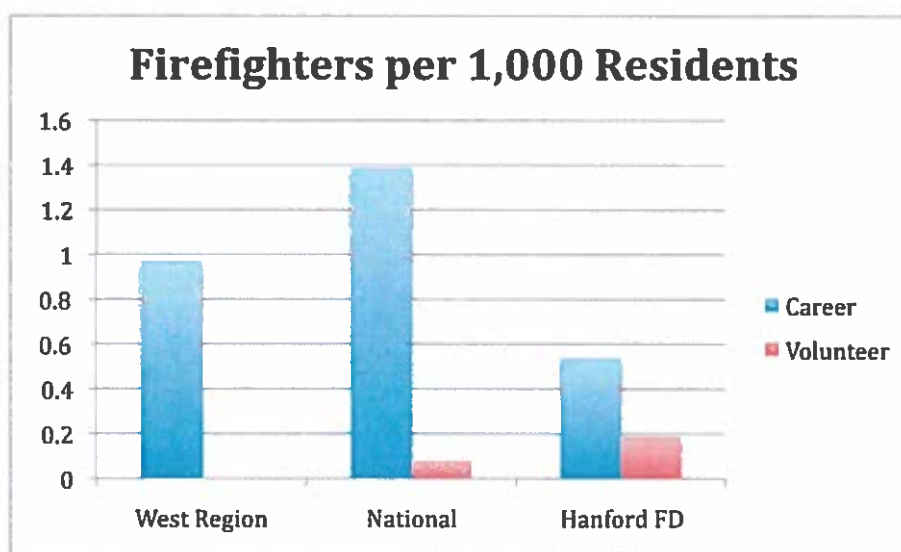
Recommendation 16: Establish automatic aid agreements with other neighboring agencies, to assure an effective firefighting force is available to perform critical tasks for all risk levels in Hanford.

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Hanford Fire Department personnel serve as first responders to emergency medical calls. The basic life support response capabilities include automatic external defibrillator (AED) capability. Transport services are provided by AMR ambulance service on a contract basis.

1. CAREER VS. VOLUNTEER

In order to effectively examine emergency staffing we must understand the available emergency service staffing for incidents. The following chart illustrates the staffing of departments in the Western region of the United States based on firefighters per 1,000 population for cities with a population between 50,000 and 99,000 ⁽⁶⁾.



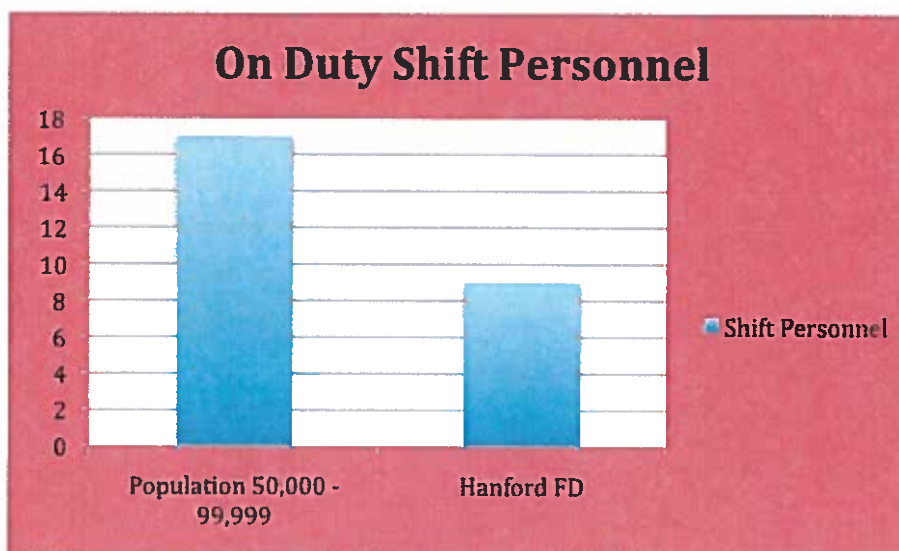
As illustrated above, Hanford Fire Department has fewer career firefighters when compared to other western cities of similar size. HFD has more volunteer firefighters than the comparable figures available on a nationwide basis for similar sized cities. It is important to note that there are no comparable volunteer statistics for western cities with populations in excess of 25,000.

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If Hanford Fire Department chooses to utilize volunteer firefighters to augment the career firefighters, they should plan on recruiting and training four (4) active volunteers for each full time equivalent they are planning to use to staff apparatus. Therefore if the plan is to have one volunteer fill a firefighter position per shift at each station the department would need 24 active, fully trained volunteers. Currently volunteers are required to provide eight hours of service, either at the station or on calls per quarter. The number of hours of volunteer service must be increased for them to be considered part of the effective response force.

A fire department must be able to respond and act quickly in emergency situations. The number of career firefighters who are immediately available to respond to an emergency is an important measurement of response readiness. If volunteers are used they must be staffed at a station to allow an immediate response, otherwise they should be factored as a second or third layer of emergency response. The chart below compares the average number of on-duty firefighters with the national average of on-duty firefighters in a similarly sized community.

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As indicated above a typical western city with a population of 50,000 – 99,999 would employ 17 firefighters per shift. On a national level the average daily staffing is 23. Hanford currently employs nine (9) per shift, but with absences the more typical daily staffing is closer to seven (7) on duty personnel per shift.

Why is this important? Work at fire ground emergency scenes can be categorized into two key areas: life safety and fire flow. Life safety relates to the number of building occupants, their location within the structure, their ability to take self-preservation action, and their status. For the responding personnel, life safety tasks include search, rescue and evacuation of victims. The fire flow component ensures there is adequate delivery of water to extinguish the fire while allowing firefighters to enter the structure or occupants to escape.

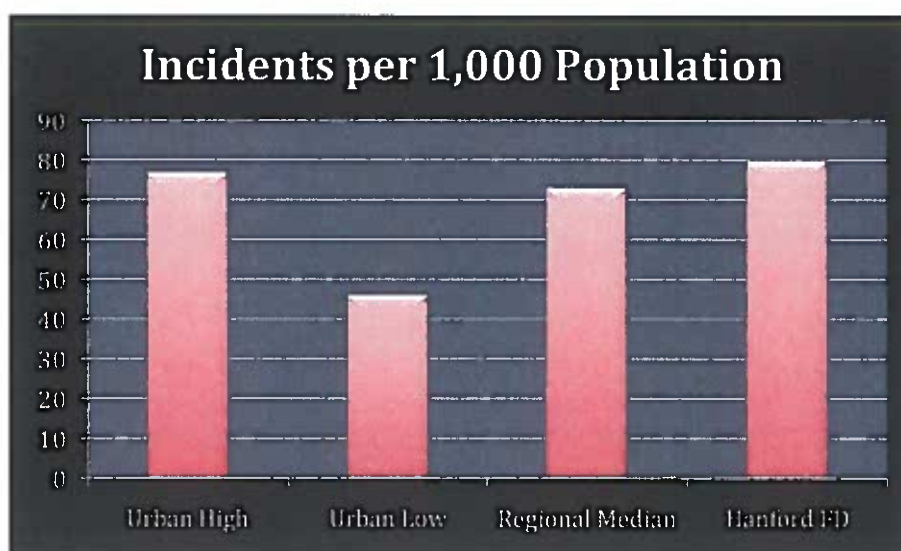
2. EMERGENCY RESPONSE ACTIVITY

The current trend for fire departments across the country is that there is a declining number of fire calls over the past decade. As the frequency of fire calls

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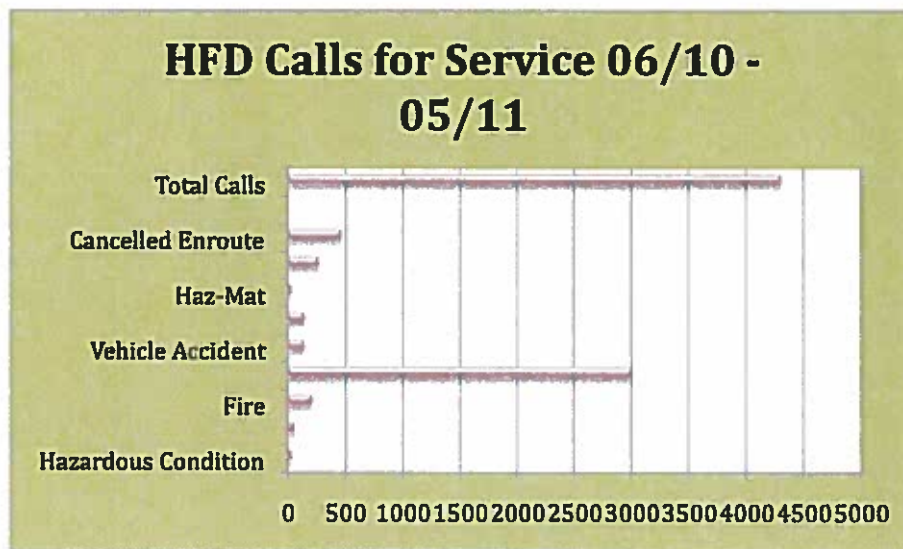
reduced, the workload of fire departments increased as they became increasingly responsible for more issues in communities, these include: medical calls, hazardous materials incidents, technical rescue and every type of household emergency. This has created the need for not only personnel trained as firefighters, but also who can respond to all hazards found within a community.

The following chart compares the total emergency responses per 1,000 population for period June 1, 2010 – May 31, 2011 in Hanford with the available national and regional information from the NFPA for they calendar year 2009. As you can see, Hanford responds at the high range in terms of calls for service as compared nationally and above the regional median for the western United States.

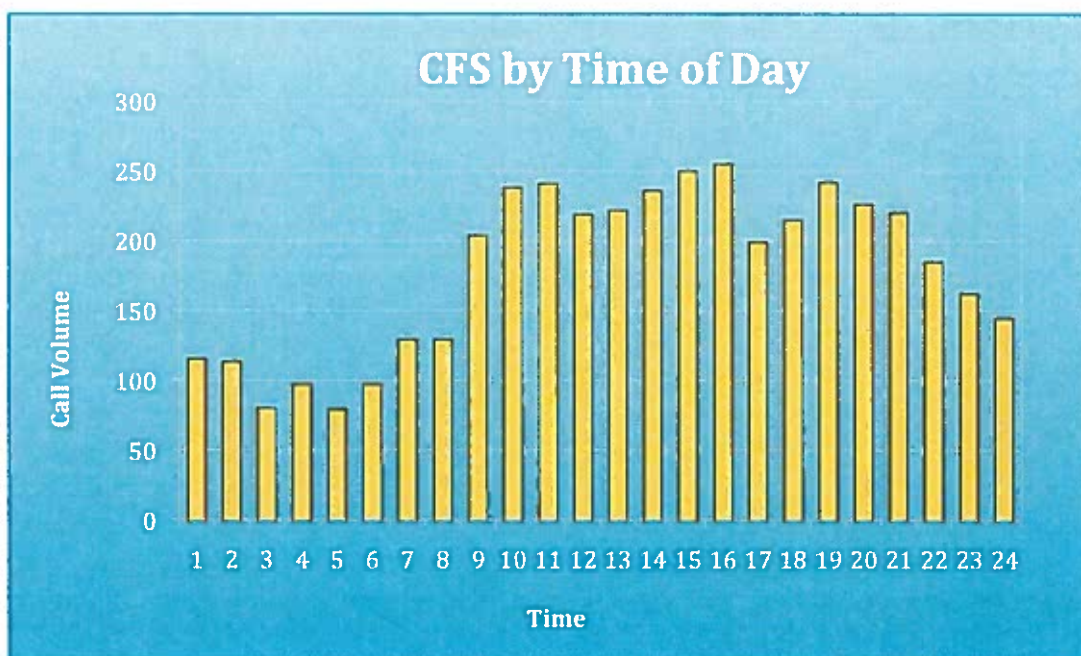


As is the case for most fire departments across the country, the majority of incidents responded to by HFD are medical related.

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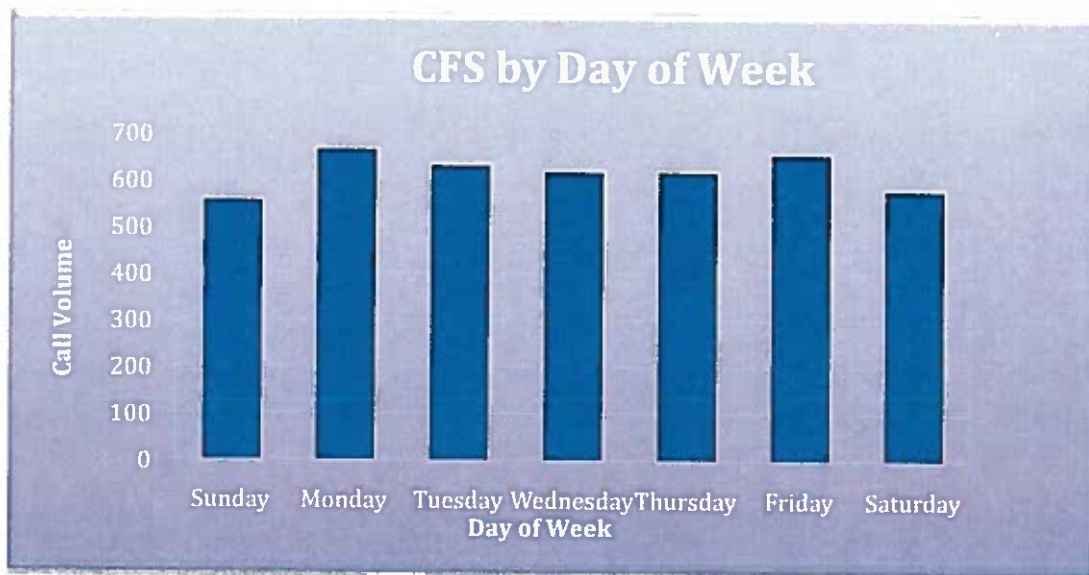


When calls for service are examined by time of day, Hanford Fire Department shows a trend of responding to the majority of calls between 9:00 a.m. and 9:00 p.m. The lowest demand of calls for service occurs between midnight and 6:00 a.m.



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Calls for service are fairly steady in terms of service demand by day of the week. Saturday and Sunday have a slightly lower demand than weekdays.



5. TRAINING

This chapter evaluates and provides goals for the Hanford Fire Department's training program.

1. TRAINING AND SKILLS DEVELOPMENT

Firefighters operate in a complex, dangerous, and dynamic work environment. In a typical year there are over 100 fatalities and 3,000 serious injuries suffered by firefighters worldwide ⁽⁶⁾. Effective training is a critical component to prepare personnel to meet the challenges of the various situations and work environments in which they will operate. The delivery of safe and effective emergency services depends on having a well-trained response force.

The reason it is important to establish and maintain an effective training is for firefighter safety. Given the various risks and complexity of the service area Hanford Fire Department responds to both officers and responding personnel must be trained appropriately. The city of Hanford has grown through annexation and has plans to continue to grow its residential and commercial tax-base. This will result in increased service demands for fire personnel. As the city grows, there will likely be new hazards encountered by fire personnel.

The absence of a comprehensive training program compromises the outcomes of emergency situations and places response personnel at increased risks of injury on emergency scenes. Failure to train also exposes the City of Hanford to liability action by employees. Therefore, training must be viewed as a critical function of HFD.

The training program must be designed to develop self-confidence to perform correctly when faced with stressful and hostile working conditions. The training program

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should be systematic, while providing constructive feedback to trainees, firefighters and company officers. The goal of the program should focus on performance and ensuring personnel can perform at a high level when an emergency situation exists. Too often, training programs are focused on acquiring a specified number of annual training hours and the quality of the training takes a back seat to hours.

The International Fire Service Training Association (IFSTA) is regarded as the national authority of training for the American fire service. According to IFSTA an effective training program will include: continuous training of all levels of personnel in the department, a master outline or training plan, a system for evaluating the scope, depth, and effectiveness of the training program; and a method for revising the program as needed.

IFSTA continues to state that effective training programs will included the following elements.

Training Administration	Training Division Staffing
Training Schedules	Training Facilities
Training Goals and Objectives	Motivation for training
Methodology for Success	Company Operations and Performance
Varied types of Reinforcement	Member Targeted Training
Organizational Priority for Training	Peer Group Commitment to Training

2. PERISHABLE SKILLS TRAINING

All training provided to emergency personnel should be based on established standards of practice. This focus will ensure personnel will perform as they are trained in emergency situations. Hanford Fire Department has a well-established training program, which falls under the direction of the Deputy Chief of Suppression. The Chief

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submits annual training goals as part of the budget process and the success in meeting the prior year's goal is also reported at this time.

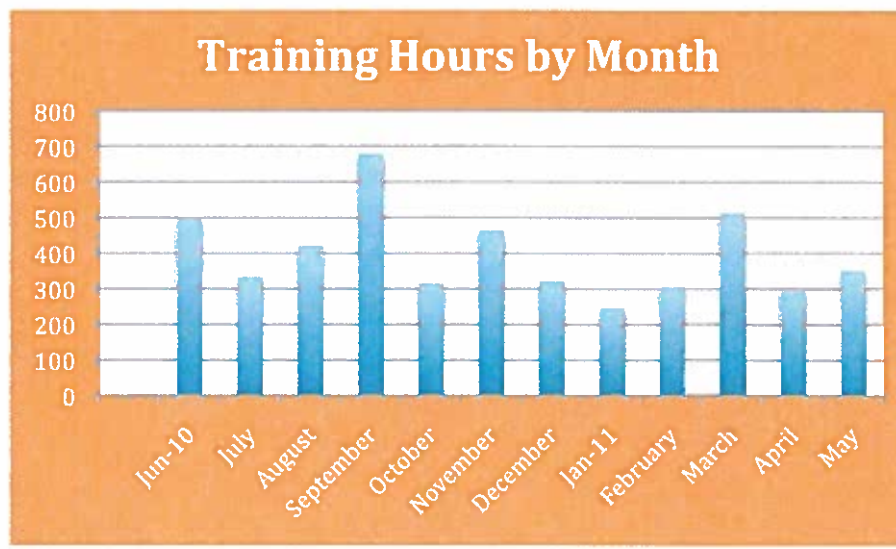
Hanford Fire Department addresses its training program in the Department Standard Operating Procedures, Chapter 900. The chapter contains performance standards for probationary testing, company performance standards, individual performance standards, NFPA evolutions, company officer performance standards, and utilization of ground ladders.

The current training program in place at Hanford Fire Department is effective at ensuring personnel maintain their perishable skills. The training is focused on a competency-based methodology, where personnel demonstrate the ability to performed a defined skill successfully according to an established standard. The time bound component of the training adds the stress associated with performing under emergency conditions. This type of training ensures that HFD personnel will be capable of responding and providing service to the community in an effective and safe fashion.

The performance-based training requires that personnel can demonstrate that critical skills are taught and practiced. HFD has performance based training for hose evolutions, driver training, and ladder drills. It is the responsibility of the shift Captain to ensure that skills are tested and evaluated according to the quarterly training schedule developed by the Deputy Chief.

The following table shows the number of training hours for Hanford Fire Department personnel by month for the period June 2010 – May 2011.

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The following chart compares the number of hours training received by career personnel as compared with the amount of training hours received by volunteers for the period of May 2010 through May 2011



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As shown above, career personnel receive a much higher frequency of training when compared with the volunteer staff at HFD. It is critical for the agency to find ways to increase volunteer training for them to be an effective resource for the agency.

Recommendation 17: Develop a monthly training plan, which requires participation for volunteer staff to ensure they remain proficient in their assigned tasks.

3. TRAINING OVERSIGHT

The Deputy Chief of Suppression is responsible for the coordination and development of training at HFD. The shift Captains ensure the training is implemented according to the quarterly schedule.

Annual training goals and objectives are developed by the Fire Chief and included as part of the budget submitted to the City Manager and ultimately the City Council. The department should conduct an annual needs assessment to identify training needs and further the use of shift Captains in the development of training goals and objectives.

Recommendation 18: Develop a process where an annual needs assessment is conducted to determine training needs and shift officers are part of the planning process.

4. TRAINING FACILITIES

Hanford Fire Department does not currently have any training or drill facilities. The nearby College of the Sequoias (COS), located on 13th Avenue conducts a fire academy, which exceeds the curriculum requirements of the California State Fire Marshal's Office for Fire Fighter I certification. The College has a 2 story burn building and a single story flash over building that provides extremely realistic fire fighting situations and offers the opportunity to repeat scenarios as many times as necessary.

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Developing or expanding existing relationships with the local college can provide excellent training opportunities for HFD personnel while minimizing costs associated with constructing training facilities.

Recommendation 19: Explore the opportunity for HFD personnel to train while utilizing the facilities at COS.

Recommendation 20: Explore the opportunity to conduct multi-company operational drills with nearby agencies to ensure standardized procedures are followed during incidents requiring outside aid.

Recommendation 21: Consider developing a mentoring program to prepare future company officers and command staff.

5. TRAINING RECORDS

NFPA 1401, training records states the importance of accurately recording, maintaining, and preserving training records. Hanford Fire Department is minimizing liability exposure by ensuring training records are accurate, complete, and entered timely into the records management system. Personnel training records are maintained in electronic format and are retrievable through the department's records management system.

6. CAPITAL ASSETS AND CAPITAL IMPROVEMENT PROGRAM

This chapter evaluates and provides goals for the Hanford Fire Department's capital improvement program and approaches to asset management.

1. CAPITAL IMPROVEMENT PLAN

The City of Hanford has a well-established Capital Improvement Plan (CIP). A well-planned and well-defined CIP has a significant impact on both the image and operation of a city and its capital assets.

The City of Hanford CIP covers a five-year planning horizon and is updated annually to reflect ongoing changes and make additions to the plan. The document is prepared by the Public Works Department and is based on strategic planning input from Council, submissions from other City departments, and approval of the City Manager. It is then submitted to the City Council for adoption along with the City's annual budget. Only the first year of the plan is funded with the adoption of the budget. The remaining years function as a budgeting and planning tool for future projects and program consideration.

Included in the current CIP is \$60,000 for a Fire Department Master Plan in FY 2013/14 and \$535,00 for expansion of fire station number one, which will enlarge the apparatus bay and fitness area and add an additional bedroom in FY 2014/15. Planned projects outside the current CIP are the construction of Fire Station 3 for \$4,000,000, construction of Fire Station 4 for \$4,265,000, and remodeling of the historic downtown fire station for \$1,250,000.

2. FIRE STATIONS

Fire departments operate from a fixed facility response method. That is, they plan response capabilities around fire station location and the ability to respond to emergencies in a timely and effective manner. Poorly located fire stations can make the difference between containing a fire to single room as compared to losing the entire structure or saving vs. losing a life. Station location should be researched based on call volume, response times, types of emergencies, and projected growth. The design of the station needs to meet the needs of the organization and its members. Apparatus types, number of personnel, equipment, and appropriate storage need to be fully considered as stations are planned.

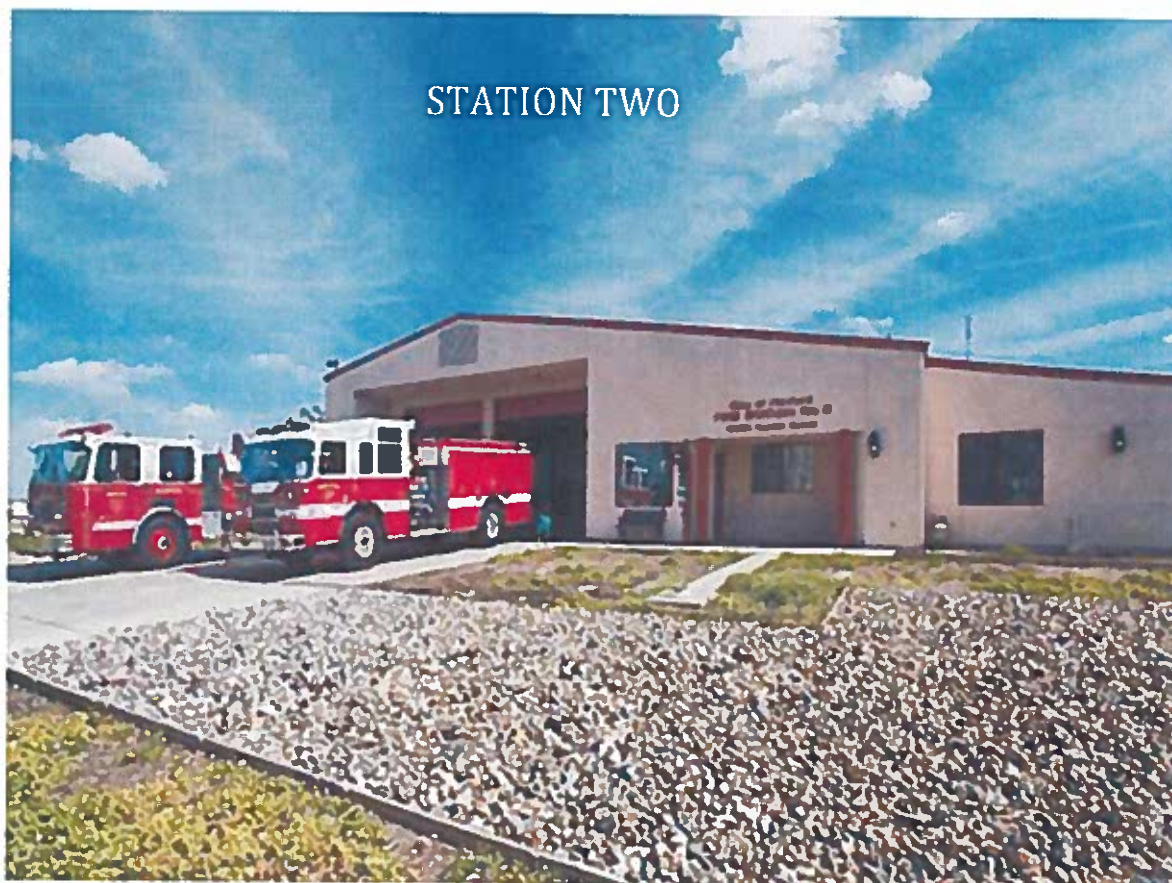


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Hanford Fire Department currently delivers emergency services from two fire stations. Station one serves as the administrative headquarters of the agency and is located at 350 W. Grangeville Blvd. Station two is located at 10553 Houston Ave. The agency has purchased property for the construction of two additional stations in the future at the intersections Centennial Dr. and W. Berkshire Ln. and Woodland Dr. and 12th Ave.

The following table provides a summary of HFD stations:

Facility	Year Built	Square Footage	Condition	General Appearance
Fire Station 1	1988	10,402	Excellent	Excellent
Fire Station 2	1989	5,000	Excellent	Excellent



3. FIRE APPARATUS

Well-designed and maintained apparatus are an important piece of effective emergency service delivery. Poorly maintained apparatus lessens the effectiveness of emergency personnel and effect the reliability of response. Effective service delivery relies on a combination of personnel, apparatus, and equipment.

Fire apparatus are an expensive capital expense for a municipality as they are customized to operate efficiently for a narrowly defined mission. Depending of the risks present in a community a various number of apparatus may be required for the fire department to fulfill its mission. This could include pumpers, aerial devices, hazardous materials units, recue units, and brush trucks. Due to the expense and lack of flexibility in use of these vehicles most communities try to achieve the longest possible useful life span.

As apparatus age the cost of repairs tends to rise, as does the frequency of needed repairs. This often results in apparatus being out of service and unavailable for emergency response. The downtime of vehicles is often a reason for replacement as the agency is unable to fulfill its emergency mission with the proper apparatus.

The large expense required to replace fire apparatus requires communities to plan well ahead for the cost of replacement. A defined life cycle should be established, which results in an anticipated replacement date. This allows for incremental funding to be set aside to ensure dollars are available when needed. Some communities also include apparatus as part of the CIP process to ensure capital funds are available for the purchase of these capital assets.

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NFPA 1901, Standard for Automotive Fire Apparatus, is a nationally recognized industry standard that defines the requirements for new fire apparatus ⁽⁸⁾. The current NFPA Standard calls for a life cycle of 15 years with an additional five years in reserve for both front-line engines and aerial devices. It is important to note that this is a recommendation and the actual use may dictate of different replacement schedule. For example a busy downtown metropolitan fire station may replace engines in eight to ten years while small rural volunteer agencies may keep apparatus in service for as long as 25 years.

The following table shows the current apparatus in use as front-line and reserve apparatus for HFD.

Apparatus Designation	Type	Year	Make	Condition	Staffing	Pump Capacity (GPM)	Tank Capacity
Engine 1	Pumper	1998	Ferrara	Fair	3 - 4	1250	500
Engine 2	Pumper	2004	Pierce	Good	3 - 4	1250	500
Patrol 1	Rescue/Brush	2000	Ford	Good	2	125	450
Patrol 2	Rescue/Brush	1995	Chevrolet	Fair	Reserve	125	250
Engine 201	Pumper 50' waterway	1987	Ford	Fair	Reserve	1250	500
Engine 202	Pumper	1990	Westates	Poor	Reserve	1250	500
Haz Mat 1	Specialty	2007	Pierce	Excellent	N/A	N/A	N/A

The current apparatus replacement schedule in use by Hanford Fire Department is 25 years; with 20 years being front-line service and 5 years in a reserve capacity.

When calculating replacement costs of vehicles it is important to consider the capital equipment that is used on the vehicle in factoring replacement costs. This capital equipment will include radios, breathing apparatus, hose, appliances, rescue tools, and ground ladders.

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Recommendation 22: Review the current apparatus replacement schedule to ensure the current schedule is providing safe and reliable emergency response.

Recommendation 23: Include the cost of capital equipment when developing apparatus replacement projections.

Recommendation 24: Consider adding fire apparatus to the current City CIP planning process or develop a capital improvement plan for the Department.

4. PUMP, HOSE AND LADDER TESTING

Pump and hose testing should occur annually and be documented. The purpose of this testing is to maintain reasonable assurance for firefighter safety by testing pumps, hoses, and couplings to ensure they work as designed. Fire is especially susceptible to damage by heat, fire, and friction. Damage from chemical exposure, excessive pressure, and mold and mildew can also shorten the life of fire hose. The Department should maintain a current inventory of all fire hoses and record when each section of hose was placed into service, tested, and removed from service. The current hose testing procedures in place at HFD meet NFPA 1961 standards. Operations personnel are assigned the responsibility of conducting and recording hose and pump testing annually.

A third party vendor tests ground ladders and the aerial apparatus annually.

5. PROTECTIVE EQUIPMENT

Minimizing the buildup of contaminants on turnout gear can have a positive effect on the health and wellness of firefighting personnel by reducing their exposure to the contaminants, which collect on the gear during fire ground operations. NFPA Standards 1500, 1581, and 1971 address the health and safety risks associated with contaminated turnout gear. It is recommended that protective clothing be cleaned at a minimum of

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every six months. Regular cleaning and inspection of turnout gear will extend the life of the gear and allow a longer replacement cycle for protective gear.

Hanford Fire Department has a commercial washer/extractor for the routine cleaning and maintenance of bunker gear. These extractors when used with approved cleaning solutions provide an approved method for cleaning turnout gear.

7. FIRE PREVENTION AND PUBLIC EDUCATION

As a community develops its fire prevention program, four key components should be included to support the goal of reducing the danger and incidence of fires.

- Public Education
- Code Enforcement
- Fire Suppression
- Fire Investigation

Each of these functions should work together to achieve the fire prevention goals of the community.

Having a proactive risk management program as part of the fire prevention program will provide a department with the best opportunity to minimize the losses and trauma associated with fires. The International Association of Fire Chiefs (IAFC) has defined proactive fire service as one that embraces new, proven technology and built-in protection, like automatic fire sprinklers and early detection systems, combined with aggressive code enforcement and strong public education.

The fire department should work with developers to actively encouraging the use of fire resistive construction and built-in early warning and fire suppression systems. Educating the public to recognize and minimize the risks associated with fire should also be a major focus of the department.

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1. OVERVIEW

The Hanford Fire Department has a structured fire inspection and public education program in place. The purpose of these programs is clearly stated in the Fire Inspection Manual.

Fire Inspections focus on:

- Examining what is most likely to cause a fire and where it will start.
- Determining how occupants would escape the building in the event of a fire.
- Finding what in the building would cause the fire to spread or increase in intensity.

Public Fire Education focuses on:

- Teaching the occupants to make the building safer.
- Providing information that promotes a positive image of the fire department.
- Fostering a positive attitude about fire safety.

Annual fire loss is a valuable measurement to judge the effectiveness of the fire prevention program. The Hanford Fire Department uses fire loss as one of its service level indicators on their annual report. For the fiscal year 2009/10 the fire loss in Hanford was \$840,623.00, which equates to a fire loss of \$15.58 per capita. Based on this data it appears that HFD is effective with its fire prevention efforts.

The following chart compares the fire loss per capita for fire departments serving similar sized populations to HFD ⁽⁹⁾.

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These numbers can be deceiving since the dollar loss associated with one large fire can change the per capita loss significantly for a single year. Through May in FY 2010/11 the fire loss in Hanford is \$903,921 or \$16.75 per capita, still well below the national and regional figures.

Recommendation 25: Begin tracking annual fire loss per capita and average 5-year trends to ensure your fire prevention efforts remain effective.

2. FIRE CODE ENFORCEMENT

As shown earlier, Hanford would need to employ 15 shift personnel per day to maintain an effective response force to structure fires. This would mean hiring 20 additional firefighters, which currently is not a financially viable option for the City. To reduce the risk to responding personnel, the Department must focus on preventative efforts. One of the early elements of the fire prevention program occurs during the plan review of new construction and remodels of commercial occupancies. This review examines the proposed projects to ensure they are compliant with local fire code

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requirements. The more involved the fire department is in the plan review process the less potential exists for future fire protection issues in a community.

The design and construction of a building can help contain a fire. Placement of walls and exits will affect the ability of people in the building to exit in a safe and expedient manner. Regular inspection and maintenance is required of buildings and their fire protection systems to ensure they are working properly. Inspections should ensure paths to exits are clear, fire extinguishers have current inspections, fire protection systems have current inspections, fire detection systems are working properly, and emergency lighting operates.

The fire marshal oversees the fire and life safety program for the City of Hanford. This includes plan reviews for new construction and periodic site inspections during the construction process. Building permits and final certificate of occupancy permits are approved by the City of Hanford Community Development Department after the fire marshal has signed off on the fire and life safety portion. The process is well established and ensures the fire department is involved in new construction occurring in the City.

The City of Hanford has adopted the 2010 California Fire Code, Code of Regulations Title 24, Part 9. A strong component of the amendments are the requirement for fire sprinklers in many instances; including, in any new building with a total floor area exceeding 5,000 square feet. While most commercial building are required to have fire sprinklers in the International Code, over three-fourths of the fire deaths experienced in the United States each year occur in single-family homes, where sprinklers are not required. This amendment in the code is a positive step to ensure that larger homes are protected, which is bar far the most effective way to prevent the loss

of lives and property due to fire. The installation of residential fire sprinklers is becoming a trend in many communities across the country and is required in the 2009 International Fire Code.

3. OCCUPANCY INSPECTIONS

Occupancy inspections are used to locate and mitigate potential fire hazards to reduce or prevent the occurrence of fire in a community. Different types of occupancies pose different levels of fire risk and require different inspection schedules. These inspections ensure compliance with applicable codes and verify activities are being conducted in a safe manner.

Fire departments can use inspection time as an opportunity to educate the occupants while mitigating hazards that exist in the buildings. Inspections of commercial, industrial, places of assembly, and facilities open to the public are designed to identify and eliminate potential fire hazards before an emergency occurs.

NFPA standards recommend the frequency of fire safety inspection, which vary by the type of occupancy. Generally, inspections are classified by the degree of hazard with higher hazards being inspected more frequently.

The following table illustrates the NFPA recommended frequency of inspection by hazard class and facility type:

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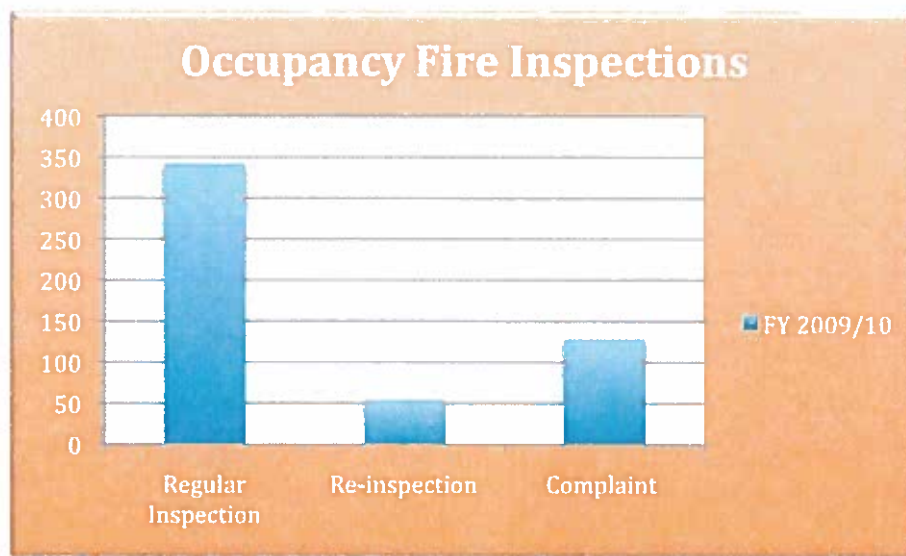
Hazard	Example Facilities	Inspection
Low	Small stores, general offices, medical offices, non-flammable storage, and apartment common areas.	Annual
Moderate	Gas stations, stores larger than 12,000 square feet, restaurants, schools, hospitals, manufacturing facilities, small industrial uses, auto repair shops, storage of moderate flammables or hazardous materials.	Semi-annual
High	Nursing homes, large users of flammable liquids or hazardous materials, bulk flammable liquid storage facilities, facilities classified to handle "extremely hazardous substances."	Quarterly

During interviews with HFD personnel it became clear that while HFD recognizes the importance of conducting fire and life safety inspections on a regular basis; many occupancies in the City are not being inspected.

The current occupancy inspection program in place has inspection cycles as long as two-years for general commercial occupancies. According to the fire marshal there are approximately 2,000 businesses requiring an inspection and HFD has not prioritized their inspections based on occupancy or risk.

The following table shows the number of businesses inspected annually in Hanford in FY 2009/10.

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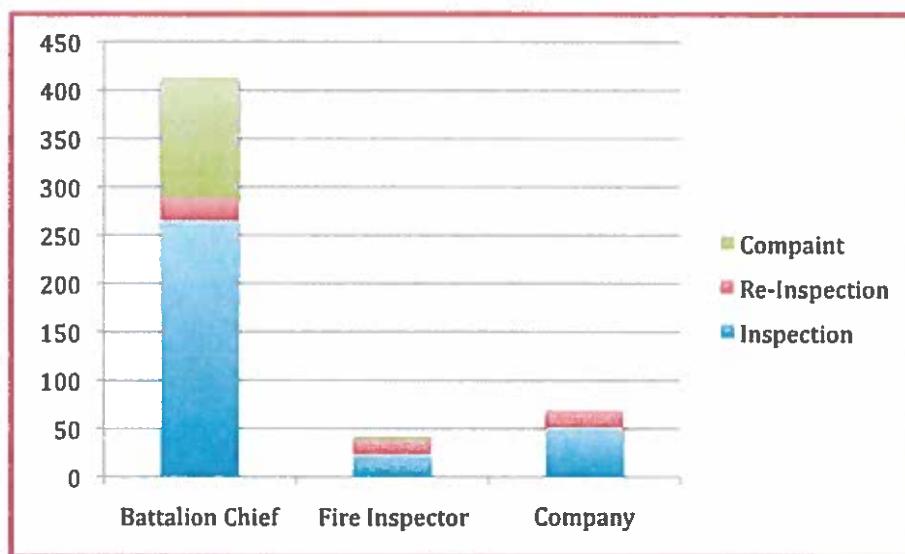
Based on this data it is clear that the majority of businesses in Hanford are not inspected on the two-year cycle currently in place. The Department should develop a goal to inspect higher risk occupancies and all occupancies with a sprinkler or detection system annually. The fire marshal and fire inspector both indicated that current workloads and other project assignments cause this failure in meeting inspection frequency.

Hanford Fire Department is using on-duty fire personnel to conduct company inspections, which is a common method for inspecting low hazard occupancies. These inspections serve several purposes including: building familiarization, pre-fire planning, training, identification of fire code violations, and public relations. If serious fire code violations are discovered those should be sent to the fire marshal for follow-up. These company inspections should occur in the first due response area to ensure personnel remain available for immediate response.

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Hanford fire personnel are currently not performing any pre-fire planning activities on commercial occupancies in the City. In past years pre-fire planning was part of the promotional process so there do exist some plans, but those are dated and should be re-evaluated to determine if the data is correct.

The following table shows the inspections by person or group during FY 2009/10:



Shift personnel are trained to conduct the company inspections, but it appears that based on current workload data they could be performing more company inspections on an annual basis. In FY 2010/11 through May 22 company inspections have been performed. With appropriate daily staffing the Patrols could be assigned the hydrant maintenance duties, while Engine Companies perform company inspections.

A self-inspection program for small, low risk occupancies is another program that can be developed to reduce the workload on prevention staff. When administered properly, these programs are an effective way to address inspecting small business.

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Recommendation 26: Consider adopting the NFPA recommended inspection frequency standard.

Recommendation 27: Formalize and schedule company inspections on a regular basis.

Recommendation 28: Develop a risk classification for commercial occupancies and pre-fire plan occupancies based on risk.

Recommendation 29: Consider establishing a self-inspection program for small, B-type occupancies.

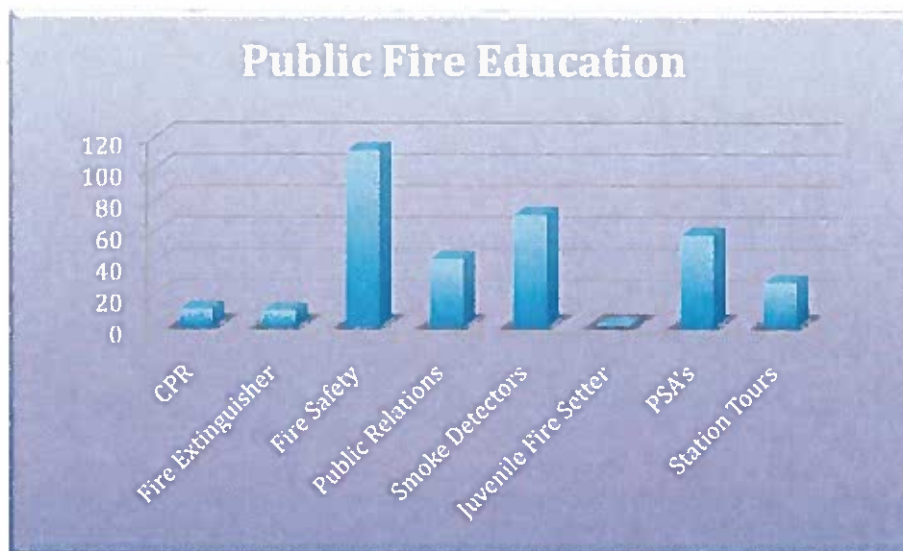
4. PUBLIC EDUCATION PROGRAMS

Providing public fire education programs can have a very positive effect on minimizing the occurrence of fire in a municipality. Strong education provides an opportunity to minimize the effects of fire, medical emergencies, and disasters on a community.

The fire marshal schedules fire education programs, which are taught by the fire marshal and shift personnel. These include CPR classes, juvenile fire starter program, fire extinguisher training, station tours, general fire safety, residential safety inspections, distributing public safety announcement, and smoke detector installs.

The following table illustrates the fire education programs in FY 2009/10:

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Hanford Fire Department places a high priority on public education, but has limited resources. The department should explore opportunities to use department volunteers to further their public education efforts.

The smoke alarm program is a very effective means to decrease fire-related fatalities. Most of the fires in the United States occur in residential occupancies. In 2009 fires caused 3,010 deaths and 17,050 injuries in the United States. This is a dramatic decline, which can be linked to smoke detector use. In 1975 less than 5% of homes had working smoke alarms; today that number is closer to 90% ⁽⁹⁾. In the same time period deaths dropped from 9,000 to the current number of just over 3,000 annually. Hanford Fire Department should continue their efforts to ensure that every home in Hanford has a working smoke detector.

Recommendation 30; Evaluate opportunities for utilizing department volunteers in the fire prevention and public education efforts.

5. PUBLIC INFORMATION AND MEDIA RELATIONS

Maintaining positive public relations is the responsibility of all employees of HFD. The public information component is important in developing positive public attitudes toward the department. Establishing and maintaining a good working relationship with the news media will assist HFD in meeting their public education goals by communicating with the residents they serve.

Per HFD policy only the Chief, Deputy Chief, Battalion Chief and Captains are authorized to release information to the media. The policy does not address how relationships with local media will be developed and maintained, nor does it discuss what is releasable and what is not releasable in press releases.

Recommendation 31: Revise the current press release policy to provide guidance on what information is not to be released and how media should be handled on emergency scenes.

6. FIRE CAUSE DETERMINATION

The fire marshal is tasked with the responsibility for supervising cause and origin investigations to determine how fires start. Cause and origin investigations are a team effort between the fire marshal and shift personnel. Detectives from Hanford Police Department assist and provide law enforcement expertise when needed.

7. USE OF STATISTICAL DATA

Accurately documenting and recording the records related to emergency response provides the department an opportunity to evaluate the performance of their emergency response and prevention programs. With a coordinated data collection and analysis process in place, incident records can be analyzed to determine a number of important incident factors.

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The Hanford Fire Department uses RescueNet Fire RMS system by Zoll Data Systems to record emergency response data, training information, and various other fire department activities.

Fire cause and origin information is documented in the records management system (RMS) and included in the department's NFIRS record of the incident. Capturing this information gives HFD the ability to monitor why fires are occurring in Hanford; while providing the fire marshal information to target fire prevention and public education programs toward areas of concern.

The fire department is effectively utilizing their RMS system to manage department records. During interviews it was discovered that the fire prevention division is not conducting routine analysis of the records. This analysis should occur to identify fire risk and occurrence so the findings can be correlated into the planning efforts of the department.

A well-maintained historical record serves as a valuable tool for planning and decision-making. These records provide valuable historical data for outside agencies such as the ISO when they conduct a site visit to evaluate the department's current ISO rating. The department can also use this data to produce an annual report of fire department activity.

Hanford Fire Department currently produces an annual report, which includes numerical data on activity, training hours, response time, incidents and fire loss. The report; however, does not conduct any analysis or provide statistical analysis with trends or community service level indicators. It also does not provide the reader with an indication of what the agency has implemented or improved over previous years.

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Recently the department used prevention data to understand which fire management area would most benefit from a smoke and carbon monoxide detection and installation and education program.

Recommendation 32: Continue to incorporate the use of prevention data and analysis into department operations and planning activities.

Recommendation 33: Publish an annual department report containing an overview of major events, significant changes, and analysis of performance trends.

8. CURRENT DEPLOYMENT STRATEGIES AND PERFORMANCE

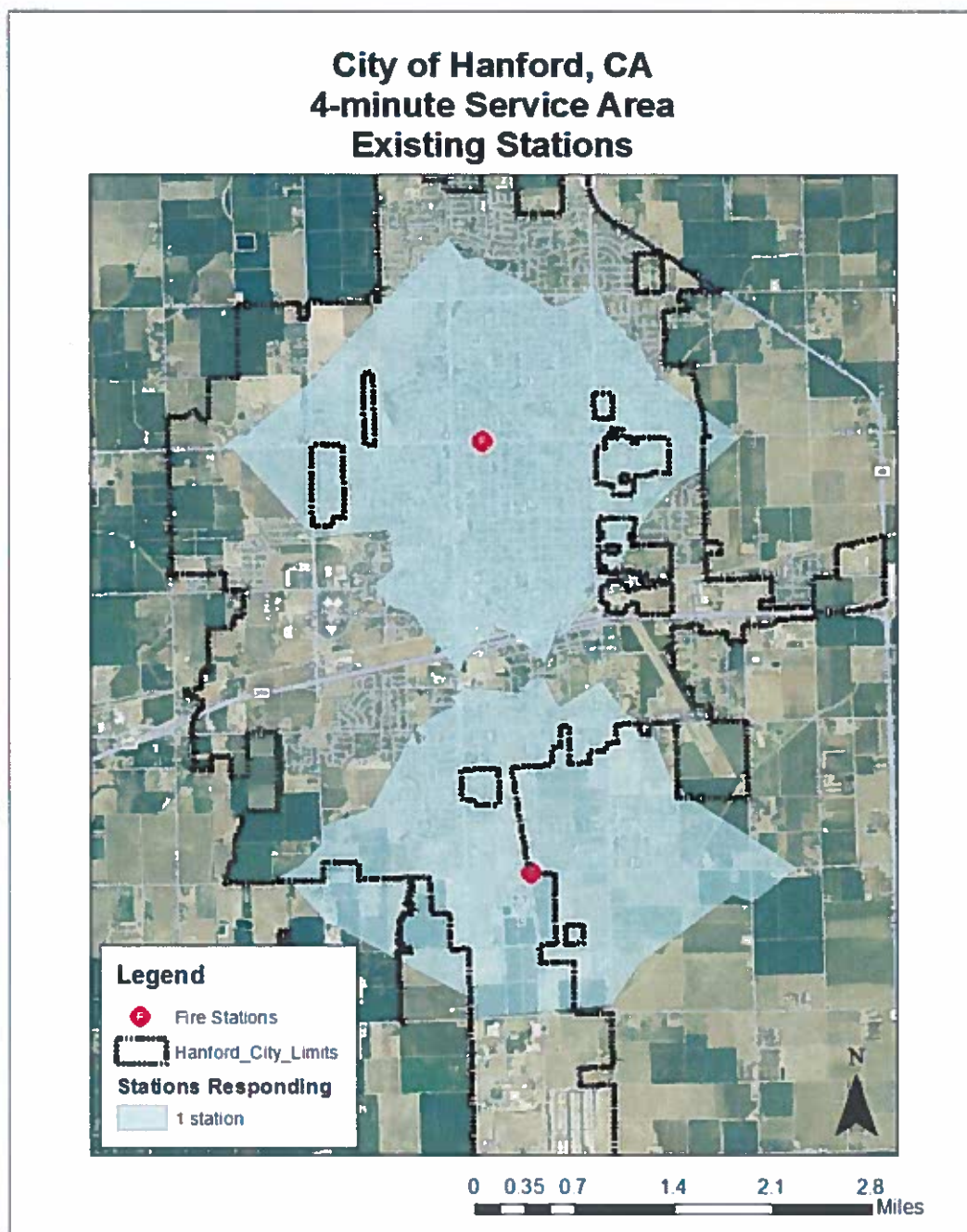
This chapter evaluates the Hanford Fire Department's system performance and deployment.

1. DISTRIBUTION ANALYSIS

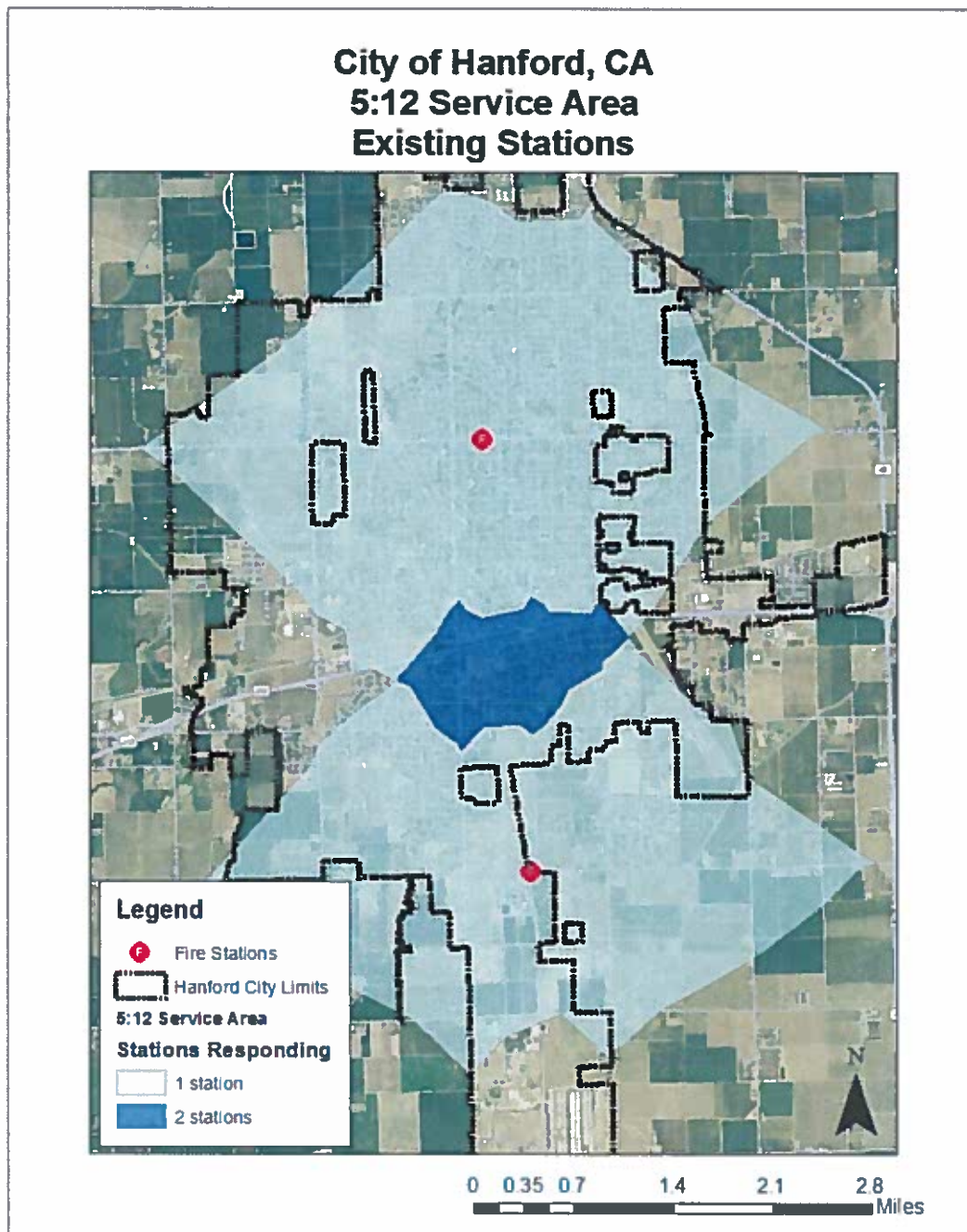
Hanford Fire Department operates from two fire stations located within the city limits of Hanford. These stations are responsible for providing emergency response in a 16.5 square mile area. The current stations are located in the north central and south central portions of the City. The City has purchased land for two additional fire stations, which are to be constructed at a later date as development occurs and the tax base can support the additional infrastructure.

The following map demonstrates the travel time capability for emergency apparatus when it leaves the fire station using the current station locations. The first map indicates areas that can be reached in four-minute travel time, while the second map shows areas that can be reached in five-minute twelve-second travel time.

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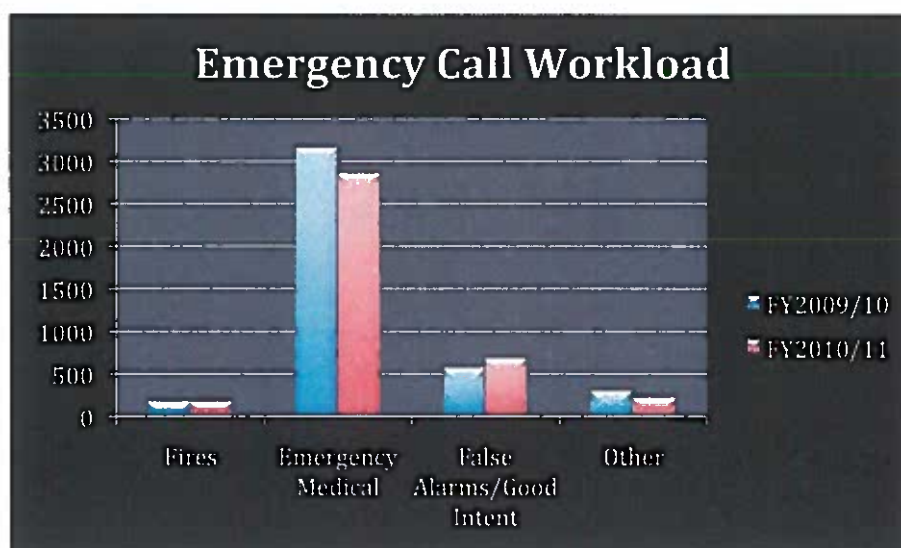


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When examining the areas able to be reached in four minutes it is clear that many developed areas fall outside the four-minute travel area. When travel time is expanded to 5:12, much of the developed area can be reached in that timeframe. A notable exception is the extreme southern portion of the City.

2. DEMAND ANALYSIS

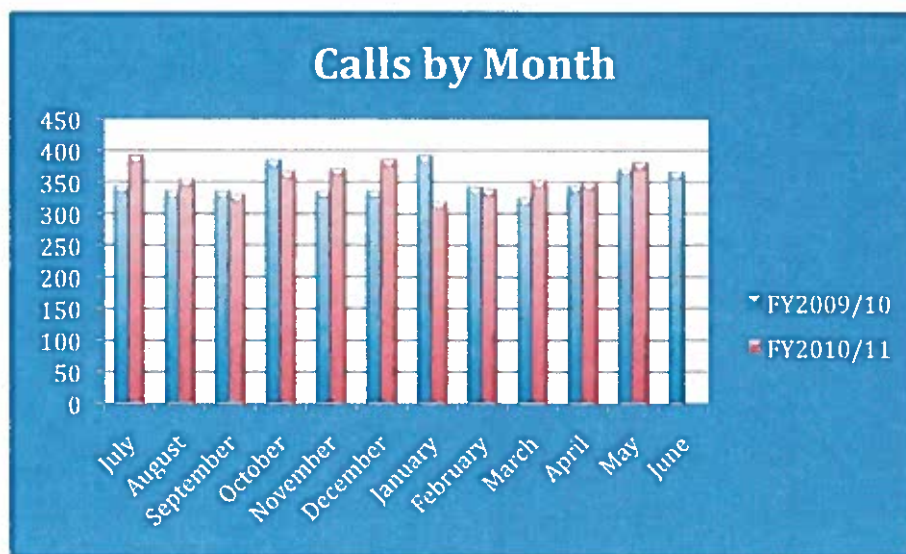
Call for service data was provided for FY 2009/10 and FY 2010/11 partial. The following chart details the volume of calls by type for those periods.



The partial data for FY2010/11 (11 months) shows that total calls for service will remain fairly stable for HFD. The actual number of fire incidents appears to very stable. Medical emergency calls accounted for the majority of responses, which is typical for agencies that are first responders to EMS incidents.

A review of incidents by month will indicate if there are seasonal demands, which cause an increase in emergency service delivery.

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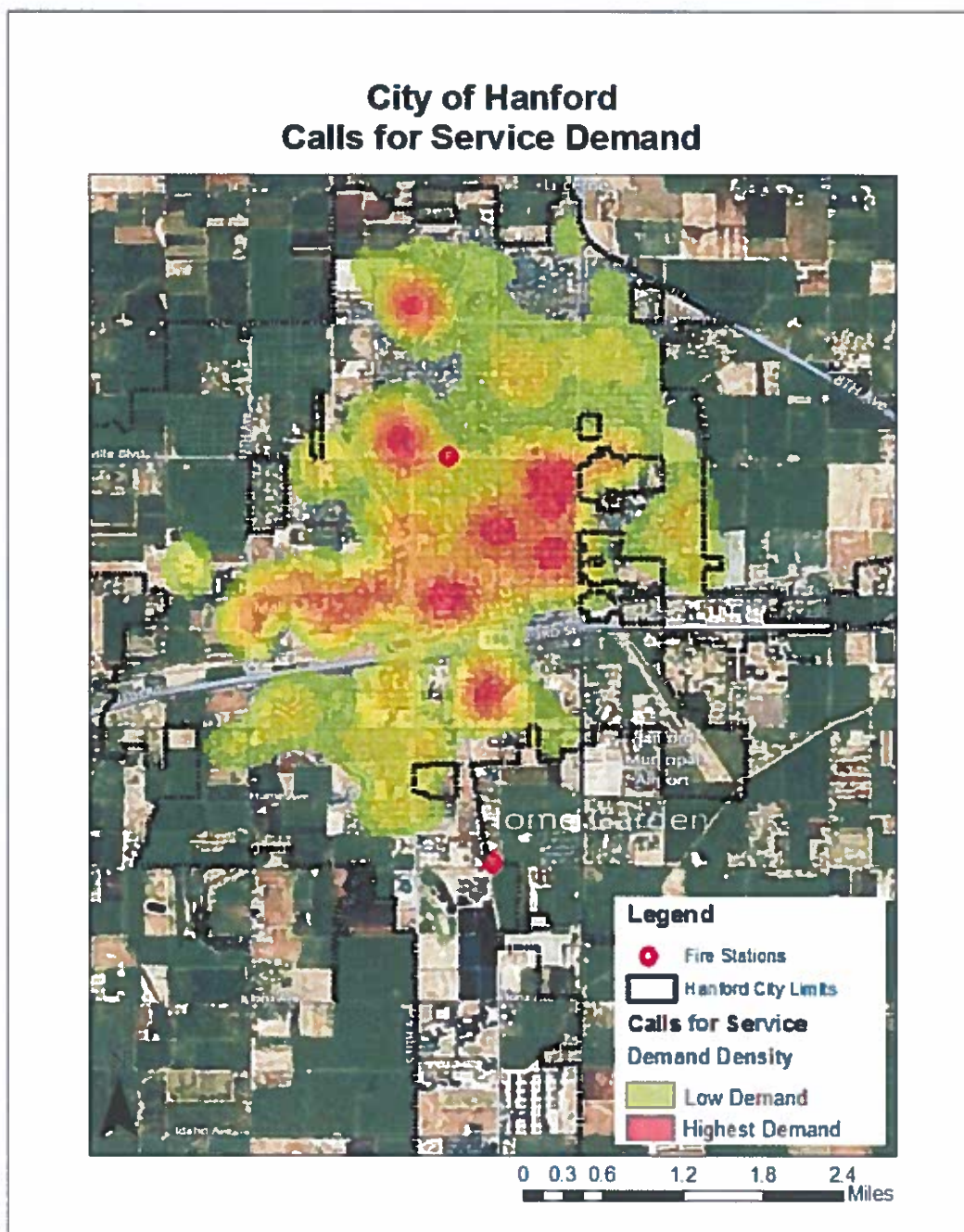
The review of calls by month indicated that call volume for the fire department is relatively stable throughout the year.

As you will recall from an earlier section the calls for service by day of week were also relatively stable with slightly higher call volume on Monday and Friday. When calls for service by hour of the day were reviewed, it showed a gradual increase in call volume beginning at 9:00 a.m. and a decrease beginning at 9:00 p.m.

A review of the geographic location of calls will allow the assessment of current station locations as compared to the call demand for fire services. This will also allow a graphic representation of which of the two additional facilities would need to be constructed first based on a call volume perspective.

The following map indicates the distribution of incidents responded to by HFD using FY2009/10 call for service data.

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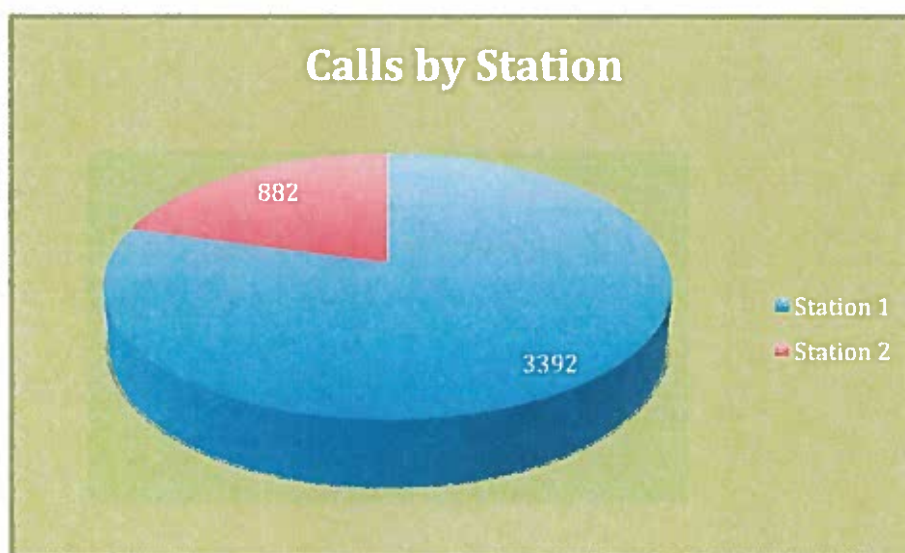


The map shows the highest volume for fire service calls exists in the center of the City. There are two smaller pockets of high call volume in the north and one just south of Hwy 198.

3. WORKLOAD AND FAILURE RATES

The workload of emergency response units can be a factor in response time performance. If a station is committed to a call, it is not available for emergency response and the other station would be required to respond out of district to handle the emergency.

The following chart shows the number of incidents responded to in FY2009/10 by each station. You can see that Station One is responding to the majority of emergency calls (79%) as compared to Station Two (21%).



Another method to review resource workload and available is to examine concurrent calls for service. This is when more than one emergency call occurs at the same time. This is important since there are limited resources available to respond to calls, available resources are quickly stretched thin and response time extend as mutual aid units must be called or the calls hold until apparatus can clear from the current emergency call.

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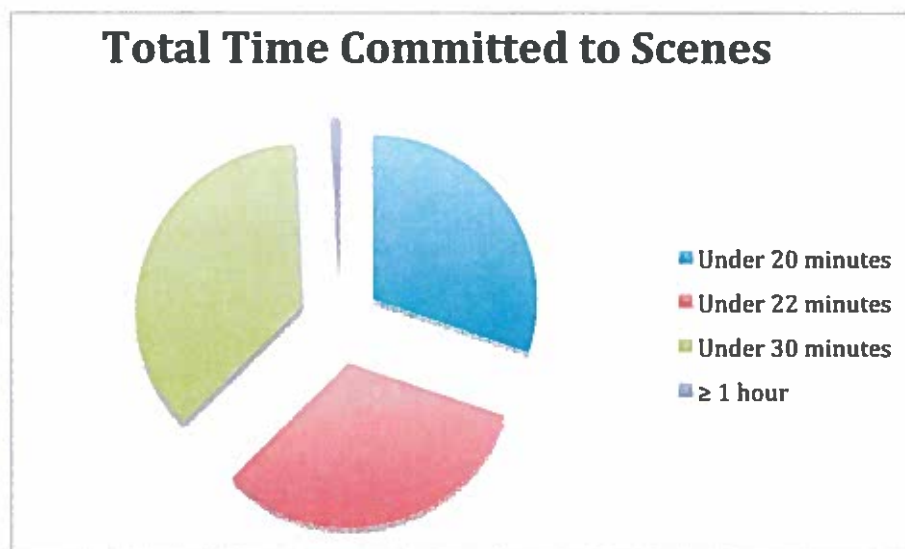
The following chart examined calls between July 1, 2009 and October 31, 2009 to see how often multiple calls were received during the same time periods.

Level	Number of Calls	Percentage
Single	1,507	95.3%
2	67	4.2%
3	7	0.04%

The majority of fire calls in Hanford happen singularly. Many of the multiple response calls involved medical calls, which only require a single unit response. As the City continues to grow it is important to measure the call concurrency issue. This is especially true if multiple fire calls are received concurrently as they require multiple unit response, which stretch resources to capacity and extend response times.

Recommendation 34: Develop response plans that provide for emergency response coverage of concurrent calls.

The following chart looks at scene times for HFD. As a first responder for EMS calls Hanford enjoys relatively short scene times. This is a good sign as emergency crews are quickly available to respond to another emergency. You can see by the chart that the vast majority of calls for service are handled with scene times less than 30 minutes. This is a very positive sign that HFD personnel handle the emergency and quickly return to service for additional assignments.



4. RESPONSE TIME STANDARDS

The primary goal of an emergency service delivery system should be to provide sufficient resources to the scene of an emergency in time to take effective action to mitigate the impacts of the situation. Rapid response is required for fires, medical calls and many other emergency situations.

5. EMERGENCY CALL DYNAMICS

The development of fires in buildings occurs in a predictable fashion. Ignition of the fire begins this sequence of events. It can take from several minutes to hours from the time of ignition until flames are visible. The smoldering stage of a fire is often one of the most dangerous as large amounts of toxic smoke can be generated.

Once flames are present the sequence continues to evolve rapidly. Flammable gases accumulate at the ceiling as combustible materials near the flame heat and ignite. Soon the gases at the ceiling reach ignition temperature and cause an event

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known as flashover. Once flashover occurs, the damage caused by the fire is significant and the environment within the room becomes incompatible with human life.

Flashover can occur as soon as five to eight minutes after the appearance of flame in a typically furnished and ventilated building. This is the reason that many fire departments have a stated goal of applying water to structure fires before the fire reaches the flashover state.

The longer the fire burns the more damage is done to the structural components of a building. Lightweight trusses and smaller wood framing is less resistive to fire than building with heavy timber construction. The weakening of the structure creates a dangerous environment for firefighters to operate.

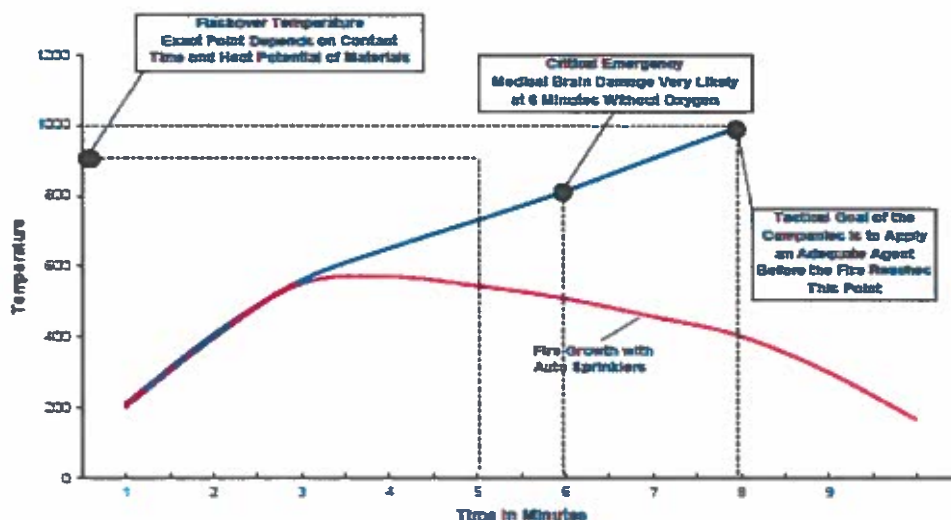
Building contents are also made of materials, which generate a great deal of heat. The widespread use of plastics in furnishings and other building components rapidly accelerates the fire spread and increases the amount of water required to extinguish the blaze. All these factors make early application of water essential for a successful outcome.

In terms of medical events, cardiac arrest is the most significant life threat. A victim suffering from cardiac arrest has only minutes to receive definitive care if there is to be a successful resuscitation.

The chances to recover from cardiac arrest drop quickly as time progresses. This explains why the stages of medical response mirror the components described for an effective fire response. Rapid defibrillation and administration of medication has shown to improve the opportunity for successful resuscitation and ultimate survival from cardiac arrest.

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The following chart illustrates the time sequences for fire and medical calls.



6. NFPA STANDARDS

The National Fire Protection Association has developed response time standards for fire departments staffed by career firefighters. It is important to note that NFPA standards are not legal mandates, but rather something to benchmark the performance of a fire department against to measure performance.

NFPA 1710 contains time performance standards for structural fire response as well as medical response.

It is recommended that the first company arrive at the scene of a structure fire within five minutes of being dispatched 90% of the time. The use of the 90th percentile allows the majority of incidents to be evaluated as compared to "average" performance. This standard allows unusually long response times to be removed from the equation, as they are not typical of agency performance. It also provides the community with a

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real expectation of how long emergency response will take after they initiate a 9-1-1 call.

The standard also establishes a “company” as consisting of four personnel. This does not mean that four people must staff engine companies, but that true response time is not counted until four people have reached the scene to function as a single unit. For example, in Hanford if the Deputy Chief responds to all structure fires and the engine is staffed with three personnel, when all four members are on scene the response time would be measured.

NFPA 1710 describes the following performance as meeting the structure fire response criteria:

- Turnout time within one minute, 90 percent of the time.
- Arrival of the first “company” within five minutes of dispatch 90 percent of the time, or
- Arrival of the entire initial response assignment (all units assigned to the call) within nine minutes of dispatch, 90 percent of the time.

NFPA 1710 also has three time standards within the Standard for emergency medical response:

- Turnout time within one minute, 90 percent of the time.
- Arrival of a unit with first responder or higher capability within five minutes of dispatch, 90 percent of the time.
- Arrival of an advanced life support unit, where this service is provided by the fire department, within nine minutes of dispatch, 90 percent of the time.

The Commission on Fire Accreditation International understands the cost implications for most communities to fully comply with the above standards. For an

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urban community like Hanford accreditation standards allow for a longer response time. This nationally recognized “best practice” standard is a great place to start as communities are looking to improve the performance of their fire department ⁽⁷⁾.

The benchmark performance standard (one that municipalities should strive to achieve) for fire calls is as follows:

- Dispatch of units (call processing) within 60 seconds of call, 90% of the time.
- Turnout time within 80 seconds of dispatch, 90% of the time.
- Arrival of the first unit within 4 minutes of turnout and the second unit within 8 minutes, 90% of the time.

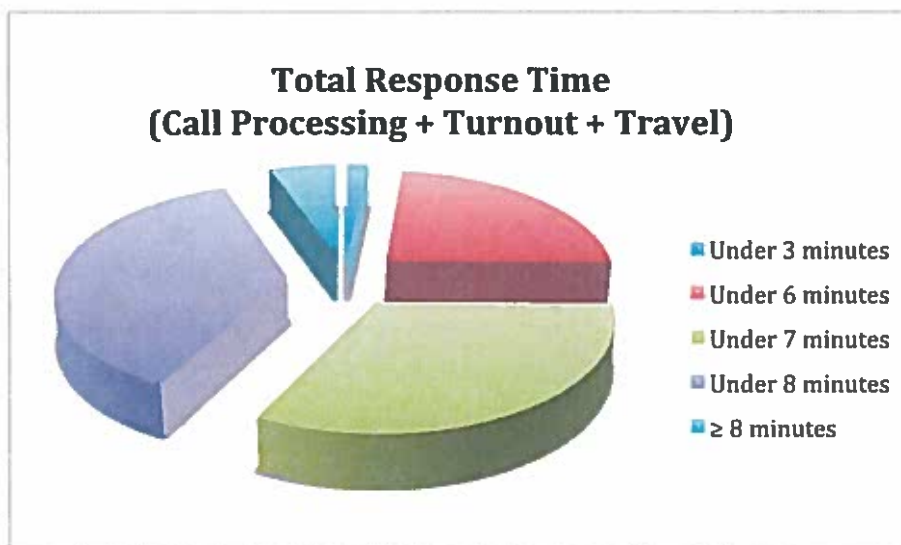
The baseline performance standard (acceptable performance to be a credible agency) for fire calls is as follows:

- Dispatch of units (call processing) within 90 seconds of call, 90% of the time.
- Turnout time within 90 seconds of dispatch, 90% of the time.
- Arrival of the first unit within 5 minutes/12 seconds (travel time) and the second unit 10 minutes/24 seconds, 90% of the time.

For EMS calls the performance standards are the same with the exception of a 60 second call processing expectation for benchmark performance.

7. HISTORICAL RESPONSE TIME PERFORMANCE

The adoption of the baseline performance expectations would require that Hanford Fire Department respond to 90% of fire and EMS calls within 8 minutes/12 seconds, total response time. The following chart shows that current performance at 8 minutes or less total response time is 87%.



An agency must separate non-emergency calls from true emergency calls to determine how well they are performing. Hanford Fire Department currently treats all calls in a single priority. It is recommended that the agency determine which calls are a true priority and require a code response and which calls are not a priority and can be responded to with normal driving conditions and obeying all traffic laws. It is well established that most fire alarm calls are false and therefore the risks to emergency response to firefighters and the public does not warrant the use of lights and sirens for these types of calls.

We will now examine each component of the response criteria to determine how well HFD is performing. Call processing is handled by the Hanford Police Department and it is recommended that HFD and HPD work together to improve dispatch performance related to call processing.

Engine One	90%	80%
Call Processing	2 minutes/2 seconds	1 minute/22 seconds
Turnout	2 minutes/16 seconds	1 minute/54 seconds
Travel	4 minutes/52 seconds	4 minutes/25 seconds

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Engine Two	90%	80%
Call Processing	2 minutes/9 seconds	1 minute/27 seconds
Turnout	2 minutes/17 seconds	1 minute/49 seconds
Travel	5 minutes/35 seconds	4 minutes/41 seconds

Patrol One	90%	80%
Call Processing	2 minutes/33 seconds	1 minute/48 seconds
Turnout	2 minutes/27 seconds	1 minute/59 seconds
Travel	4 minutes/49 seconds	4 minutes/06 seconds

HFD Overall	90%	80%
Call Processing	2 minutes/9 seconds	1 minute/26 seconds
Turnout	2 minutes/18 seconds	1 minute/53 seconds
Travel	5 minutes/19 seconds	4 minutes/28 seconds

When examining the performance of HFD in terms of meeting response criteria performance standards it is clear that the agency must find a more effective procedure for dispatching calls for service and personnel must work to improve the amount of time they take from time of dispatch to call response. The department is not currently meeting either criterion from baseline or benchmark performance standards.

Engine Two has longer travel times than Engine One and Patrol One, which indicates that the agency needs to examine the response district boundaries as with minor modifications to the boundaries the agency can meet CFAI best practices travel times from the two existing stations.

Recommendation 35: Develop deployment strategies to achieve the desired level of service.

Recommendation 36: Develop a system to capture the time elements of emergency response and publicly report your performance.

Recommendation 37: Develop a deployment strategy that delivers a minimum of 13 firefighters to reported structure fires within 10 minutes/24 seconds 90% of the time.

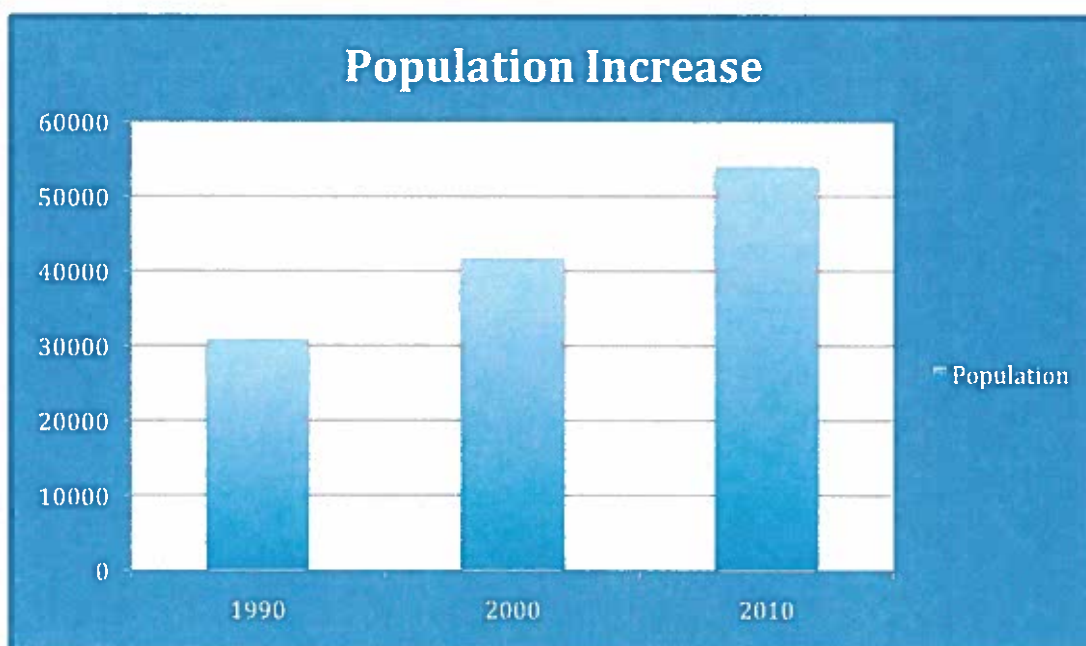
SECTION II: SYSTEM DEMAND PROJECTIONS

1. SYSTEM DEMAND PROJECTIONS

This chapter provides analysis and projections for workloads to be handled by the Hanford Fire Department.

1. CURRENT POPULATION INFORMATION

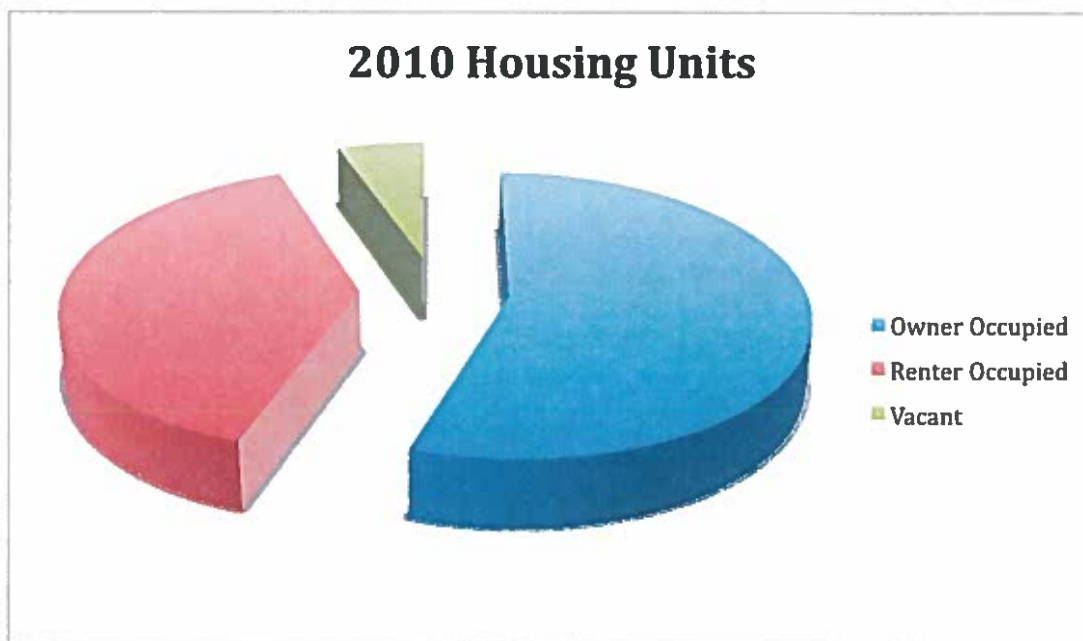
According to the U.S. Census Bureau, the population of Hanford was 53,967 in 2010. This is a large increase from the 2000 Census, which recorded the population as 41,686 and 1990 with a population of 30,897. The historical growth for Hanford is shown below.



Hanford also enjoys a relatively young population with the largest population groups ranging from 5 years old to 44 years old. Two of the three smallest population

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segments are those under 5 years of age and those over 65, which is positive for HFD as these two groups pose the highest historical risk for fire fatalities.



As shown Hanford has a majority of properties in the community occupied by owners (55%) as compared to 39% by renters and 5% vacant. The higher level of owner-occupied housing indicates a more stable economic environment than if more rental property existed.

2. POPULATION GROWTH PROJECTIONS

According the City of Hanford website, the City expects the population to continue to grow by 2-3% annually bringing the population to an estimated 70,177 by 2020. Since 2009 there has been a general slowdown in new construction, which will most likely cause the actual population to increase slower than current projections.

3. COMMUNITY RISK ANALYSIS

The assessment of the relative risk of properties is based on a number of factors. Properties with high fire and life safety risks require a greater number of personnel and apparatus to respond to effectively mitigate the emergency. Staffing and deployment decisions should be made with great consideration of the level of risk within different geographic sub-areas of the City.

A community risk assessment is developed based on land use within the community. These land uses are typically found in the City planning department and have specific zoning designations. Risk can then be translated to the land use maps based on the planned uses of land.

Low Risk = Areas zoned and used for agricultural purposes, open spaces, low-density residential developments, and other low intensity uses.

Moderate Risk = Areas zoned for medium-density single family properties, small commercial and office uses, low-intensity retail sales, and equivalently sized business activities.

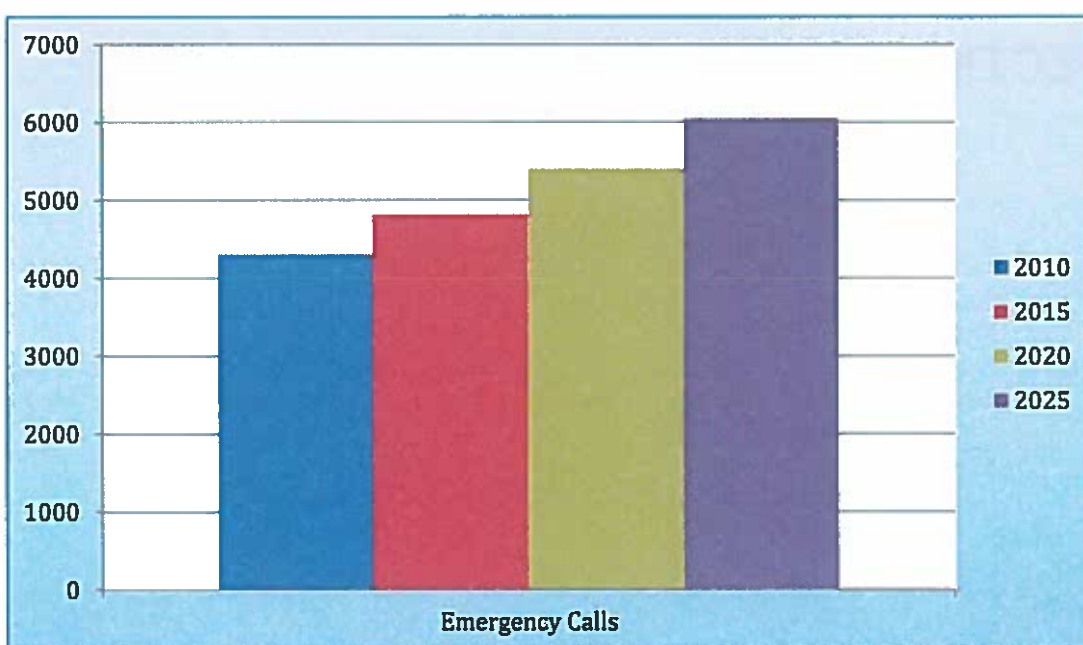
High Risk = Higher intensity business districts, mixed use areas, high-density residential, industrial, warehouses, and large mercantile centers.

The current land-use map for the City of Hanford indicates that the majority of land is reserved for low and medium-density residential. The center of the City poses a higher fire risk with much of the commercial development occurring in this area. The extreme south portion of the City may pose the highest fire risk depending on how the industrial uses develop. The fire department must take an active role in this area as it develops to ensure fire and life safety concerns are addressed.

SECTION III: FUTURE SERVICE DELIVERY MODELS

4. SERVICE DEMAND PROJECTIONS

The prediction of increases in service demand projections is difficult to determine as great variations can occur depending on the type of occupancies constructed in the City. For the purposes of this study we will utilize population projections based on an annual growth rate of 2.3% as compared to historical incidents per capita to show how emergency service demands could increase with the population.



With the strong fire code in place in the City of Hanford it is fair to factor the actual increase in fire incidents will be at a lower rate than other types of emergency calls. One risk to take into account is the mostly unprotected, historic downtown and whether automatic detection and suppression systems are installed as the area re-develops. Implementing these systems would further enhance the fire safety of the community.

1. FUTURE DEPLOYMENT RECOMMENDATIONS

The City of Hanford continues to project that the majority of growth will occur in the western portions of the community. This portion of the Master Plan is intended to provide strategic direction toward meeting the emergency service needs of the community as this growth occurs.

As stated earlier, HFD has acquired property in the western portion of the City for two additional fire stations. Based on the projected growth the locations for these stations are being re-evaluated to determine which station should be constructed first and how the City can determine the appropriate time to construct the station.

2. STANDARDS OF RESPONSE COVERAGE

1. FIRE STATION LOCATIONS

The use of geographic information systems (GIS) allows for scientific modeling of response times using the existing road network in a community. This process allows the evaluation of current deployment and future strategies with accuracy and detail. All scenarios use the existing stations and then add one additional station to the equation to determine which location should be constructed first according to current demand loads. For the purposes of creating the response time, we utilized a four-minute and five-minute/twelve second aggregate to allow HFD to evaluate their ability to meet best practices benchmark and baseline performance standards with the current and future station locations.

Staffing the stations can be achieved in several ways: fully paid, partial paid supplemented by on-call personnel, or partially paid supplemented by on-duty volunteer personnel. It is critical that whichever staffing pattern is chosen by the City of Hanford, a full crew should be available to respond at all times regardless of the method of compensation. Waiting on volunteers to respond and support paid staff will only delay the execution of critical tasks discussed earlier.

The major issue facing Hanford is the lack of immediately available mutual aid from neighboring jurisdictions. Travel time from Lemoore is projected at 14 minutes, Visalia at 25 minutes, Corcoran at 27 minutes, and Tulare at 29 minutes. The most immediate aid available is from Kings County Fire Department, but their local staffing levels will do little to impact the effective response force.

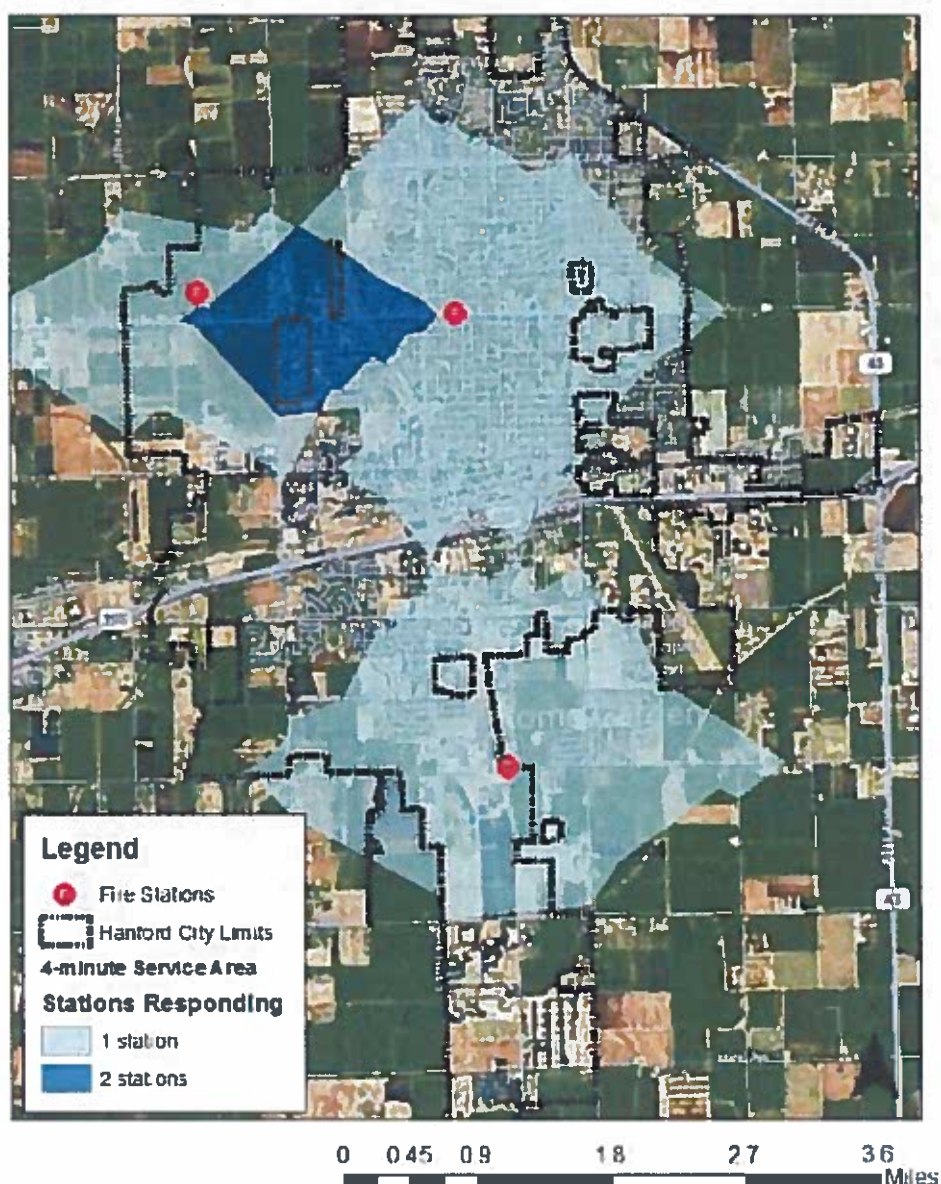
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2. PROJECTED PERFORMANCE

The following maps illustrate the coverage expected at four minutes travel time given various station options.

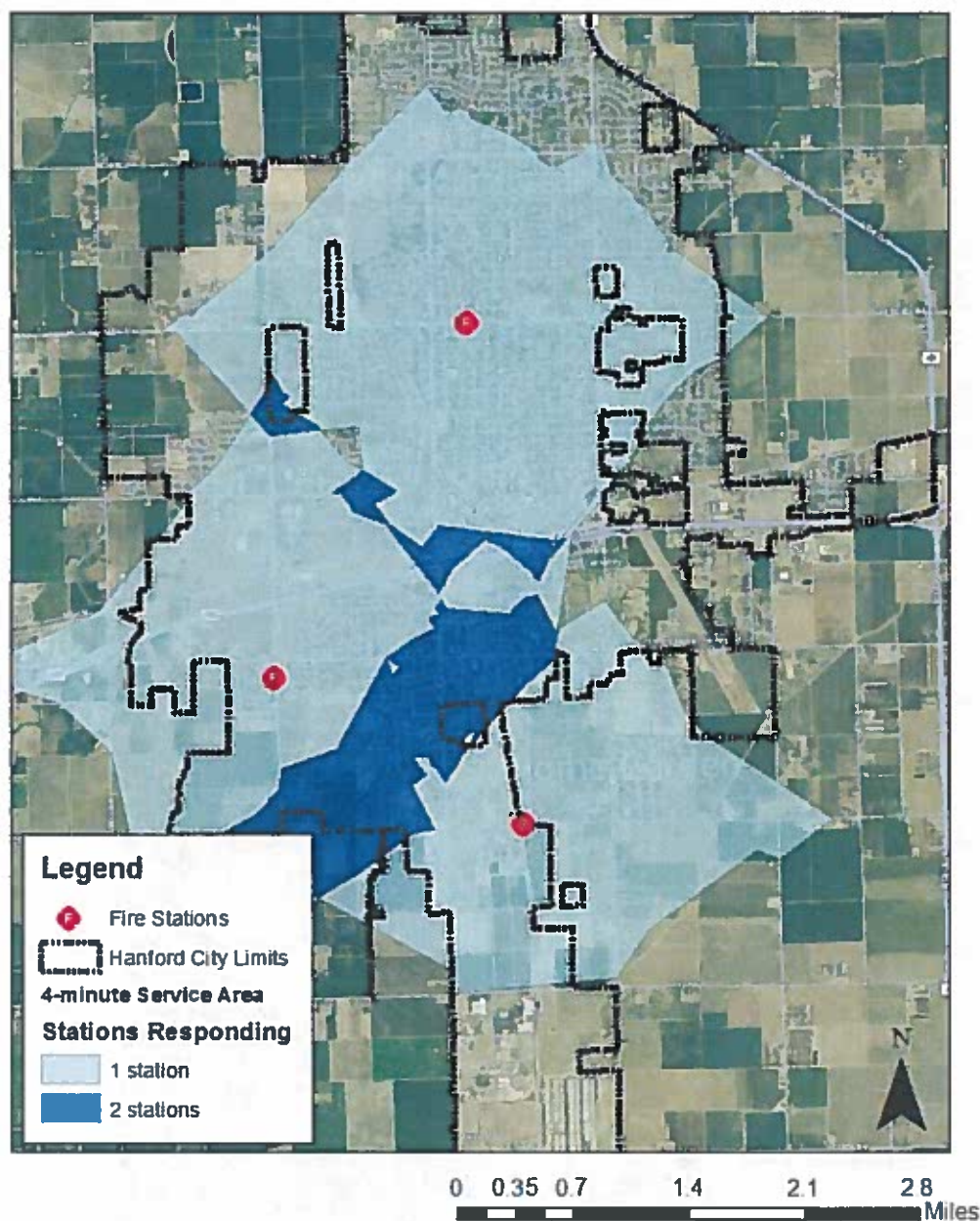
City of Hanford, CA 4-minute Service Area

Existing Stations & Station at corner of Centennial and W Berkshire

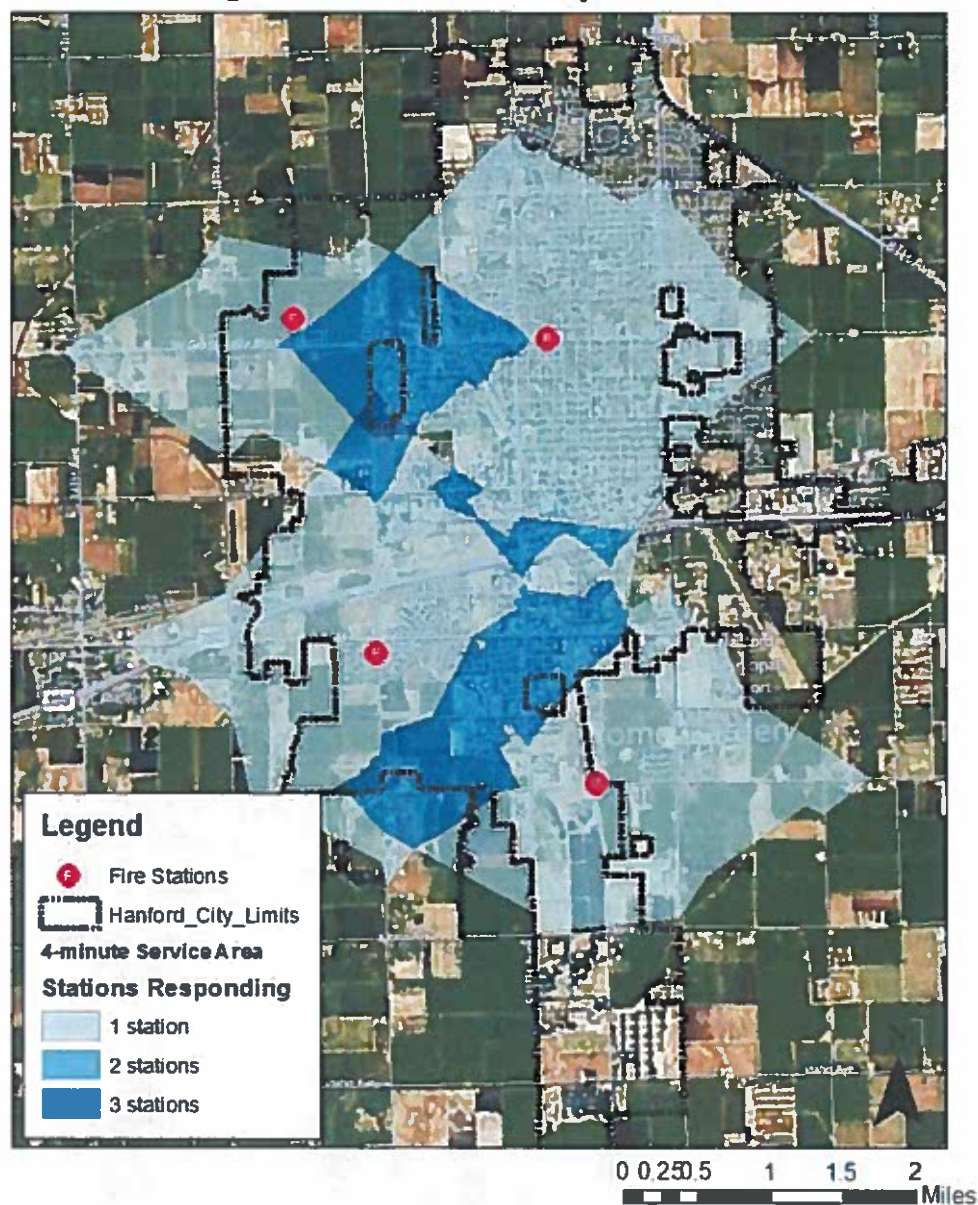


City of Hanford, CA 4-minute Service Area

Existing Stations & Station at corner of Woodland Dr. and 12th Ave



City of Hanford, CA 4-minute Service Area Existing Stations and Proposed Stations



The proposed four-station plan provides coverage to the majority of Hanford within four minutes travel time. Areas in the extreme north, south, and east are not

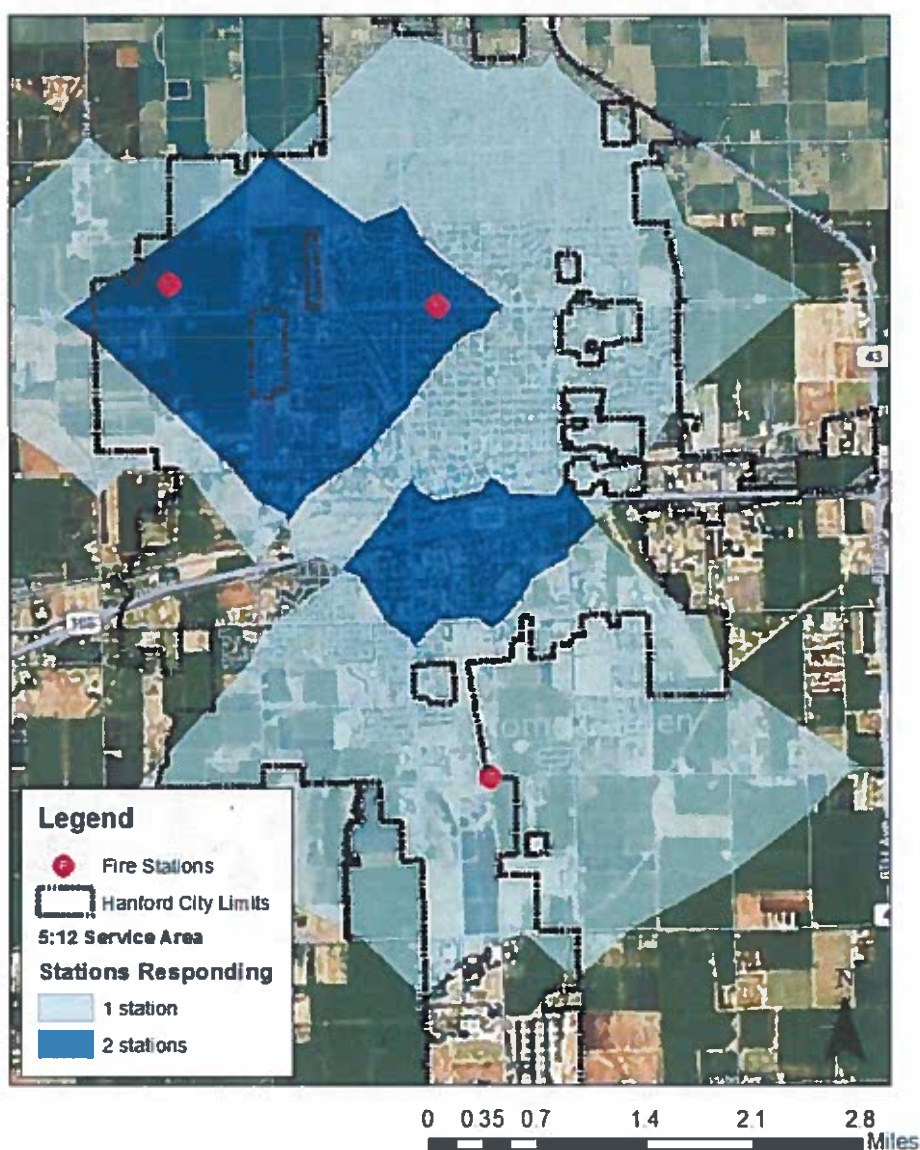
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adequately reached in four minutes. The addition of the station at Woodland Dr. and 12th Ave. provides the best three-station coverage.

The following maps illustrate the coverage expected at 5 minutes/12 seconds travel time given various station options.

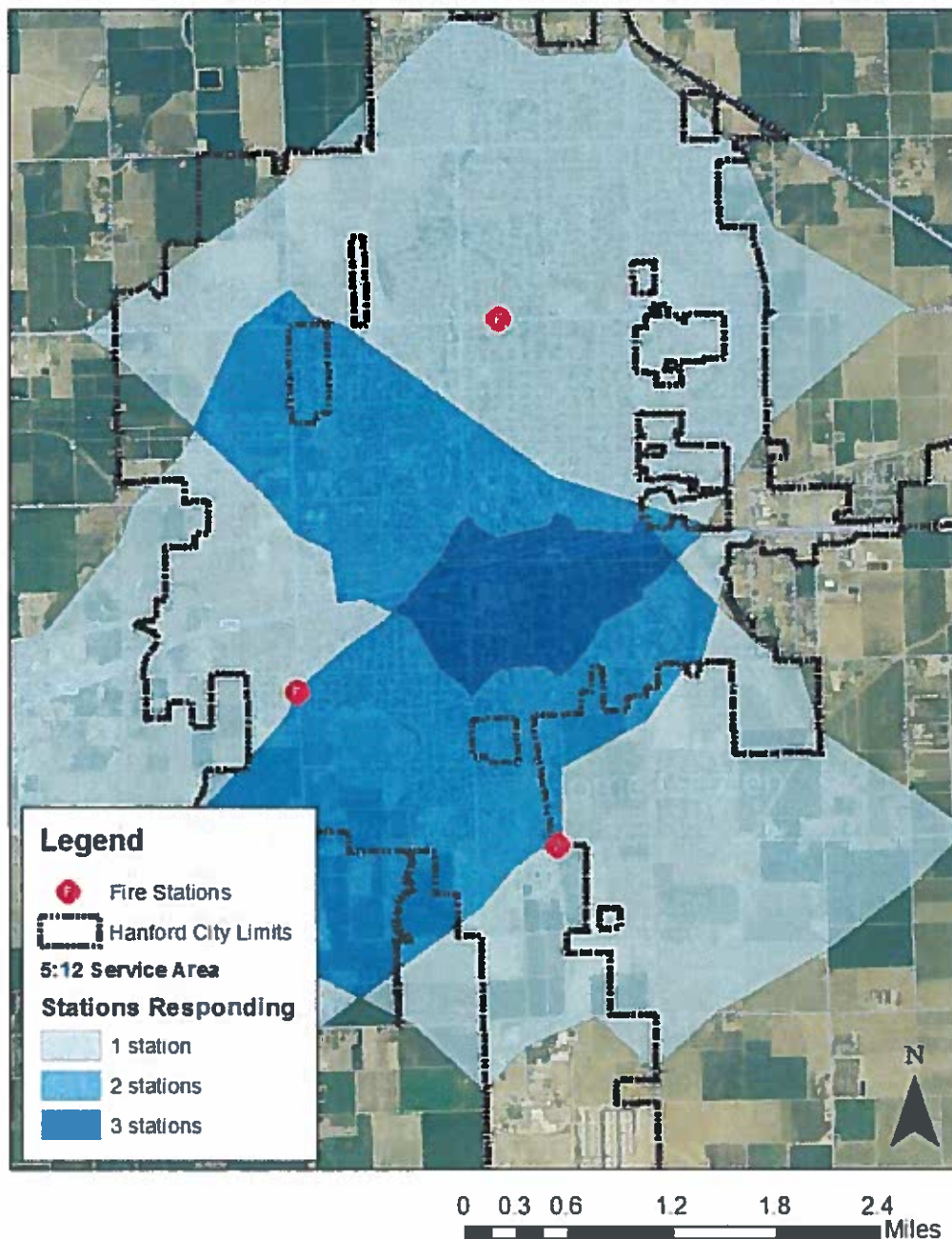
City of Hanford, CA
5:12 Service Area

Existing Stations & Station at corner of Centennial and W Berkshire

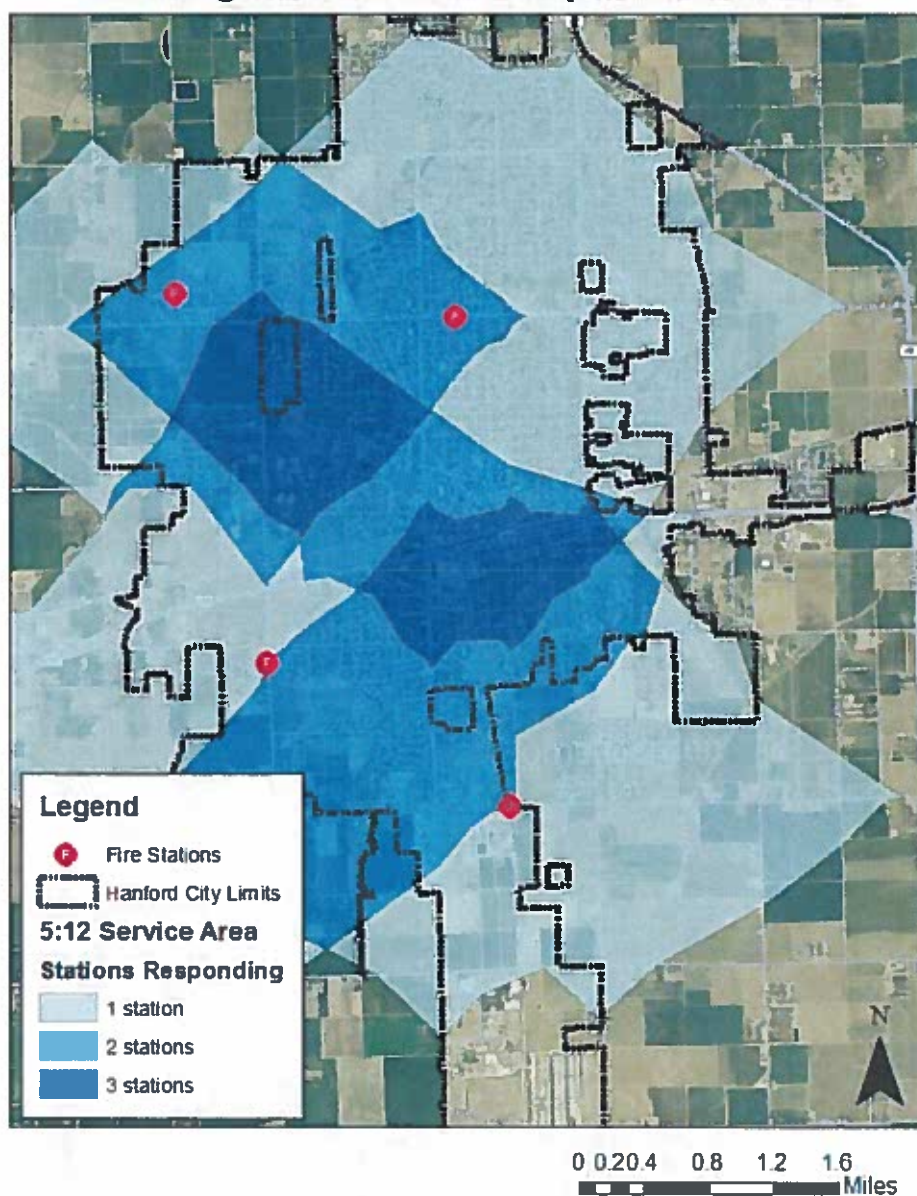


City of Hanford, CA 5:12 Service Area

Existing Stations & Station at corner of Woodland Dr. and 12th Ave



City of Hanford, CA 5:12 Service Area Existing Stations and Proposed Stations



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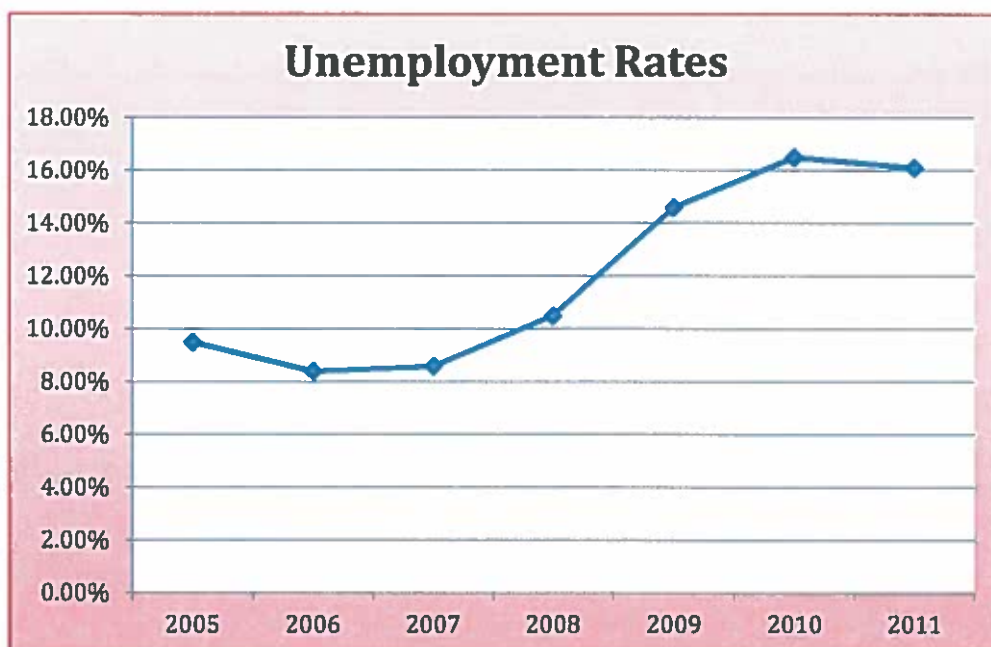
The proposed four-station plan provides coverage to the majority of Hanford within 5 minutes/12 seconds travel time. Areas in the extreme south, and east are not adequately reached in 5 minutes/12 seconds. The addition of the station at Woodland Dr. and 12th Ave. provides the best three-station coverage.

3. SYSTEM EXPANSION COSTS

1. ECONOMIC FACTORS

Many factor impact the various revenue sources, which fund the operations of the City of Hanford. The declining economy and ultimately declining income of the City leave fewer dollars available for expenditures. The City has increased the taxable property through annexation, but declining property values have resulted in a negative impact on property taxes. Unemployment and consumer uncertainty cause less spending and ultimately less sales tax revenue for the City.

Unemployment is one gauge of economic health for a community, with statistics available for metropolitan areas. The following figure is a historical review of annual average unemployment for the Hanford–Corcoran Metropolitan Statistical Area (MSA) ⁽¹⁰⁾ from 2005 through current July 2011.



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Unemployment has been rising steadily in the MSA since 2006. Current monthly figures show a slight decline from the high in 2010.

2. FINANCIAL ANALYSIS

As Hanford continues to grow, the ability to recruit, train, and retain a volunteer firefighting force will become more difficult. As training mandates and other requirements increase the commitment time required of volunteers, it becomes increasingly difficult to find qualified individuals with the required time to devote to volunteering. This reality makes it important for HFD to find viable ways to maintain an effective response force.

4. RECOMMENDED LONG TERM STRATEGY

Hanford was initially served by a single fire station located in the heart of the community. As the City continued to grow, largely through annexation, HFD was unable to meet community expectations for response times. The City ultimately closed the downtown station and opened two stations to better provide coverage to the community. This report has shown that HFD can still adequately respond to emergencies and protect the community from the existing two stations, but that staffing concerns should be addressed to ensure fire personnel can operate safely at fire scenes.

1. FIRE STATION LOCATIONS

The preferred method used today for determining fire station locations is through geographical information systems (GIS). This method can take into account road networks, impedance factors, turn impedance, and elevation impedance.

For many years the basic criterion for station placement was road mileage only. The standard came from the ISO based on 1.5-mile station separation. The thought was that a fire apparatus could respond on 1.5 miles of roadway within five minutes of an emergency call.

The concept of using actual travel time more accurately represents the level of service for an all-risk approach. This method is performance-based and when performance lags steps can be taken to correct the issue.

One point that needs to be re-stated is that response time criteria should only be applied to calls that are emergency calls. When incidents are analyzed, the data should be reviewed to ensure that nonemergency calls are not used when calculating

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performance. Non-life threatening calls, which are routinely handled by HFD, should not be included in this analysis. To include these times in the analysis will skew the outcome, leading to false service indicators.

2. IMPROVING CALL PROCESSING

Improving the current call processing time will positively affect response times without the need to construct additional facilities. Options for improving call-processing time include:

- Update existing guidelines for call taking.
- Review current standards for dispatch processing time.
- Require a performance level of dispatchers.
- Recommend a standard call processing time of; less than 60 seconds, 90% of the time for high priority calls.
- Benchmark and monitor call processing time.

3. DETERMINING WHEN A STATION IS NEEDED

A question that must be addressed by the City of Hanford is when is the right time to construct the 3rd or 4th station. How will we know if a 5th station is eventually needed in the community? A quantifiable threshold must be developed to determine the point at which a station is needed. Ultimately the final answer will be made with a combination of financial measures and professional judgment from the leaders in the City.

The Commission on Fire Accreditation International (CFAI) has developed a Trigger Mechanism Decision Matrix to provide options available when faced with various factors ⁽¹¹⁾. The system approach would suggest a tiered application of solution

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based on thresholds. In this system, first actions are to be analyzed when the performance indicators are within ten percent of the threshold values. At the point the threshold values are met, additional actions are indicated, and if the threshold are exceed, new resources may need to be employed within the first due area to increase performance.

THRESHOLD	POSSIBLE SOLUTIONS
Units within 90% of Threshold values: Unit/Station call loading • Above 3,150 calls per year – single unit • Above 7,900 calls per year – two units • Above 12,600 calls per year – three units First due unit availability less than 82% First due reliability under 82% Performance gap rate of 1 - 2%	• Change cover status/dynamic deployment • Decrease first-due area • Redeploy adjacent resources • Reconfigure station resources • Eliminate planned out of service time
Units at Threshold Values: Unit/Station call loading • 3,500 calls per year – single unit • 8,760 calls per year – two units • 14,000 calls per year – three units Unit availability under 80% First due reliability under 80% Performance gap rate of 3 – 5%	• Increase capacity of adjacent units • Increase/decrease mutual aid • Implement peak staffed units • Redeploy resources to problem areas • Relocate existing fire stations
Units over 110% of Threshold Values: Unit/Station call loading • Above 3,850 calls per year – single unit • Above 9,650 calls per year – two units • Above 15,400 calls per year – three units Unit availability under 78% First due reliability under 78% First due availability under 78% Performance gap rate over 5%	• Add new resources to station • Add new resources to adjacent stations • Add new station(s)

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According to CFAI, trigger mechanism, when developed and employed with good science and data, can be a very valuable tool in compliance methodology ⁽¹¹⁾.

Below is a table to quantify the trigger points for opening a new fire station in a developing community. Given the timeframe required to design and construct a new facility, it is important these decisions are properly anticipated with good planning for both the physical and financial needs of the community.

Action	Travel Distance	Response Time	Percent of Calls	Building/Risk Inventory
Maintain Status Quo	All risks within locally adopted distance	First due unit is within locally adopted standards	Enter % of current out of district calls	Enter local building/risk inventory
Temporary facilities and minimal staffing	Risks 1.5 to 3.0 miles from existing station	First due unit exceeds 5 minute travel time 10% of the time, but does not exceed 8 minutes	More than 10% of calls are out of district	New area has 25% of the same risk distribution as in initial area of coverage
Permanent Station Needed	Risk locations exceeding four miles from the station	First due company exceed 5 minute travel time 20 – 25% of the time. Some calls over 8 minutes	More than 20 – 25% of calls in outlying areas	New area has 35% of same risk distribution as in initial area of coverage
Permanent Station Essential	Outlying risk locations exceed five miles from station	First due unit exceeds 5 minute travel time 30% of the time. Some calls over 10 minutes	More than 30% of calls are in outlying area	New area has 50% of same risk distribution as in initial area

The City of Hanford Fire Department does not currently make use of service delivery zones. These are zones that have different response criteria based on population density, types of property uses, and anticipated levels of risk. If response zones are used they should be reviewed and (if applicable) adopted by the elected officials. This is appropriate since the decision will for the foundation for current and future deployment

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of emergency services and the resulting of service anticipated by taxpayers. This may be a beneficial strategy as areas annexed in the future may be more rural in nature than the existing City.

4. RESPONSE ZONES

CFAI provides clear definitions for what constitutes the three response zones we will discuss ⁽⁷⁾.

Urban Response Zones are areas with higher population density and greater community risk properties, corresponding with higher service demands. An Urban Zone is defined as an incorporated or unincorporated area with a population of over 30,000 people and/or a population density over 2,000 people per square mile. The benchmark and baseline performance standards for an Urban Zone are:

	1st Unit	2nd Unit	1st Alarm Assignment	Performance
Benchmark	4 minutes	8 minutes	8 minutes	90%
Baseline	5 minutes / 12 seconds	10 minutes / 24 seconds	10 minutes / 24 seconds	90%

Suburban Response Zones will extend from the urban zones, usually along major arterials, and are generally newly developed areas or have a high growth potential. The response objective of a Suburban Zone is slightly longer than an Urban Zone because of the more moderate call volume and reduced level of community risk. A Suburban Zone is defined as an area having a population of 10,000 – 29,999 and/or a population density of 1,000 to 2,000 people per square mile. The benchmark and baseline performance standards for a Suburban Zone are:

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	1st Unit	2nd Unit	1st Alarm Assignment	Performance
Benchmark	5 minutes	8 minutes	10 minutes	90%
Baseline	6 minutes / 30 seconds	10 minutes / 24 seconds	13 minutes	90%

Rural Response Zones are areas with low population density and lower community risk properties, corresponding with low service demands. The population of this zone should be forecasted to stay low, like much of the agricultural land surrounding Hanford. Development in the Rural Response Zone should be expected to remain light. The Rural Zone is defined as an area having a population of less than 10,000 people and/or a population density of less than 1,000 people per square mile. The benchmark and baseline performance standards for a Rural Zone are:

	1st Unit	2nd Unit	1st Alarm Assignment	Performance
Benchmark	10 minutes	14 minutes	14 minutes	90%
Baseline	13 minutes	18 minutes / 12 seconds	18 minutes / 12 seconds	90%

Recommendation 42: Consider adopting modified tiered response time objectives for areas of Hanford not meeting the population density of the Urban Response Zone.

APPENDIX A – SUMMARY TABLE OF RECOMMENDATIONS

Recommendation 1: Develop an ISO improvement plan for Hanford Fire Department that focuses on maintaining the strengths of the agency while improving identified deficiencies.

Recommendation 2: Determine the effect that not having an in-service ladder company has on HFD's ISO rating.

Recommendation 3: Determine the effect that not utilizing the College of the Sequoias for regional training has on HFD's ISO rating.

Recommendation 4: Realign reporting responsibilities so all Suppression personnel report through the chain of command to the Deputy Chief.

Recommendation 5: Increase training of volunteer personnel to allow them to function fully as firefighters on emergency scenes.

Recommendation 6: Require volunteers to commit to a minimum number of hours of service monthly and assign them to apparatus to improve staffing.

Recommendation 7: Develop a Vision Statement for the Agency as part of the strategic planning process.

Recommendation 8: Conduct a strategic planning process, which involves both internal and external stakeholders.

Recommendation 9: Develop a policy related to how HFD will respond to mutual aid requests for the Hazardous Materials Unit. Specifically on who will staff the unit and when personnel callbacks will occur as these are often prolonged events.

Recommendation 10: Add a signature box to the header of each policy requiring the Chief's signature and date upon development and revisions to agency policies and procedure.

Recommendation 11: Strengthen the website presence of HFD to include regular news and community communication.

Recommendation 12: Develop and implement an external communication plan that includes community groups and public surveys.

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Recommendation 13: Develop, validate, and implement a Candidate Physical Ability Test (CPAT) testing process to ensure candidates have the required fitness to engage in firefighting activities.

Recommendation 14: Utilize medical physical assessments that follow job related standards such as are found in NFPA 1582.

Recommendation 15: Train shift personnel from each shift according to the IAFC/IAFF Peer Fitness Standards to further guide the fitness and wellness program for the agency.

Recommendation 16: Allow flexibility to workout times to ensure calls for service do not preclude daily workouts.

Recommendation 17: Administer a stress test at the time of hire and periodically on incumbent employees based on age and risk factors.

Recommendation 18: Establish automatic aid agreements with neighboring agencies to assure an effective firefighting force is available to perform critical tasks for all risk levels in Hanford.

Recommendation 19: Develop a monthly training plan for volunteer staff to ensure they remain proficient in their assigned tasks.

Recommendation 20: Develop a process where an annual needs assessment is conducted to determine training needs and shift officers are part of the planning process.

Recommendation 21: Explore the opportunity for HFD personnel to train while utilizing the facilities at COS.

Recommendation 22: Explore the opportunity to conduct multi-company operational drills with nearby agencies to ensure standardized procedures are followed during incidents requiring outside aid.

Recommendation 23: Consider developing a mentoring program to prepare future company officers and command staff.

Recommendation 24: Review the current apparatus replacement schedule to ensure the current schedule is providing safe and reliable emergency response.

Recommendation 25: Include the cost of capital equipment when developing apparatus replacement projections.

Recommendation 26: Consider adding fire apparatus to the current City CIP planning process or develop a capital improvement plan for the Department.

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Recommendation 27: Consider pursuing the acquisition of a commercial washer/extractor.

Recommendation 28: Begin tracking annual fire loss per capita and average 5-year trends to ensure your fire prevention efforts remain effective.

Recommendation 29: Consider adopting the 2009 International Fire Code, including the provisions for residential fire sprinklers.

Recommendation 30: Consider adopting the NFPA recommended inspection frequency standard.

Recommendation 31: Formalize and schedule company inspections on a regular basis.

Recommendation 32: Develop a risk classification for commercial occupancies and pre-fire plan occupancies based on risk.

Recommendation 33: Consider establishing a self-inspection program for small, B-type occupancies.

Recommendation 34: Evaluate opportunities for utilizing department volunteers in the fire prevention and public education efforts.

Recommendation 35: Revise the current press release policy to provide guidance on what information is not to be released and how media should be handled on emergency scenes.

Recommendation 36: Incorporate the use of prevention data and analysis into department operations and planning activities.

Recommendation 37: Publish an annual department report containing an overview of major events, significant changes, and analysis of performance trends.

Recommendation 38: Develop response plans that provide for emergency response coverage of concurrent calls.

Recommendation 39: Develop deployment strategies to achieve the desired level of service.

Recommendation 40: Develop a system to capture the time elements of emergency response and publicly report your performance.

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Recommendation 41: Develop a deployment strategy that delivers a minimum of 13 firefighters to reported structure fires within 10 minutes/24 seconds 90% of the time.

Recommendation 42: Consider adopting modified tiered response time objectives for areas of Hanford not meeting the population density of the Urban Response Zone.

APPENDIX B – REFERENCES

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General Plan Background Report

City of Hanford



GENERAL PLAN BACKGROUND REPORT

CITY OF HANFORD GENERAL PLAN UPDATE

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CHAPTER 1

INTRODUCTION

CHAPTER 1

INTRODUCTION

1.1 What is a General Plan?

Every city and county in California is required by State law to prepare and maintain a planning document called a general plan. A general plan states a desired vision for the community's future. It contains policies that guide the way land is developed and used. State law requires that each city adopt a general plan "for the physical development of a city and any land outside its boundaries which bears relation to its planning." A city's general plan should be updated periodically, roughly every ten years.

A general plan is the foundation for establishing goals, purposes, land use, major transportation routes, and location and general size of future community facilities. It expresses the community's development goals and embodies public policy relative to the distribution of future land uses. All other city policies must be consistent with the general plan. This is why the general plan has been referred to as a city's constitution for development.

State law requires that a city's general plan be comprised of seven required elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. In the San Joaquin Valley, there is also a required Air Quality Element. In the past, many jurisdictions wrote each element as a separate document. However, the current practice is to combine all elements, except Housing, into one document.

State law requires that the "general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies" (Section 65300.5).

The General Plan Guidelines are the state's only official document explaining California's legal requirements for general plans. Planners, decision-making bodies, and the public depend upon the General Plan Guidelines for help when preparing local general plans. The courts have

Housing Element

Since the State of California specifically dictates when a Housing Element is to be updated, it almost always is prepared as a separate document. In the past Hanford has joined with Kings County, Corcoran, Lemoore and Avenal to prepare a Countywide Housing Element. The next Housing Element is due in 2015.

periodically referred to the General Plan Guidelines for assistance in determining compliance with planning law. For this reason, the General Plan Guidelines closely adheres to statute and case law. It also relies upon commonly accepted principles of contemporary planning practice.

All specific plans, master plans, precise plans, subdivisions, public works projects, and zoning decisions made by the City must be consistent with the General Plan. The current General Plan Update is designed to update the City of Hanford 2002 General Plan, and will look at future growth through the year 2035. The City of Hanford General Plan Update program will accomplish the following:

1. Provide the public opportunities for meaningful participation in the planning and decision-making process;
2. Provide a description of current conditions and trends shaping Hanford;
3. Identify planning issues, opportunities, and challenges that should be addressed in the General Plan;
4. Explore land use and policy alternatives;
5. Ensure that the General Plan is current, internally consistent, and easy to use;
6. Provide guidance in the planning and evaluation of future land and resource decisions; and,
7. Provide a vision and framework for the future growth of the city.

A general plan has three defining features:

General. As the name implies, a general plan provides general guidance that will be used to direct future land use and resource decisions. It may contain policies on a particular topic that would require a more detailed study to implement.

Comprehensive. A general plan covers a wide range of social, economic, infrastructure, and natural resource issues. These include topics such as land use, housing, circulation, infrastructure, utilities, public services, recreation, agriculture, biological resources, and other topics.

Long-range. General plans provide guidance on reaching a future envisioned 20 or more years from the present. To reach

Citizens Advisory Committee (CAC)

A team of citizens appointed by the City Council, working as volunteers, made up of businesspersons, civic leaders and local residents.



this envisioned future, a general plan includes policies and actions that address both immediate and long-term needs.

1.2 General Plan Update Process

The City of Hanford has assembled a Citizens Advisory Committee (CAC) to assist in preparing the General Plan. The City Planning Commission and the City Council's role is to provide review and oversight, and ultimately make the final decisions about the document.

There will be opportunities for the public to review and respond to proposed general plan goals and policies in informal settings, public workshops, and public hearings.

Later in the process, the CAC will also have opportunities to provide input on updating the zoning regulations. Zoning regulations will be the tool to ensure that the goals and policies of the General Plan and the community's vision will be carried out.

1.3 Purpose of the General Plan Background Report

The Background Report summarizes information on the issues that will be addressed in the General Plan, focusing on existing trends and conditions. This report provides the information on existing conditions that will be used in developing the goals and policies that will be formulated in the General Plan Update and serves as the basis for environmental impact assessment in the General Plan EIR. The Background Report provides information that can be used by the public and decision-makers during the General Plan Update process.

1.4 Regional and Local Setting

Hanford is located 30 miles south of Fresno and 20 miles west of Visalia (see Figure 1-1). Hanford was incorporated in 1891, and is the county seat of Kings County. Hanford is located in the northern portion of Kings County at an elevation of 249 feet above sea level. The city has a total area of 16.6 square miles, all of which is land not covered by water. The terrain is level. The only natural watercourse is Mussel Slough, remnants of which still exist on the city's western edge. The Kings River is about 6.5 miles north of Hanford. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south.

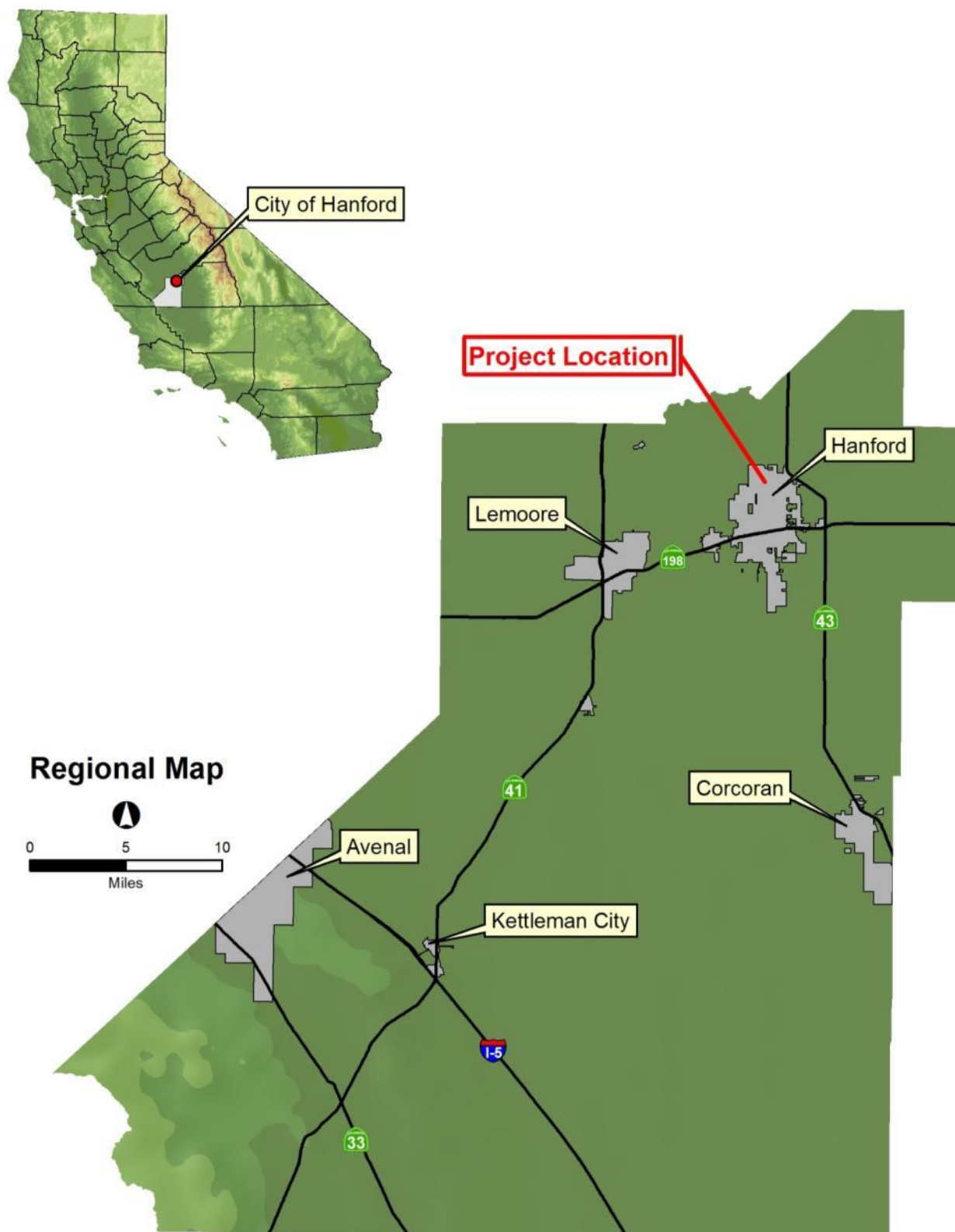
Background Report

Kings County is one of eight counties that comprise the San Joaquin Valley, which is bounded on the west by the Coast Range Mountains, on the east by the Sierra Nevada Mountains, on the south by the Tehachapi Mountains, and on the north by the Sacramento River Delta area. The central and eastern portions of the county occupy the relatively flat Valley floor; while the southwestern portion of the county is characterized by the low hills of the Coast Ranges. Kings County is bordered by Fresno County to the north, Kern County to the south, Tulare County to the east, and Monterey County and San Luis Obispo County to the southwest.

The San Joaquin Valley has remained predominantly an agricultural area since the 1850s. It is considered one of the most important agricultural regions in the world due to its unique combination of soils and Mediterranean climate that can grow a wide variety of nuts, fruits, vegetables, and cotton. Kings County's farms generate over \$1 billion a year in commercial crop production. Kings County is ranked as the 8th leading agricultural county in California and 25th in the nation, and is in the top 15 milk-producing counties in the nation. Kings County shares boundaries with the top four agricultural counties in the state, Fresno, Tulare, Monterey, and Kern, and is ranked lower than them only because of its smaller size.

There are four incorporated cities within Kings County. They are Avenal, Corcoran, Hanford, and Lemoore. These cities contain approximately 77% of the 2009 total county population estimate of 154,743 (CA Department of Finance, 2009). Hanford is the largest of the four cities, both in physical size and population. Armona, Home Garden, and Grangeville are unincorporated communities located near Hanford. The Naval Air Station Lemoore is located 16 miles west of Hanford. Santa Rosa Rancheria, the reservation of the Santa Rosa Indian Community and the site of the Tachi Palace Hotel & Casino, is located 8 miles southwest of Hanford.

Both State Highway 198 and State Route 43 intersect the City's limits. Highway 198 traverses Kings County and connects to State Routes 41, 43, and a network of other state highways and county roads. Hanford is located along State Route (SR) 198, which connects to Interstate 5 about 35 miles west and SR 99 about 13 miles to the east. Visalia is located 20 miles to the east along SR 198. SR 43 intersects SR 198 at Hanford's east edge and provides access to Selma to the north and Corcoran to the south.

Figure 1-1: Regional Location

Hanford is served by the Burlington Northern Santa Fe Railroad and the San Joaquin Valley Railroad, which operates on tracks owned by the Union Pacific Railroad. The nearest major commercial airport is Fresno Yosemite International Airport, located approximately 35 miles north.

The climate in Hanford during the winter months is dry and mild with the high temperature ranging from 55 to 65 degrees. Thick fog, known as Tule fog, is common during the winter months. Summer in Hanford is dry and hot with average daytime July and August temperatures hovering just below 100 degrees. Annual precipitation is approximately ten inches with a majority of the rain falling between November and April.

1.5 Organization of Background Report

The Background Report is divided into seven chapters, an appendix and a bibliography, and is organized as follows:

Chapter 1: Introduction - Chapter 1 introduces the General Plan Background Report and describes the plan area, the city limits, and the two spheres of influence that are associated with potential areas for expansion. It recognizes the purpose of a General Plan and its contents, the process of developing the general plan and the role of the Citizens Advisory Committee (CAC), and it identifies the issues and challenges to growth, development, and the quality of life concerns for 2013 and the next two decades that will need to be addressed.

Chapter 2: Demographics & Economic Profile - Chapter 2 discusses the historic population trends, current demographics, and population projections for Hanford. The demographics for Hanford include ethnic diversity, age, employment, households, and income trends. Market conditions and trends include taxable retail sales, retail leakage and supply, and supply and vacancy rates for commercial and industrial uses. This chapter also includes a discussion on the communities of Armona, Home Garden, and Grangeville and their interaction with Hanford.

Chapter 3: Land Use & Community Design – Chapter 3 provides current descriptions of both the built and the natural environment including downtown, residential neighborhoods near downtown, the regional and community shopping district at 12th Avenue and Lacey Boulevard, and employment areas such as Kings Industrial Park, the East Lacey corridor, and 4th and 5th Avenue corridors south of downtown. This chapter also includes a summary of the architectural character of both

residential and non-residential buildings in and around the downtown core and, in some instances, different areas of the city where residential developers have emulated the architectural character that exists in the older residential neighborhoods. State legislation and San Joaquin Valley Blueprint guidelines are addressed because they will affect how Hanford will develop in the next two decades.

Chapter 4: Transportation & Circulation – Chapter 4 includes a detailed discussion of Hanford’s existing transportation network including roads and highways, public transportation, private transportation, bikeways and pedestrian access, aviation, and railroads. The Kings County Regional Transportation Plan identifies policy objectives and long range proposals (up to 2035 depending on funding) for the county’s regional highway network. Also, discussed is the State’s addendum to the 2003 General Plan Guidelines, the “2008 Complete Streets Act” and its policies for multi-modal streets and traffic calming measures.

Chapter 5: Open Space, Conservation, and Recreation - Chapter 5 includes information on soils, agricultural resources, mineral and energy resources, water resources, biological resources, cultural resources, and visual resources. Included with the section on agricultural resources is information on Williamson Act lands. This chapter also provides information on existing parks, trails, recreation, and open space in the city. The 2009 Hanford Parks, Recreation and Open Space Master Plan is addressed and includes the status of existing parks and a brief look at the survey of local citizens’ desired parks and recreation amenities. State of California regulations are identified, including the Quimby Act which will be used to address Hanford’s park needs and park design standards. Also included is a summary of art and culture in the city, including special events.

General Plan Elements

The organization of the General Plan will have a similar organization of its elements as this Background Report.

Chapter 6: Public Facilities & Services – Chapter 6 describes existing public services and utilities in Hanford. Public services include schools, library, fire and emergency, and law enforcement. The current status of law enforcement and fire protection are addressed, including standards for staffing and police and fire stations. Crime prevention programs are described. Utilities described in this chapter include potable water, storm sewer, sanitary sewer, electrical and gas availability, communications, and solid waste disposal.

Chapter 7: Health and Safety – Chapter 7 describes potential natural and manmade hazards and the Hazard Mitigation Plan. Noise is addressed in a discussion on sources of noise in Hanford and noise as it relates to

health concerns. Public health, fitness, and environmental justice are also included in this chapter.

1.6 City of Hanford Overview

1.6.1 History

The Hanford area was inhabited by the Tachi Yokut Native Americans for several thousand years before the first European settlers arrived in the San Joaquin Valley in the 1820s. They occupied areas along watercourses, such as creeks, springs, and seep areas (sloughs), as well as flat ridges and terraces. Permanent villages were usually placed on an elevation above the seasonal flood levels. Surrounding areas were used for hunting and seed, acorn, and grass gathering.



Starting in the 1850s, settlers dug irrigation canals to bring water from the Kings River to area farmland. Tulare Lake was once the second largest freshwater lake in the United States, covering 570 acres. Portions of current day Hanford were once covered by the waters of Tulare Lake. By 1899 the lake was dry due to increased diversion of tributary waters for agricultural irrigation and municipal water uses, except for residual wetlands and occasional floods.

Hanford is named for James Madison Hanford, a railroad executive and paymaster for the Southern Pacific Railroad. After the main railroad line was completed from Sacramento to Los Angeles, a new line of railroad tracks was laid westward from the mainline at Goshen, with the original intention to connect to Hollister and San Francisco. A town plat was laid out on a sheep camp in the year 1877, and became the town of Hanford. In 1880, a dispute over land titles between settlers and the Southern Pacific Railroad resulted in a bloody gun battle on a farm 6 miles northwest of Hanford that left seven men dead. This infamous event became known as the Mussel Slough Tragedy.



Most of the commercial activity occurred along Sixth Street, with wooden buildings laid out facing the railroad tracks. Larger buildings were later built along Seventh Street. Hanford Central School was built on the current location of the Civic Auditorium in 1887 and was used until the 1920s. Two devastating fires—one on July 12, 1887, the other on June 19, 1891—resulted in a town meeting on June 20, 1891 for the purpose of incorporating Hanford as a city in order to provide for a firefighting system. The vote to incorporate took place on August 8,

1.0 Introduction

1891, passing 127 to 47. The first City Hall was built on the east side of Douty Street, near Eighth Street. The building was demolished in 1940.

In 1890 the first vineyard was planted and in 1893 the first dairy farm was established. An electrical generating plant was built in 1891 by pioneering flour miller H.G. Lacey, bringing the first electric lights to the city. The Lacey Milling Company was still operating in Hanford in 2013.

When Kings County was created in 1893 from the western part of Tulare County, Hanford became its county seat. A second railroad was laid through Hanford in 1897, which today is the main north-south line of the Burlington Northern Santa Fe (BNSF) Railway through the San Joaquin Valley. The original east-west Southern Pacific Railroad branch line is now operated by the San Joaquin Valley Railroad.

Chinese immigrants, who originally came to California to build railroads, became farmers and settled a Chinatown east of downtown. In 1901, a restaurant called The Star opened on Sixth Street across from the Southern Pacific tracks. It is still doing business at the same location in 2013. Andrew Carnegie donated \$12,500 to build the Carnegie Library in 1905.

In the early 1900s to 1920s, dairy farming flourished as Portuguese and Dutch dairy farmers immigrated to Hanford and San Joaquin Valley. By 1910, Hanford was the 4th largest city in the San Joaquin Valley, after Fresno, Stockton, and Bakersfield, having a population of 4,829. Saloons flourished in Hanford's early days despite an anti-saloon movement until the town voted to become "dry" in 1912.

The Civic Auditorium was built in 1923 and dedicated in 1924. The first publicly funded Veterans Memorial Building in California was built in Hanford in 1925. In 1929, the Fox Theater Palace opened. Each of these buildings is still in use in 2013.

From 1935 to 1940, the Dust Bowl and the Great Depression prompted the largest migration in American history. 200,000 people came to California, arriving from the Midwest and Great Plains States. One-third of them settled in the San Joaquin Valley.

During World War II, the massive labor shortage in the United States prompted President Roosevelt to institute a diplomatic agreement with Mexico to open the borders so that laborers could harvest crops. The Bracero Program allowed 4.5 million Mexicans to cross the border



Background Report



between Mexico and the U.S. during the war years. Many came and settled in the Valley.

From 1958 to 2006 the Imperial Dynasty Room at the Chinese Pagoda Restaurant brought famous guests from all over the world to dine in Hanford. The guests included Ronald Reagan, Chiang Kai-shek, and Walt Disney. In 2011, China Alley was named one of America's 11 Most Endangered Historic Places by the National Registry.

Following the trend of many communities, the Board of Trustees became known as the Hanford City Council. In 1945, the first paid fire department was established and the City Planning Commission was created. The city continued to grow at a steady pace and in 1950 the city manager/city council form of government was established. During the following years, other advisory bodies were created to assist the City Council in its decisions on policies, laws, and procedures.

In 1975, the Hanford City Council, in cooperation with the downtown merchants, established the Central Parking and Improvement District and, as a result, doubled business license taxes in the downtown area. The proceeds are used to promote downtown business and fund infrastructure projects in the downtown.

In 1980, in order to encourage the restoration and rehabilitation of historic structures, the City Council, in cooperation with private community groups, established an Historic District. This step provided a vehicle for the private sector to receive special tax credits for the rehabilitation of historic structures.

In 1985 the City of Hanford entered and won the competition for the Helen Putnam Award for Excellence awarded by the League of California Cities. The theme of Hanford's entry was "Looking into the Past to Build the Future", and was based upon the revitalization of downtown Hanford. Hanford's efforts were also recognized in 1986 by American City and County magazine, which chose Hanford as one of ten cities in the United States to receive its prestigious Award of Merit.

Amtrak took over passenger rail service in 1972. Faced with loss of service due to federal budget cuts in 1985, the community organized a "Save Amtrak Day" with a musical band, Native American Dancers, and sign-waving demonstrators. The train service continued and Hanford's station became one of the busiest on the line.

In March 2000, the Hanford City Council, in cooperation with the downtown merchants, established a new organization called the

Hanford Main Street Program. The Main Street Program is an extension of the Downtown Revitalization Program, producing one of California's finest downtowns.

1.6.2 City Limits

There are 16.6 square miles of land within the city limits of Hanford. The city limits did not grow beyond the original 2-square mile plat until 1948 (Figure 1-2). Since then, a series of annexations have expanded the size of Hanford's jurisdiction. In a number of cases, land was developed while still in the county jurisdiction and then annexed later. A few of these developments were not annexed as Hanford grew around them. These have become county islands. There are eight county islands in 2013 that have a combined area of approximately 440 acres.

1.6.3 Sphere of Influence

State law encourages cities to look beyond their borders during the General Plan Update process, and to consider a planning area that extends beyond the current municipal limits. This area, defined as the "probable ultimate physical boundaries and service area of the given jurisdiction," is known as the Sphere of Influence (SOI). In all cases, the SOI is determined by the County's Local Agency Formation Commission (LAFCO).

The Kings County LAFCO is responsible for establishing a Sphere of Influence for the City of Hanford. LAFCO has adopted two Spheres of Influence boundaries: a Primary and a Secondary Sphere of Influence (see Figure 1-3).

The Primary SOI is defined as "the probable physical boundaries and service area of a local agency." Hanford's Primary Sphere of Influence (SOI) represents an assumption of the city's probable future physical boundaries and service. Within this boundary, the City may apply to LAFCO to annex contiguous territory in a logical and orderly manner, and LAFCO may approve after considering certain factors.

The Secondary SOI serves as an identification of the "areas of interest" between local agencies. LAFCO recommends that notification should be conducted between Hanford and Kings County for development projects within the Secondary SOI in order to facilitate better coordination of services, infrastructure, and a comprehensive environmental review.

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Figure 1-2: Historic Map of Hanford's Original 2-mile Square Plat

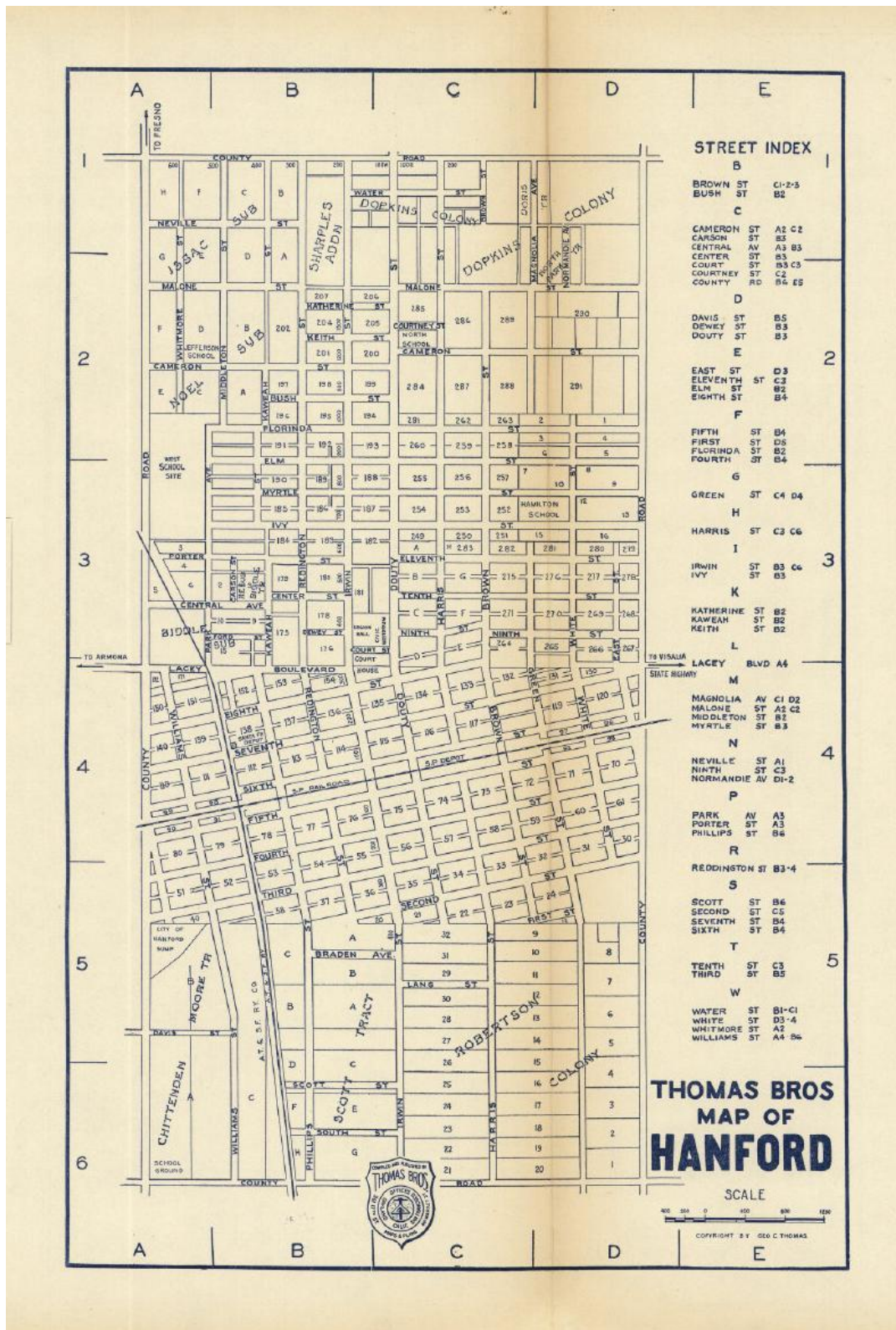
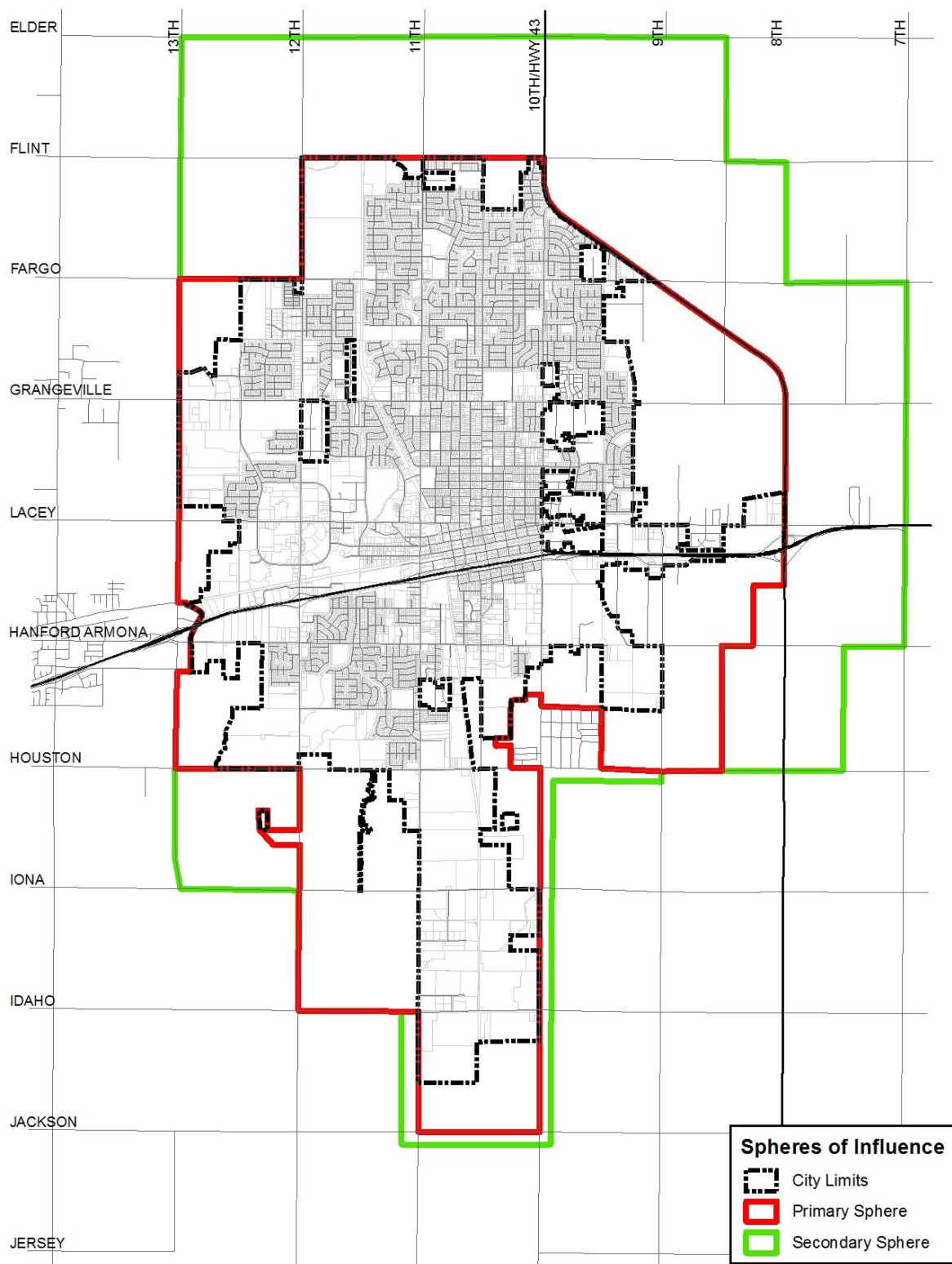


Figure 1-3: City Limits and Spheres of Influence



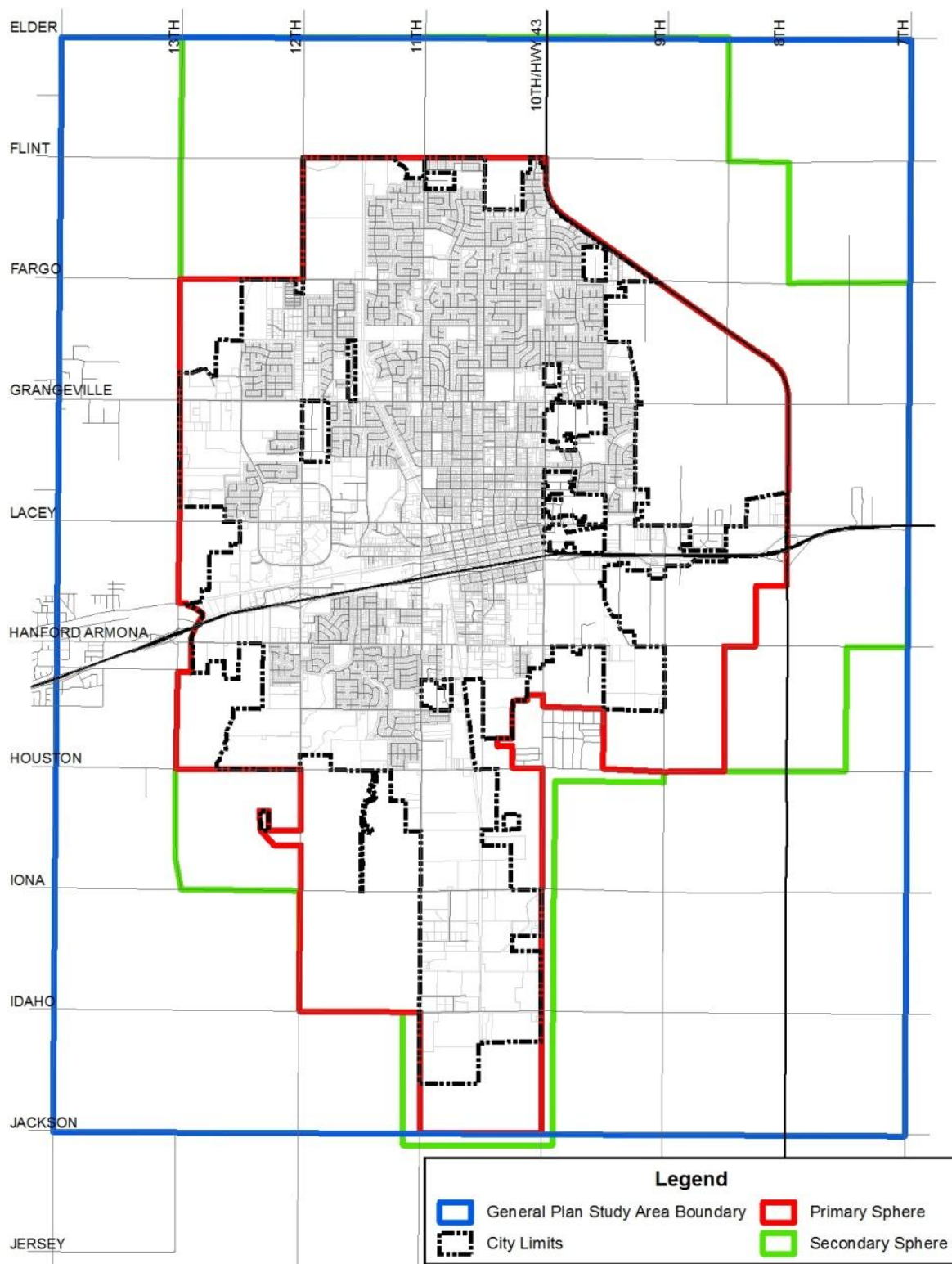
The Primary SOI is 16,760 acres in area, which includes the existing city limits as well as adjacent areas that have been deemed as appropriate areas for orderly expansion by LAFCO. The territory outside of the city limits but within the Primary SOI totals 5,825 acres, with a large portion of available land for expansion (1,370 acres) being located to the west of Highway 43. Land available for future growth (1,280 acres) is also located southwest of the city, east of 11th Avenue, and south Houston Avenue, directly adjacent to the southern, industrial zone area of Hanford. The northwestern portion of the Primary SOI is coterminous with the existing city limits, which means that before growth could occur here the Primary SOI would need to be expanded before the land could be annexed.

The Secondary SOI is 8,898 acres in area, which includes territory outside of the Primary SOI and city limits of Hanford. The Secondary Sphere is coterminous with or in close proximity to the Primary SOI and the city limits in the southern and western portions of Hanford (along 10th Avenue/Houston Avenue and 13th Avenue, respectively). As mandated by State Law, LAFCO is required to conduct a review of the SOIs every five years. The last review was conducted in September 2007. The General Plan Update could provide the basis for Kings County LAFCO to prepare subsequent revisions to the SOIs.

1.6.4 Planning Area

For the purposes of this General Plan Update, the Planning Area will be the area that will be studied during this process is defined as the 63 square miles that are bounded by Elder Avenue on the north, 7th Avenue on the east, Jackson Avenue on the south, and 14th Avenue on the west. This Planning Area is obviously larger than the area that will ultimately be needed for growth over the life of the General Plan. Its size has been determined to give the decision makers that most flexibility in making determinations about where and how it should grow. The presumption is that land along the edges of the Planning Area will likely be designated for agricultural use, and that the potential land use conflicts between agricultural and urban uses would occur inside the Planning Area.

Fig 1-4: General Plan Update Planning Area



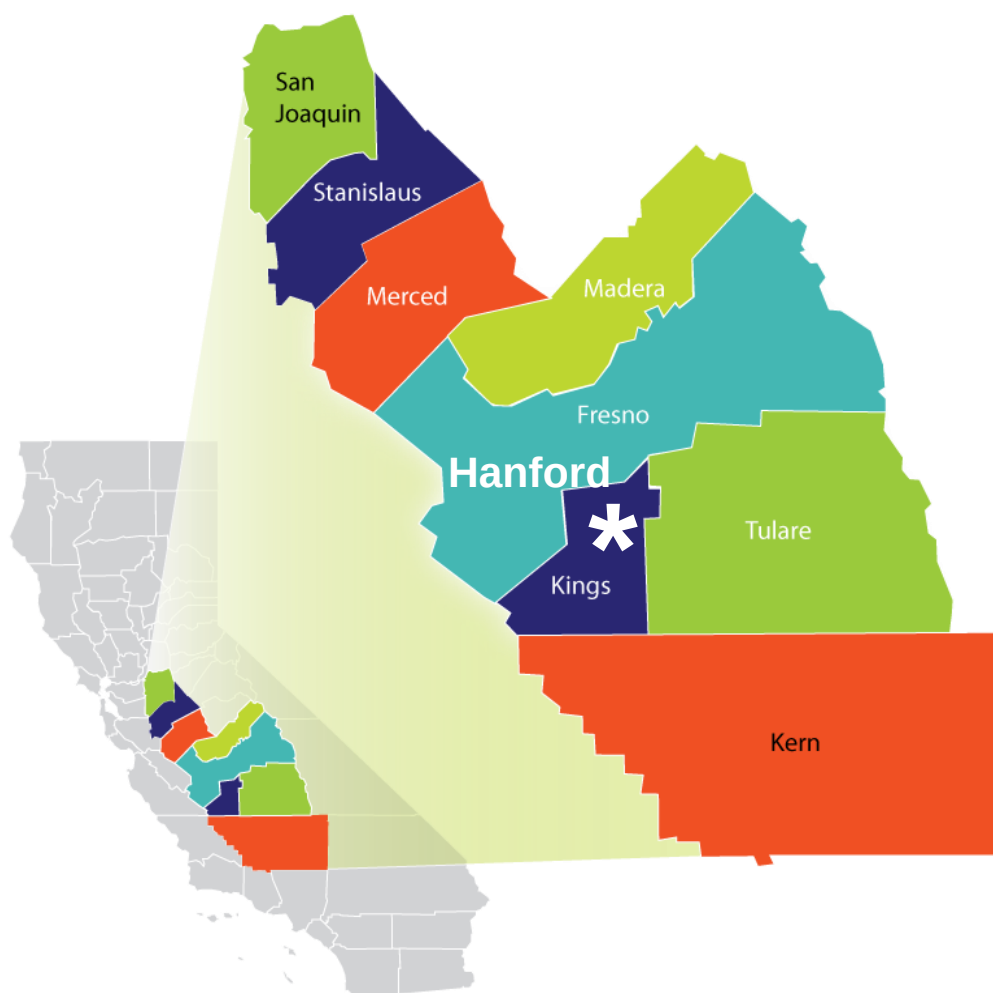
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Planning Area Boundary

The Planning Area is not to be assumed to be completely planned for development in the General Plan Update. This is only meant to be the area that is studied for possible development.

The Planning Area for Hanford includes the area inside both of the Spheres of Influence and the City limit boundaries. In addition, the Planning Area includes the unincorporated areas of Armona, Grangeville, and Home Garden. Their proximity to Hanford necessitates a review of how Hanford's policies may affect these communities and vice versa.

Overall, this area provides Hanford with an area large enough to establish its direction and pattern of future growth through the year 2035. It will also allow the City to analyze long-range infrastructure needs throughout the Planning Area. All analyses will be based upon only the area within the Planning Area.



1.6.5 Kings County

Hanford is located in the northern portion of Kings County. The County of Kings is located in the south-central portion of the San Joaquin Valley and is comprised of 1,391 square miles. Kings County is one of eight counties that comprise the San Joaquin Valley, which is bounded on the west by the Coastal Range; the Sierra Nevada Mountain range to the east; the Tehachapi Mountains to the south; and Sacramento to the north. The central and eastern portions of the county occupy the relatively flat valley floor; the southwestern portion is characterized by the low hills and intervening valleys of the Kettleman Hills. Within the San Joaquin Valley, Kings County is bordered by Fresno County to the north; Kern County to the south; Tulare County to the east; and Monterey County and San Luis Obispo County to the southwest.

The San Joaquin Valley supports extensive farmland practices, resulting in Kings County remaining predominantly an agricultural area since its first settlement in the 1850s. It is considered one of the most important agricultural regions in the world due to its unique combination of soils and Mediterranean climate that can grow a wide variety of nuts, fruits, vegetables, and cotton. Kings County's farm land area is generally level irrigated farmland that averages well over \$1 billion a year in commercial crop production. Kings County is ranked as the 8th leading agricultural county in California (25th in the nation), and is in the top 15 milk producing counties in the nation. Kings County shares boundaries with the top four agricultural counties in the state: Fresno, Tulare, Monterey, and Kern.

There are four incorporated cities within Kings County, which contain approximately 77% of the total county population (2009) estimate of 154,743 (California Department of Finance, 2009). The four cities are Avenal, Corcoran, Hanford, and Lemoore. Hanford is the largest of the four cities in population. The California Department of Finance estimated that the city's population was 55,479 as of January 1, 2013. Several unincorporated communities are also located within the county, as well as the Naval Air Station (NAS) Lemoore and Santa Rosa Rancheria. The NAS is located 16 miles west and the Santa Rosa Rancheria, home to the Tachi Palace Casino and Hotel, is located 8 miles southwest of Hanford. Within unincorporated areas, most of the population lives in the communities of Armona, Home Garden, Kettleman City, and Stratford.

1.7 Important Issues and Challenges in 2013

The General Plan Update will need to conform to the new legislation, general plan guidelines, and court cases that have emerged since 2002. In addition to these general issues, several specific issues have come to the forefront since the City's 2002 General Plan Update was adopted. These issues, as well as on-going desires to conserve surrounding agricultural lands, preserve China Alley and other important historic areas, promote local businesses, and provide land and infrastructure for projected population increases need be addressed in the General Plan Update.

1.7.1 High Speed Rail and its Impact on Future City Growth



Many Hanford and Kings County residents are opposed to the proposed High Speed Rail project. This opposition often includes a high level of emotion due to the potential impacts the project could have, not only on the surrounding agricultural areas but also potentially on Hanford's downtown, thoroughfares, and unincorporated lands.

That being said, if High Speed Rail proceeds, the Hanford General Plan Update will need to be able to identify, respond to, and to the extent possible, minimize the negative impacts of that project on the city's growth and development patterns, local economy, fiscal impacts, and the city's long-term infrastructure needs. If High Speed Rail happens, there will be real impacts, such as noise, traffic, reorganization of transit, and growth inducement, which will be felt at a personal, a city government, and a countywide level.

1.7.2 Integration of Planning with Climate Change, Regional and Local Transportation and Land Use



Climate change regulations require the City of Hanford to take action to reduce emissions under its jurisdiction and influence. The countywide Climate Action Plan, a separate action currently underway through Kings County Association of Governments (KCAG). The policies will identify a range of potential implementation measures that the City can choose from. The General Plan Update will also need to link to the Countywide Regional Transportation Plan (RTP) and the San Joaquin County Blueprint, incorporating applicable policies and strategies. This strategy of integrating regional planning documents helps Hanford identify land use, transportation, and related policy measures and

1.0 Introduction

investments that could reduce greenhouse gases from passenger cars and light-duty trucks as part of the development of a Sustainable Communities Strategy in compliance with Senate Bill 375.

1.7.3 Life after Redevelopment

The termination of redevelopment agencies has eliminated tax increment financing (TIF) in California. As a result, Hanford has lost a key, 'leverageable' revenue source for economic development projects. TIF enabled public agencies to freeze property and other tax revenues, so that the additional increment becomes available to match or enhance private sector equity/debt investment. Without this tool, it will be more difficult to assist public-private projects and pay for infrastructure improvements. Other financing opportunities are available that will help implement some of the general plan goals and policies.

1.7.4 Integrating Transportation and Land Use

In order to foster balanced, sensible growth, it is critical that land use and transportation planning proceed hand-in-hand. Hanford's General Plan should define a comprehensive transportation network, emphasizing connectivity, logical spacing, multimodal service, and "right-sizing" of roads to match the travel demand generated by Hanford's growth rate, and new homes and businesses in the city. Where in the past, land use and circulation were often considered separately, the Hanford General Plan Update can exemplify the benefits of considering them together.



1.7.5 Urban Growth's Impact on Agricultural Land

There is a strong desire to maintain Hanford as its own distinct community with clearly defined edges surrounded by productive agricultural land. The City is surrounded by irreplaceable farm land on all sides, much of it encumbered by Williamson Act contracts that prohibit development.

1.7.6 Hanford's Downtown and Downtown East Area

Hanford is fortunate to have a Downtown that is cherished by the community. Previous planning efforts to maintain and enhance its prominence in the City can be reinforced and expanded upon by the General Plan Update.





1.7.7 Eastside Shopping and Entertainment Center

The City currently is reviewing a developer-initiated proposal to build a 500,000 sq.ft. shopping center at the northwest corner of Highways 198 and 43. The development is proposed in four phases and would be the first major retail destination on the east side of Hanford. The decision on the developer's proposal will likely be made during the General Plan Update process. If the shopping center project is approved, the General Plan Update will need to determine if there should be even more commercial land planned around the shopping center, or alternatively if the land should be planned for some other compatible use. It will also need to analyze circulation and transportation that can connect this partially developed area with the rest of the city.

1.7.8 Planning for Housing in a 21st Century Central Valley



Recent State laws like Senate Bill 375, California's Sustainable Communities and Climate Protection Act, and regional planning efforts like the San Joaquin Valley Blueprint, are pushing Central Valley cities to adopt growth and transportation plans that expand housing options. Preference surveys¹ conducted as recently as 2012, along with economic and financial trends, indicate a growing demand for apartments, townhomes, other attached products, and small lot single family homes. The report titled "A Home for Everyone" prepared by the Council of Infill Builders in January 2013 finds that all new nonresidential growth and all new attached residential demand could be accommodated through the infill and redevelopment of existing low-density areas, and recommends that Valley leaders plan new communities with mixed uses that are well connected to established city centers.

1.7.9 A Quality Environment – Enhancing Open Space, Mitigating Noise, and Planning for Safety

Mixing land uses and increasing densities will require that the City reevaluate its park, trail, and open space needs. Hanford has almost no natural open space in its boundaries. Even so, opportunities for improving green space and recreational needs are abundant.

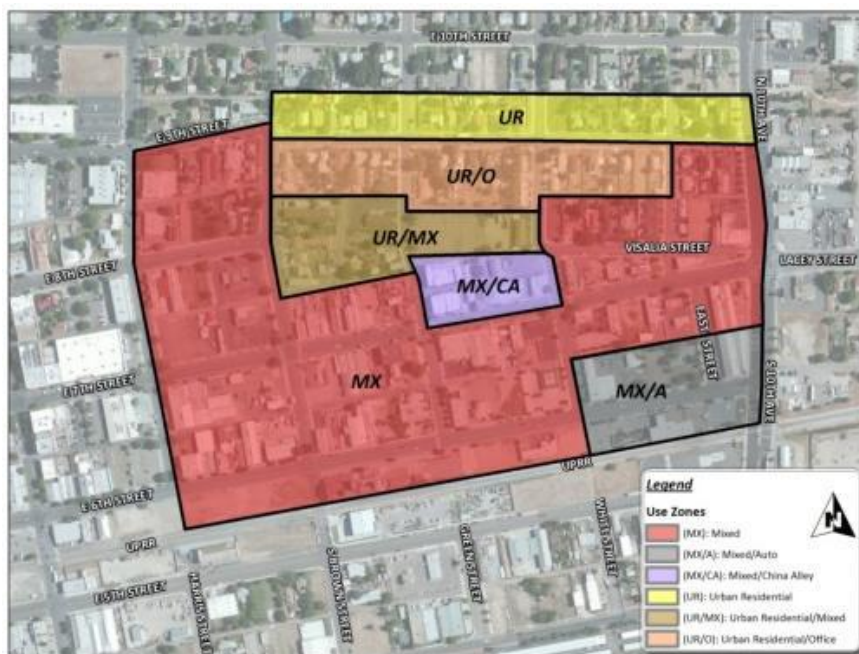
Noise can negatively affect human health by causing stress, interrupted sleep, and disrupting daily activities. Land uses such as airports, transportation routes, and industrial activities have a propensity to

¹ A 2012 study prepared for the Fresno Council of Governments on behalf all of the Valley's regional agencies by The Concord Group.

The primary purpose of local government is to promote the health and welfare of its citizens. Good planning and sound policies can anticipate and then mitigate or avoid potential natural and man-made hazards.

1.7.10 Streamlining City Regulations

The policies put into the General Plan Update will set the foundation for revising the Zoning and Subdivision Ordinance. The modification of the Zoning Ordinance will occur as a public process after adoption of the General Plan. These updates will result in extensive changes in the pattern of future development. A primary goal is that the updated Ordinances will be more understandable, even to people with limited or no experience with zoning, and will streamline the process of getting projects approved. The updated Ordinances should encourage and support the new development and businesses that Hanford wants within its city limits. An example of a project that was designed to provide a “red carpet, no red tape” approach to development projects is the recently adopted Downtown East Precise Plan (below).



CHAPTER 2

DEMOGRAPHICS & ECONOMIC PROFILE

CHAPTER 2

DEMOGRAPHICS & ECONOMIC PROFILE

2.1 Introduction

This chapter reviews historical population trends, current demographics, and population projections for Hanford. To determine the goals and policies set forth in each of the General Plan elements, it is necessary to understand population growth trends, age structure, as well as race and ethnic diversity.

Land use allocation of the city depends on its future residential, commercial, public facilities, and open space. Residential land use allocation requires knowledge of population and income trends to determine how much land should be reserved for future residential development and what type of developments will be necessary to serve the demographic needs. Commercial land use needs are based on employment trends and population growth.

Both public facilities and open space requirements will vary according to current and projected population numbers, as well as the distribution of residential and commercial development within the city. By projecting the land use needs for future populations in the city, it is possible to properly plan for future transportation needs and develop policies to efficiently manage and conserve resources.

This chapter will serve as a foundation for the other chapters of the Background Report and highlights how demographics will serve a vital role in developing goals, objectives, policies, and programs tailored to the unique socioeconomic characteristics of Hanford. It is essential for the General Plan to remain consistent across all elements with a central focus on addressing the specific needs of the current and future trends of Hanford.

The chapter is divided into the following sections:

- Hanford in a Regional Context
- Growth Trends
- Age Distribution
- Household Type and Composition
- Ethnicity and Race Employment

2.2 Hanford in a Regional Context

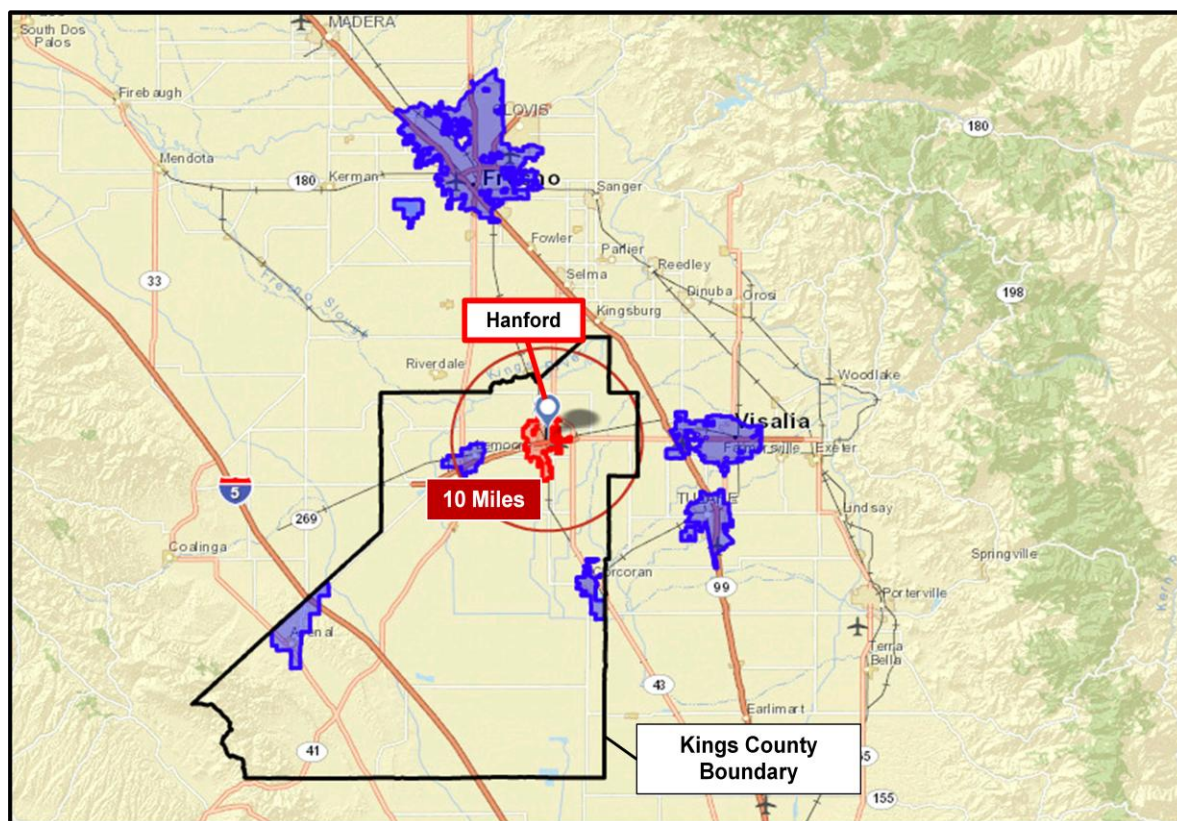
2.2.1 Past Population and Regional Housing Trends

Population growth in Kings County has steadily increased, sometimes more slowly, sometimes more quickly. Between 2000 and 2013, 22,546 people were added to the County population according to the United States Census Bureau, bringing the total County population to 152,007 as of January 2013. This represents an average annual growth rate of 1.40% over that timeframe. Hanford experienced the greatest increase in population compared to the other cities in the county during that timeframe.

According to the California Association of Realtors, the average price for a home sold within Hanford increased by approximately 4.3%, rising from \$115,000 to \$122,000 between 2012 and 2013. This could be attributed to the 1.1% increase in population during that timeframe and the real estate market recovery, increasing the demand for home purchases. Comparably, between 2010 and 2012, owner-occupied households in Kings County increased from 49% to 54%. For that reason, the County's renter-occupied households decreased from 51% to 46%. Figure 2-1 shows Hanford's location as it relates geographically to its surrounding neighboring cities and county as a whole.

2.2.2 City of Hanford

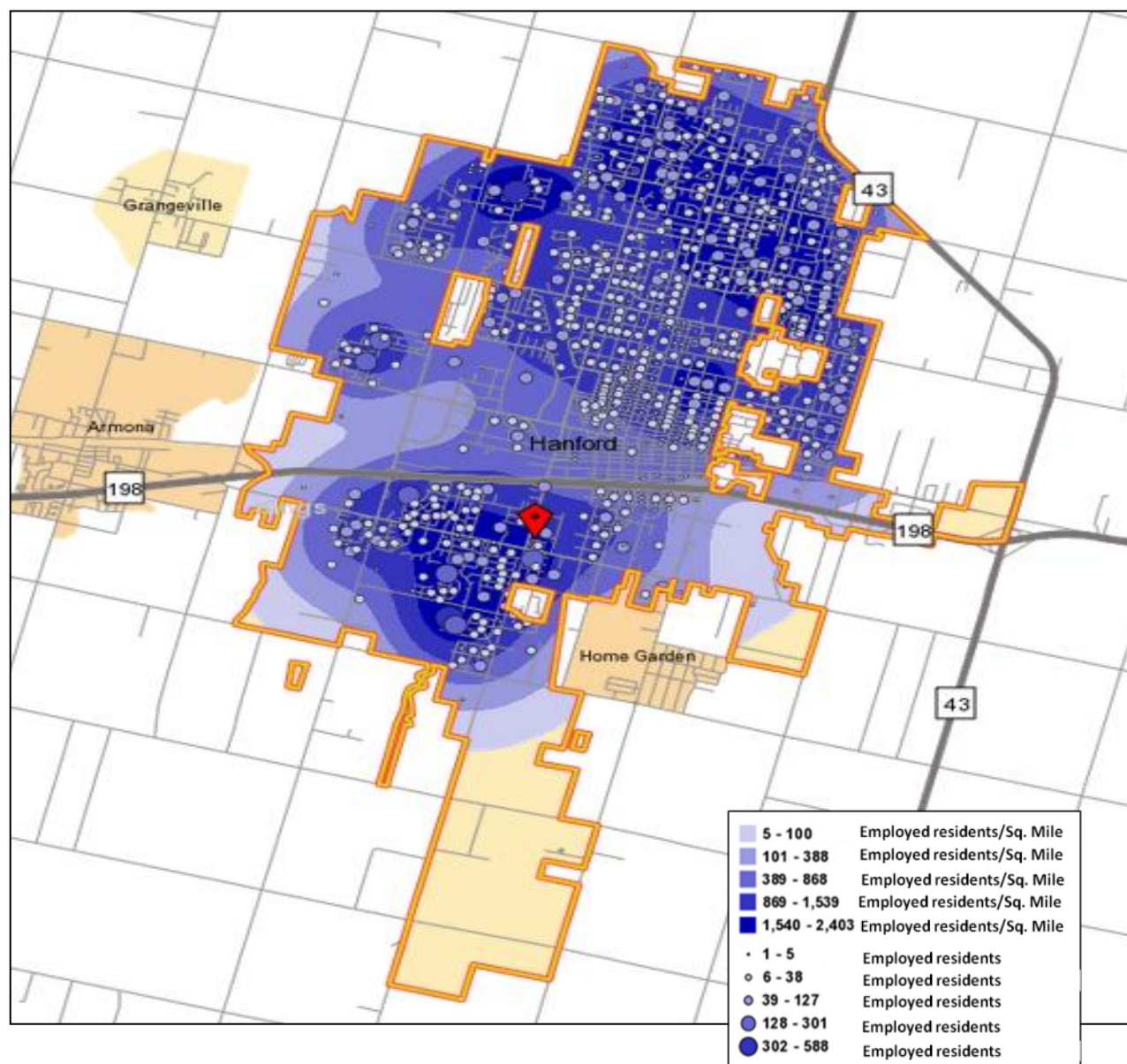
Not only is Hanford the fastest growing city compared to the other incorporated cities in Kings County, it is also the only city within the county that has increased in population each year from 2000 to 2013, with an average compounded increase of 2.28% each year (Kings County Department of Finance).

Figure 2-1: Hanford and Surrounding Cities

As seen in Figure 2-2, residents are concentrated primarily to the north and south of Downtown Hanford, with the employment areas primarily concentrated in the Downtown core, 12th Avenue, and the industrial park.

2.2.3 Kings County/Neighboring Communities

Kings County. Kings County remains a predominantly agricultural-based county, which ranked 8th in California in 2007 for agricultural product value. Of the county's 1,391 square miles, approximately 90% of all land is devoted to agricultural uses. In 2008, the gross value of agricultural crops and products was \$1.76 billion and represented the major component of Kings County's economy. Kings County produced 39 crops or products that each grossed over one million dollars per year. (California Department of Food and Agriculture 2007).

Figure 2-2: Resident Concentration within Hanford

Kings County ranks as the seventh fastest-growing county in population in California. Since 1980, Kings County's population has increased at an annual average growth rate of 3.15%. However, much of the increase is inflated due to the opening of Avenal State Prison (1987), Corcoran State Prison I and II (1988), the California Substance Abuse Treatment Facility (1997), and expansion of Naval Air Station Lemoore. Discounting military and correctional institutions, countywide population still increased at a rate of approximately 2.0% annually since 1980.

Armona. The community of Armona is located approximately 3.5 miles southwest of Hanford. According to the 2010 Census, Armona has a population of 4,156 residents, 961 households, and 786 families residing in the community. The racial makeup is 26.5% White, 2.0% African American, 0.6% Native American, 2.0% Asian, 0.2% Pacific Islander, 0.02% from other races, and 1.6% from two or more races. 67% of the community is identified as Hispanic. The average household size was 3.61 and the average family size was 3.88. The median age of residents was 28.7. The median income for a household in Armona was \$42,122. About 15.7% of families and 22.3% of the population were considered below the federal poverty line.

Home Garden. The community of Home Garden is located approximately 1.5 miles southeast of Hanford. According to the 2010 Census, Home Garden has a population of 1,761 residents, 437 households, and 376 family households residing in the community. The racial makeup is 37.0% White, 12.5% African American, 3.6% Native American, 2.8% Asian, 0.5% Pacific Islander, and 43.6% Hispanic. The median income for a household in Home Garden was \$38,125, and the median income for a family was \$36,488. About 33.0% of families and 34.6% of the population were considered below the federal poverty line.

Grangeville. The community of Grangeville is located approximately 3.5 miles northwest of Hanford. According to the 2010 Census, Grangeville has a population of 469 residents, 162 households, and 126 family households residing in the community. The racial makeup is 20.3% White, 30.9% Hispanic and 48.8% of another race. The average household size was 2.90 and the average family size was 3.37. In 2011, the median income for a household in Grangeville was \$46,979, and the median income for a family was \$52,989. About 18.0% of families and 14.4% of the population were considered below the federal poverty line.

2.3 Growth Trends

2.3.1 Population Trends

In 2013, Hanford had 55,860 residents, which was 36% of the total population of Kings County. Comparatively, back in 2000, Hanford had 41,687 residents, which was 32% of the total population of Kings County. Hanford is a predominantly urban community, and is growing at a steady rate. Between 2000 and 2013, the city grew by 32.4%, which is approximately 2.28% per year and 1.04% faster than the county rate (Table 2-1).

Table 2-1: Population Trends 2000-2013

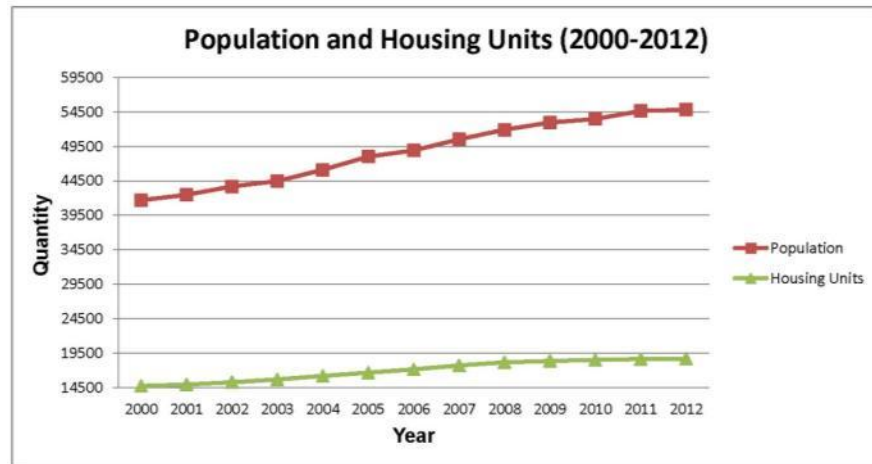
Population Trends of Hanford vs. Kings County				
	2000	2013	Percent Change between 2000-2013	Average Annual Change
City of Hanford	41,687	55,200	32.40%	2.28%
Kings County	129,461	152,007	17.40%	1.24%

The total number of households in 2013 is 17,867 and is expected to increase to 18,284 by 2018, resulting in an increase of 421 households. By 2018, owner households are projected to increase citywide by 4.2% while renter households are projected to slightly decrease citywide by 0.2% (Table 2-2).

Table 2-2: Household Trends 2000-2013

Households	2013	2018	Net	Percent
City of Hanford	17,867	18,284	417	2.3%
<i>Owner</i>	10,212	10,642	430	4.2%
<i>Renter</i>	7,655	7,642	(13)	(0.2%)
W/in 10 miles of 7th St. & Douty St.	33,110	33,804	694	2.0%
<i>Owner</i>	18,612	19,381	769	4.1%
<i>Renter</i>	14,498	14,423	(75)	(0.5%)

The Hanford growth rate in housing units between 2000 and 2012 was minimal compared to the growth rate in population. There were 14,722 housing units in the year 2000, 16,648 in the year 2005, and 18,695 households in 2012 (Figure 2-3). As seen in Figure 2-3, from 2007-2012, although the number of housing units only increased marginally, the population number increased at a faster rate, going from 50,534 to 54,860 residents. This means that the average persons per household increased as well. Between 2007 and 2012, the average persons per household increased from 2.96 to 3.05. The minimal increase in housing units could be attributed to fewer houses being built during the years following the real estate downturn.

Figure 2-3: Hanford Population and Housing Units (2000-2012)

2.3.2 New Residential Building Activity

As shown in Table 2-3, Kings County building activity shows that for single-family homes, 1,324 permits were issued, or 80% of the total new residential permits between 2007 and 2012. The permits issued for new single-family units throughout the county decreased from 437 permits in 2007 to 104 in 2011, and then increased to 206 permits in 2012.

A total of 314 multi-family permits were issued between 2007 and 2012, which constituted a total of 20% of all residential building permits during those five years. The number of multi-family permits issued dramatically increased between 2007 and 2008 from 25 to 137 permits. No permits were issued in 2009, and from 2010 to 2012 the number of permits issued significantly declined down to 80.



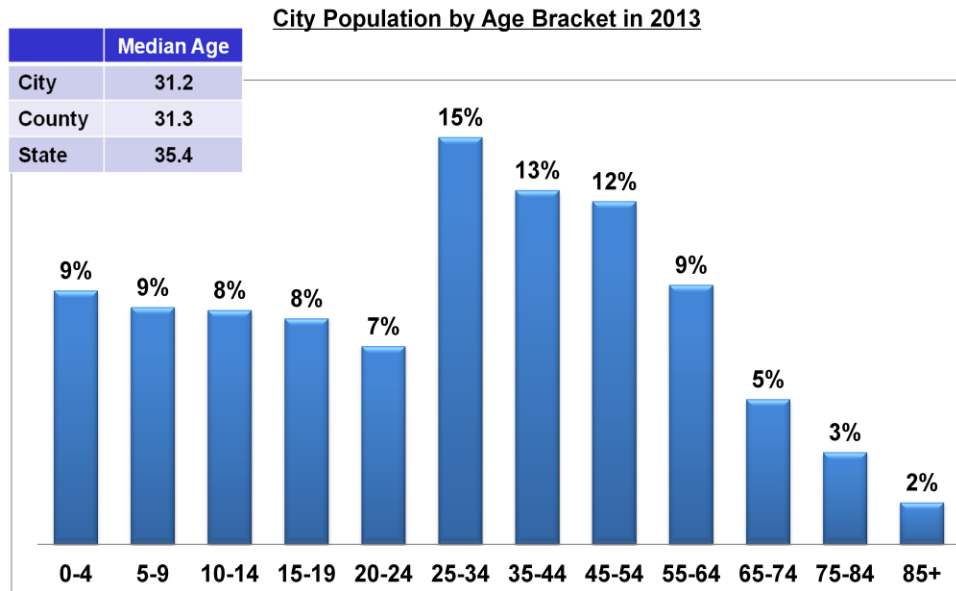
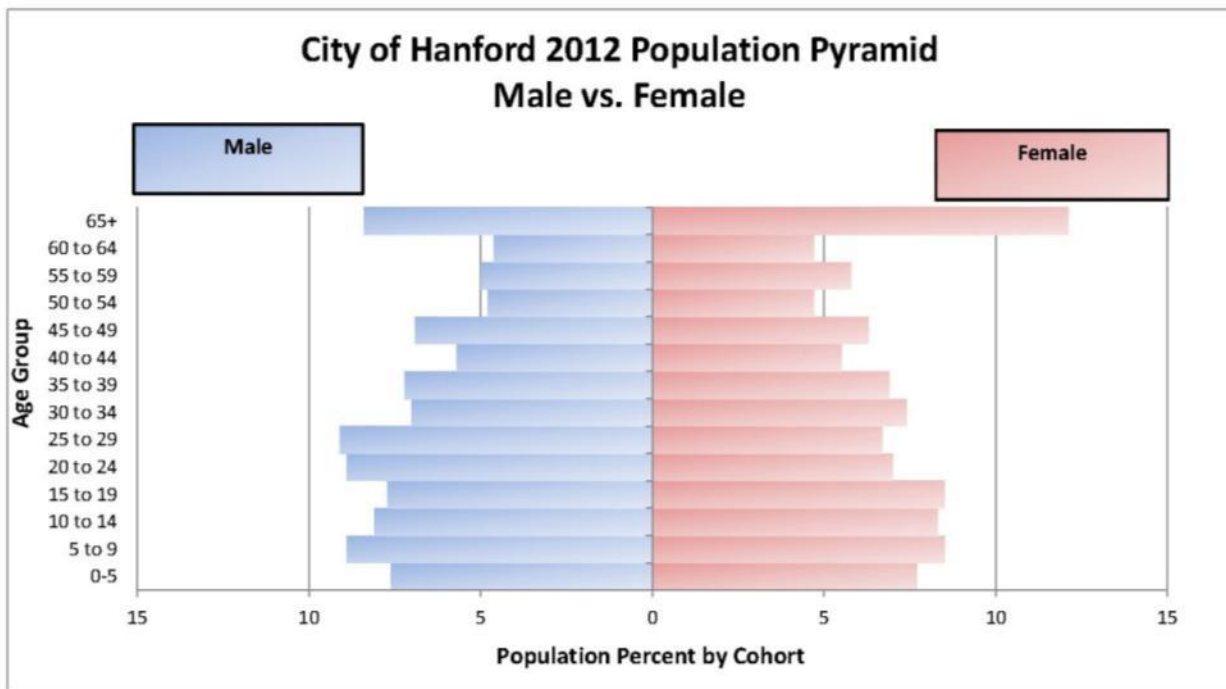
Table 2-3: Kings County Residential Building Activity (2007-2012)

YEAR	SINGLE FAMILY	% OF TOTAL	MULTI FAMILY	% OF TOTAL	TOTAL
2007	437	94.5%	25	5.5%	462
2008	236	63.2%	137	36.8%	373
2009	194	100%	0	0%	194
2010	147	67%	72	33%	219
2011	104	56%	80	44%	184
2012	206	100%	0	0%	206
TOTAL	1,324	80%	314	20%	1,638

2.4 Age Distribution

As of 2013, Hanford and Kings County have a similar median age of 31.2 and 31.3, respectively. Within Hanford, 40% of the population is between the ages of 25 and 54. As the population within Hanford becomes older, it will be important to address the unique needs of an aging population and provide necessary assisted-living housing and transportation options, as well as plan for access to health and medical services. Figure 2-4 illustrates the percent population by age for both Hanford and Kings County in 2013.

The 2012 Population Pyramid (Figure 2-5) illustrates the distribution of ages by gender within Hanford. Approximately 50.3% of the total population within the city consists of males, while 49.7% are females. As the younger cohorts age, it will be increasingly important to ensure adequate education and employment opportunities to ensure there is an adequate labor market with a capable, increasing workforce to replace the aging population as they enter into retirement.

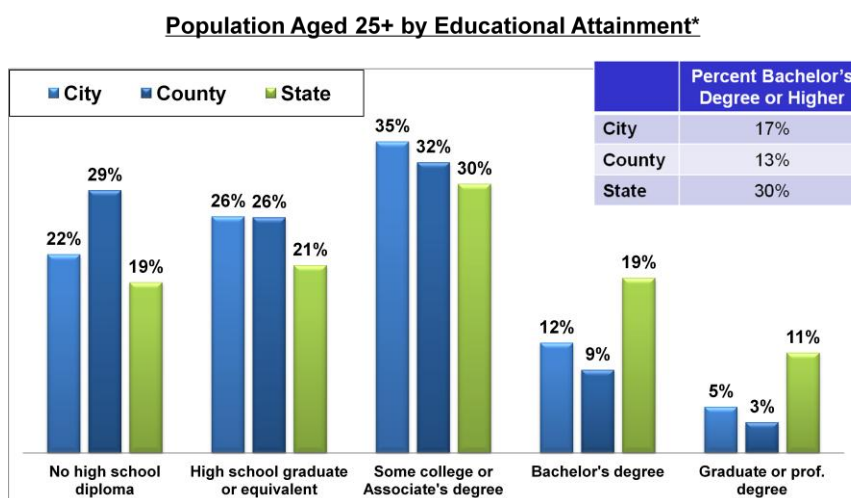
Figure 2-4: City Population by Age Bracket (2013)**Figure 2-5: Population Pyramid (2012)**

Among Hanford residents 15 years of age and older, approximately 51% of males and 50% of females are married as of 2012 (Table 2-4). Approximately 8.9% more females than males have never been married and 5.4% more females than males are widowed.

Table 2-4: Marital Status of Population 15 years and Older

Population 15 years and over	Males	Females
Never married	35.8	26.9
Now married, except separated	50.9	50.2
Separated	2.8	3.0
Widowed	2.3	7.7
Divorced	8.2	12.2

Of the population aged 25 and up, 35% of Hanford's population has some college or an Associate's degree, which is approximately 9.4% higher than the county equivalent and 16.6% higher than the State. 12% of Hanford has a Bachelor's degree while only 9% of the county population has a Bachelor's degree. 22% of Hanford residents have no high school diploma, while 5% have a Graduate or professional degree (Figure 2-6).

Figure 2-6: Population Aged 25+ by Educational Attainment

2.5 Household Type and Composition

2.5.1 Housing Types

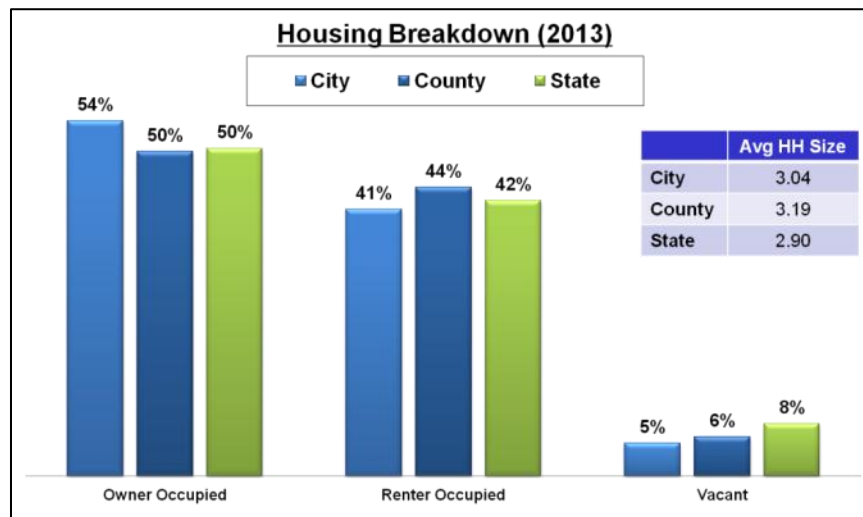
Further insight into the characteristics of Hanford's population can be gained by examining household composition, such as the proportion of families with children, single adults, and single parents.

As of 2013, Hanford has an average household size of 3.04 people. At 5.4%, the city has one of the lower residential vacancy rates throughout the county (Table 2-5). Countywide, Hanford's population and housing rates are currently the most similar in nature to the city of Lemoore, as they both have similar vacancy rates and persons per household, despite Hanford being more than double in population. Due to Hanford's low residential vacancy rate it will be crucial to plan for new residential land uses as the population increases in size.

Table 2-5: County Housing Estimates with Vacancy Rates (2013)

	Population	HH	Vacancy Rate	Persons per HH
Avenal	14,225	9,252	7.80%	4.13
Corcoran	23,154	12,822	9.20%	3.53
Hanford	55,479	54,414	5.40%	3.06
Lemoore	25,262	25,245	5.00%	3.02

Figure 2-7: Housing Breakdown (2013)



As of 2013, the occupied households within Hanford are currently comprised of 54% owner-occupants and 41% renter-occupants (Figure 2-7). Owner-occupied households for Hanford are approximately 4% higher than both the County and the State percentages for 2013.

Between 2010 and 2012, the City's housing types consisted of 77% single-family, 21% multi-family and 2% mobile homes (Figure 2-8).

With the current projected population rates, it is becoming increasingly vital to plan for appropriate housing types to accommodate the demand.

During the period of 2010 to 2012, the age of the City's housing units was as follows: 20% built in 1959 or earlier, 27% built between 1960 and 1979, 35% built between 1980 and 1999, and 18% being built in 2000 or later (Figure 2-9).

Figure 2-8: Housing Unit Types (2010-2012)

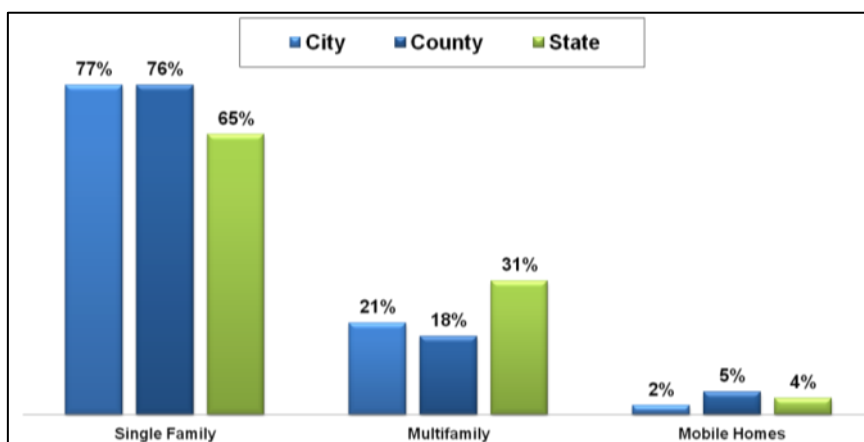
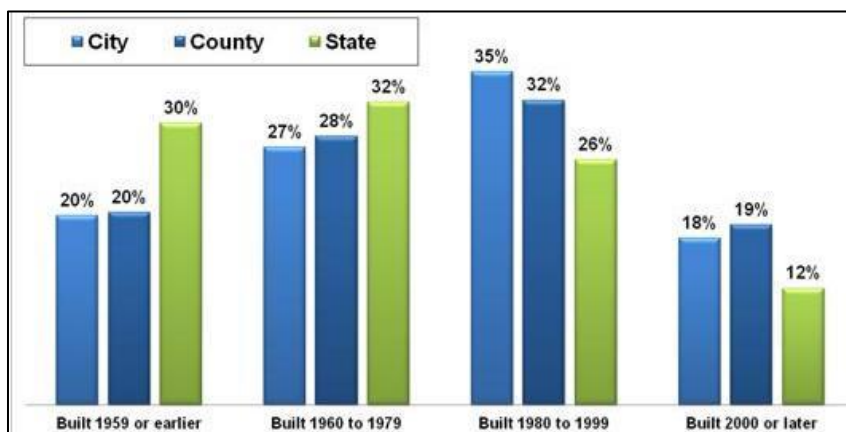


Figure 2-9: Age of Housing Units (2010-2012)



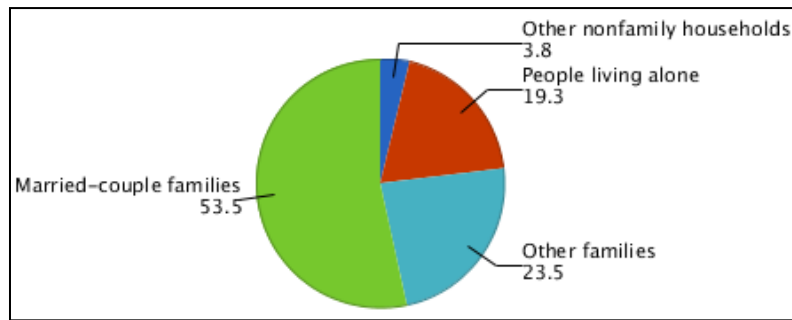
2.5.2 Households & Families

Families comprised 77% of the total households in Hanford. This figure includes both married-couple families (54%) and other families (24%). Of other families, 8% are female householder families with no husband present and have children under 18 years old. Non-family households made up 23% of all households in Hanford. Most of the non-family households were people living alone, but some were composed of

people living in households in which no one was related to the head of household (Figure 2-10).

47% of all households have one or more people under the age of 18, and 22% of all households have one or more people 65 years and over.

Figure 2-10: Types of Households in the City of Hanford (2010-2012)



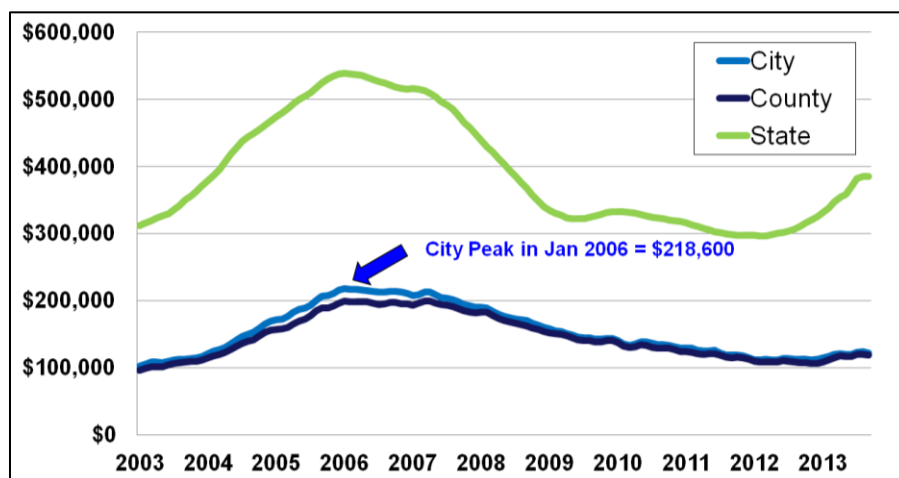
2.5.3 Home Values

As of September 2013, the average home value in Hanford is \$122,000, which is slightly higher than the Kings County average of \$118,700, but much lower than the State average of \$385,500 (Table 2-6). At \$122,000, Hanford has the same home value as Fresno as of September of 2013.

As seen in Figure 2-11, home value trends show that Hanford's home value peaked back in January of 2006 at \$218,600.

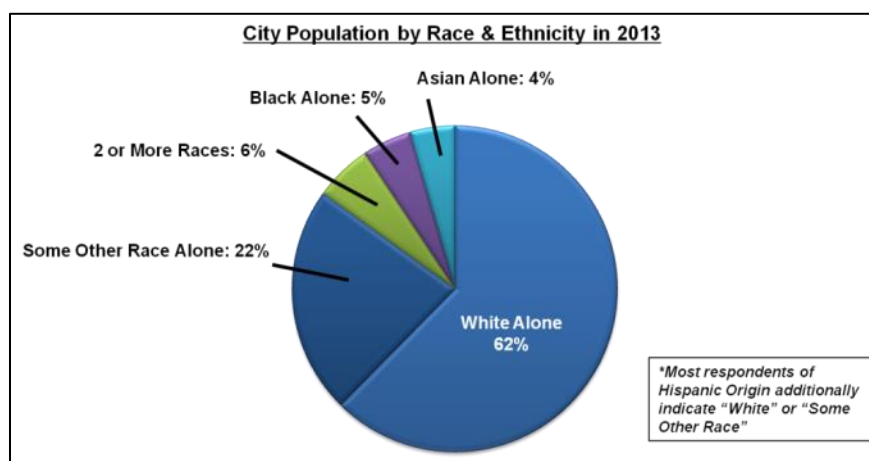
Table 2-6: Home Value Index (2013)

Home Value Index	September 2013	Year-Over-Year
California	\$385,500	23.80%
Kingsburg	\$200,400	13.30%
Visalia	\$164,200	19.20%
Selma	\$148,500	19.60%
Lemoore	\$148,100	14.00%
Tulare	\$132,700	23.10%
Fresno	\$122,000	8.20%
Hanford	\$122,000	8.20%
Kings County	\$118,700	10.00%
Laton	\$106,600	14.00%

Figure 2-11: Zillow Home Value Trends (2003-2013)

2.6 Ethnicity & Race

Based upon ESRI 2013 data, the city Population by Race and Ethnicity can be seen below in Figure 2-12, with predominately 62% White alone and 22% of some other race alone. Asian alone comprises 4% of the population and Black alone comprises 5%. 6% of the population consists of two or more races. Hispanic origin of any race makes-up 49% of the city's population. Many ethnicities exist within the city, which means that many Hanford residents have strong language skills in Spanish, Chinese, Portuguese and other languages.

Figure 2-12: City Population by Race & Ethnicity (2013)

Between 2005 to 2007 and 2010 to 2012, Hanford had a non-Hispanic White Alone population increase of 19.69%. Additionally, during that timeframe, both the Black and the American Indian population decreased by 48% and 18% respectively. The biggest increase was seen by the White Alone population, with an increase of population from 36,053 to 43,151 (Table 2-7).

Table 2-7: Comparison of Race/Ethnicity

Comparison of Race/Ethnicity for the City of Hanford		
Race	Hanford 2005-2007	Hanford 2010-2012
White Alone	36,053	43,151
Black	4,177	2,157
American Indian	373	305
Asian alone	2,039	2,342
Native Hawaiian	0	20
Some other race alone	5,691	4,538
Two or more races	909	1,692

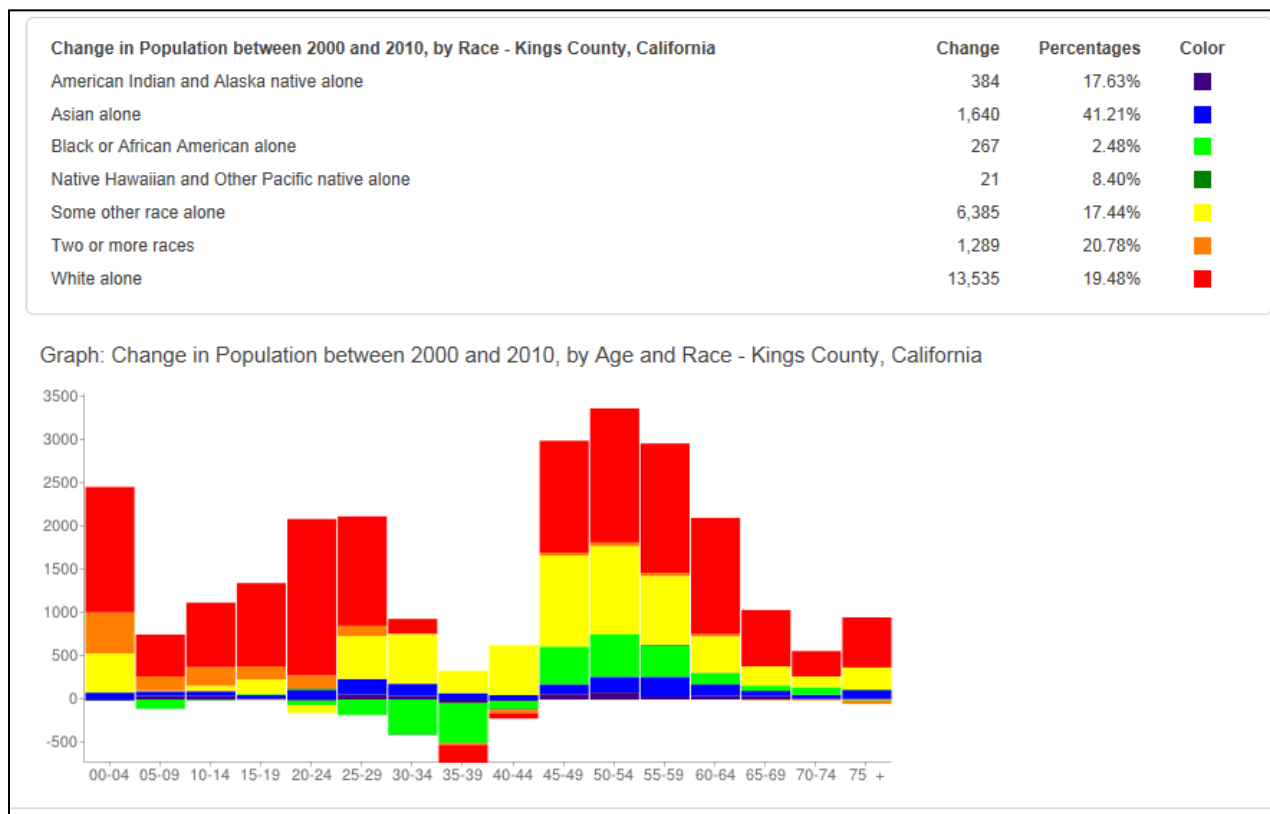
Between 2000 to 2010, the County of Kings experienced the greatest increase in the 'Asian alone' race category, going from 1,640 to 5,620, an increase of 41.21%. The next greatest increase was within the "Two or more races" category, with an increase of 20.8%. The county saw the smallest increase in the "Black or African American alone" race category, as it only increased by 2.5%, going from 10,747 to 11,014 residents (Figure 2-13).

2.7 Employment

2.7.1 Non-Residential Development Trends and Employment Growth

With the population of Hanford steadily rising each year, it will be vital that the number of jobs generated locally, increase to meet the demand of the growing and aging population.

Between 2010 and 2012, Kings County had an estimated employed rate of 44.7% labor work force while Hanford's estimated employed rate was 53.9%. The majority of the county's employed age cohort was from ages 25 to 44 and 55 to 64, while the majority of the city's employed age cohort ranged from ages 25 to 44 and 45 to 54.

Figure 2-13: Change in Population between 2000 to 2010, by Race – Kings County

Of those employed between 2010 to 2012 within Hanford, on average 79.9% of those residents commuted to work by driving alone, 14.8% carpooled, 0.4% used public transportation, and 1.6% walked to work. These percentages reflect the fact that people do not live where they work. As seen on Figure 2-14, the employment concentration within Hanford is primarily centralized within the Downtown area.

From 2012 to 2035, Kings County will see the greatest increase in projected employment within the Manufacturing industry. It is projected to increase by 55% from 5,500 to 8,545 employed, with an annual growth rate of 2.98%. The next greatest increase is seen in the Education, Health Care & Social Assistance industry, increasing by 35% from 5,500 to 7,432 employees between 2012 and 2035. Employment projections within the county suggest higher than average growth for industries including Transportation/ Warehousing/Utilities, Manufacturing and Leisure/Hospitality. Industries projecting lower than average growth include Information, Government, and Professional/Business Services (Table 2-8).

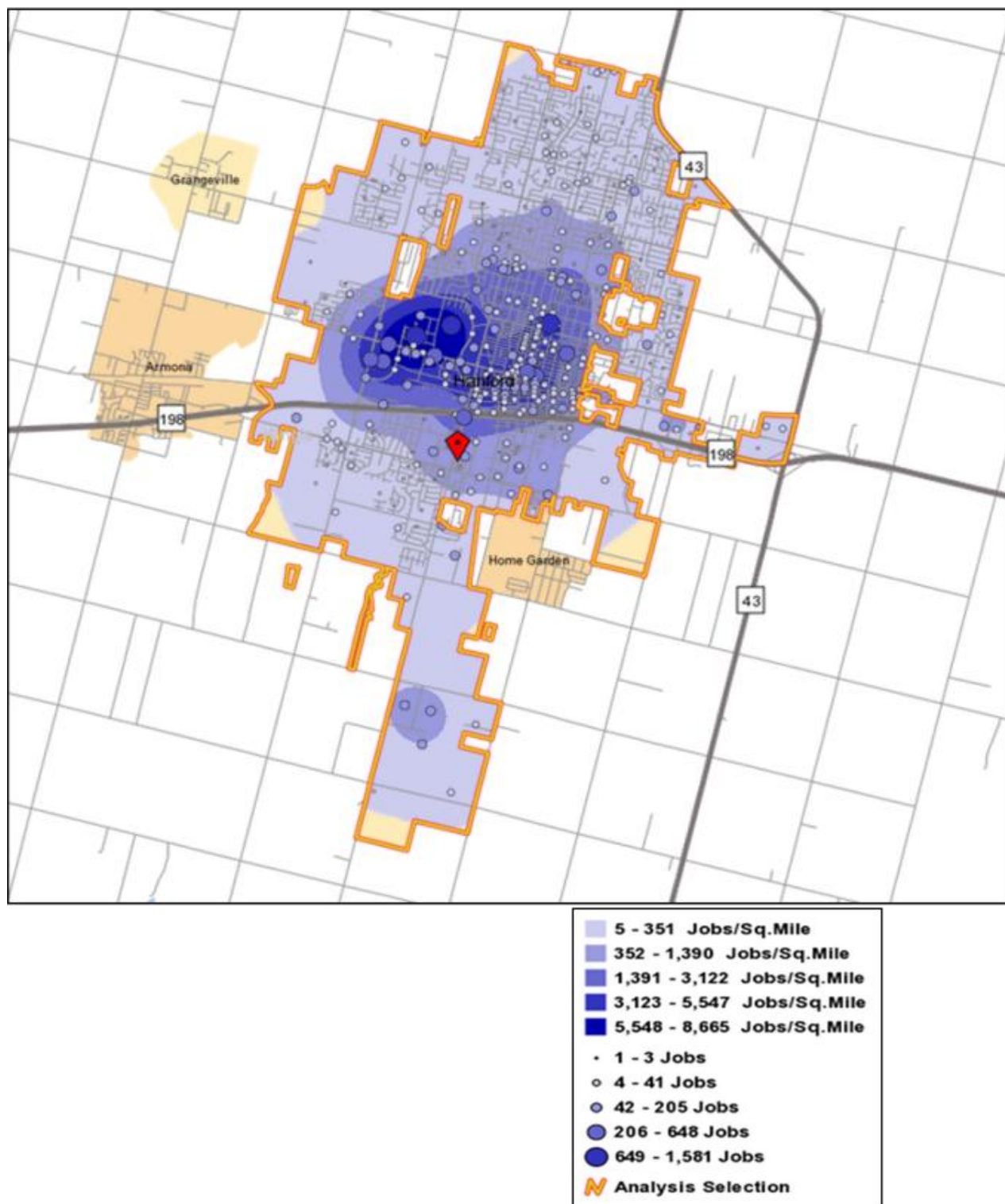
Figure 2-14: Employment Concentration within City (2011)

Table 2-8: Employment Projections by Industry for Kings County

Industry	2010	2020	Annual Growth	2035	Change 2010-2035
Transportation, Warehousing, and Utilities	800	1,100	3.24%	1,774	+ 974
Manufacturing	4,100	5,500	2.98%	8,545	+ 4,445
Leisure and Hospitality	2,700	3,400	2.33%	4,805	+ 2,105
Education, Health Care & Social Assist.	4,500	5,500	2.03%	7,432	+ 2,932
Mining, Logging, and Construction	900	1,100	2.03%	1,486	+ 586
Financial Activities	900	1,100	2.03%	1,486	+ 586
Retail Trade	3,900	4,700	1.88%	6,218	+ 2,318
Wholesale Trade	500	600	1.84%	789	+ 289
Other Services	500	600	1.84%	789	+ 289
Professional and Business Services	1,700	2,000	1.64%	2,552	+ 852
Government	15,000	16,000	0.65%	17,626	+ 2,626
Information	200	200	0.00%	200	0
Total Nonfarm	35,600	41,800	1.62%	53,182	+ 17,582
Total Farm	6,600	7,100	0.73%	7,922	+ 1,322
Other	4,800	5,000	0.41%	5,316	+ 521
Total Employment	47,000	53,900	1.38%	66,195	+ 19,195



*EDD / BLS projections
through 2020*



*Extrapolation
through 2035*

Source: California Employment Development Department. (EDD) and US Bureau of Labor Statistics (BLS)

For employment projections by occupation, from 2010 to 2035, the county will see the greatest increase in Production workers. Increasing from 2,710 to 4,992 Production workers with an annual growth rate of 2.47%, the median annual wage for employees in the Production occupation is \$33,575. The second greatest employment projection increase in occupation is for Transportation and Material Moving. Increasing from 2,640 to 4,542 workers, the annual wage for the Transportation and Material Moving occupation is approximately \$30,605 (Table 2-9).

Among the fastest growing occupations in the county are various jobs within Retail, Health Care and Transportation/Warehousing.

2.0 Demographics & Economic Profile

Table 2-9: Employment Projections by Occupation for Kings County

Occupation Category	Median Annual Wage	2010	2020	Annual Growth	2035	Change (2010-35)
Computer and Mathematical	\$65,891	250	320	2.50%	463	+ 143
Production	\$33,575	2,710	3,460	2.47%	4,992	+ 1,532
Transportation and Material Moving	\$30,605	2,640	3,280	2.19%	4,542	+ 1,262
Installation, Maintenance, and Repair	\$41,764	1,630	2,010	2.12%	2,752	+ 742
Life, Physical, and Social Science	\$54,946	470	570	1.95%	761	+ 191
Healthcare Support	\$27,970	1,080	1,290	1.79%	1,684	+ 394
Community and Social Service	\$72,320	620	740	1.79%	965	+ 225
Food Preparation and Serving Related	\$18,973	2,960	3,530	1.78%	4,597	+ 1,067
Healthcare Practitioners and Technical	\$76,252	2,470	2,930	1.72%	3,786	+ 856
Business and Financial Operations	\$54,947	1,030	1,220	1.71%	1,573	+ 353
Sales and Related	\$22,347	3,550	4,170	1.62%	5,309	+ 1,139
Architecture and Engineering	\$69,782	190	220	1.48%	274	+ 54
Office and Administrative Support	\$32,753	5,630	6,330	1.18%	7,547	+ 1,217
Education, Training, and Library	\$42,648	3,490	3,920	1.17%	4,666	+ 746
Building and Grounds Cleaning and Maintenance	\$28,444	1,440	1,610	1.12%	1,903	+ 293
Arts, Design, Entertainment, Sports, and Media	\$41,361	270	300	1.06%	351	+ 51
Personal Care and Service	\$19,374	2,160	2,390	1.02%	2,782	+ 392
Management	\$83,009	3,240	3,580	1.00%	4,158	+ 578
Construction and Extraction	\$37,318	1,160	1,280	0.99%	1,484	+ 204
Legal	(not avail.)	110	120	0.87%	137	+ 17
Farming, Fishing, and Forestry	\$18,526	5,260	5,650	0.72%	6,290	+ 640
Protective Service	\$74,956	4,630	4,890	0.55%	5,308	+ 418



EDD / BLS projections
through 2020



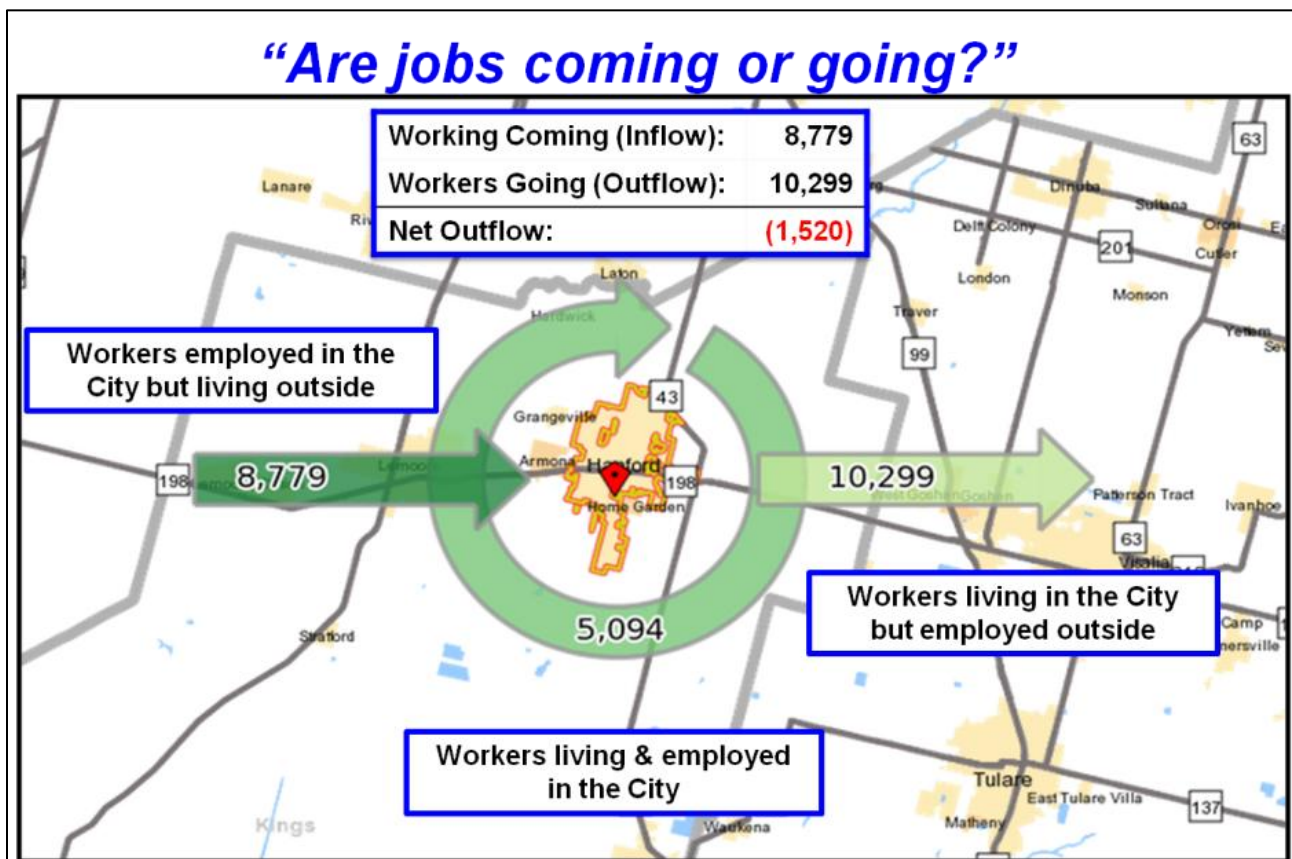
Extrapolation
through 2035

Source: California Employment Development Department. (EDD) and US Bureau of Labor Statistics (BLS)

According to American Community Survey, in 2012, the types of jobs within Hanford were categorized as 66% Private wage or salary, 27% Government, 7% Self-employed and 1.0% Unpaid family work.

Hanford currently maintains a strong job base with approximately 8,779 out-of-town workers commuting into Hanford to work during the week. Conversely, 10,299 workers commute out of Hanford to work in another city, resulting in an overall net outflow of 1,520 workers. Approximately 5,094 people both live and are employed in the city (Figure 2-15). Hanford workers that commute from outside of the city limits primarily come from Lemoore and Visalia. Employment for the residents of Hanford is primarily concentrated within the health care, retail trade, public administration and educational workforce. These professions alone total 64.1% of the population.

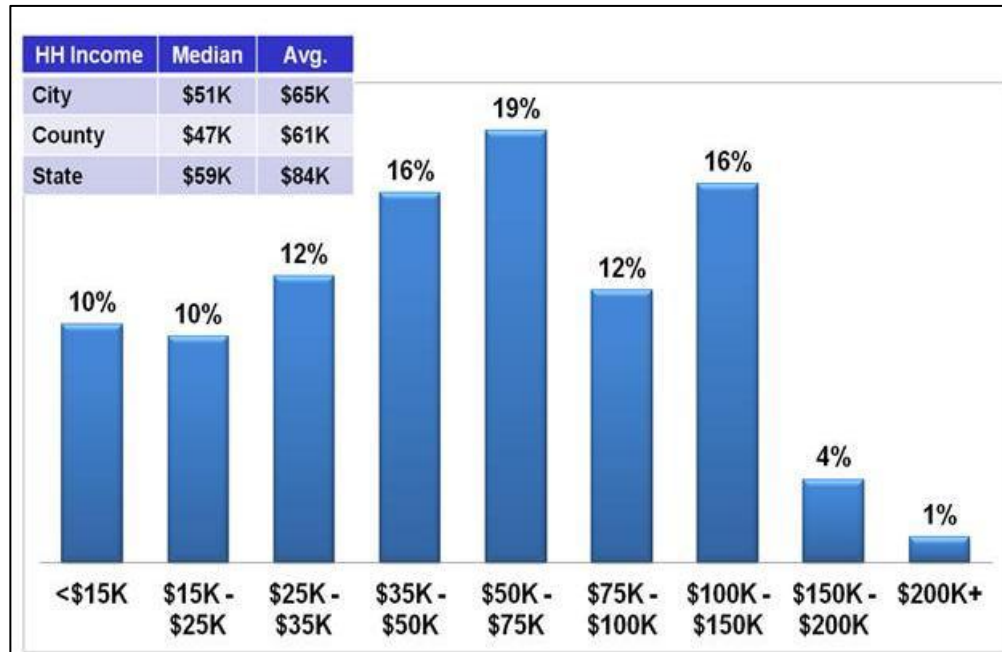
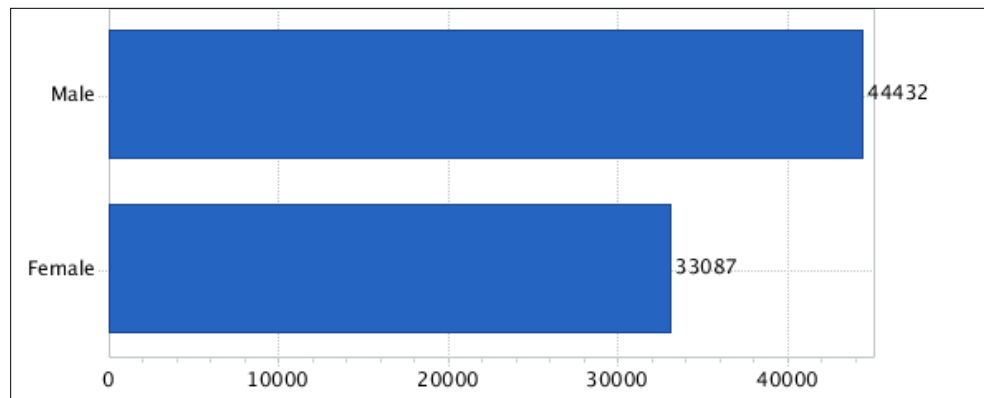
Figure 2-15: Worker Inflow/Outflow



2.7.2 Income

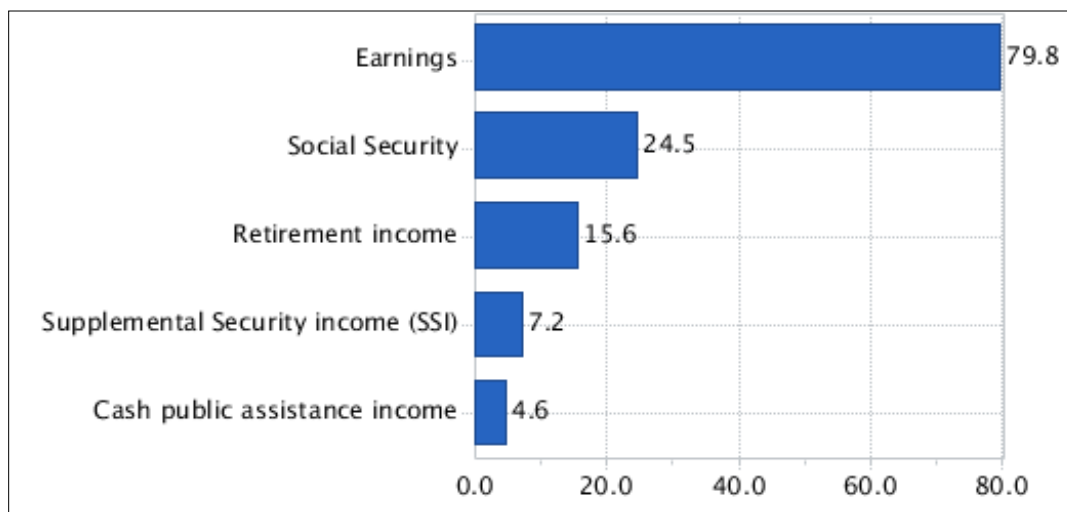
According to ESRI data, the average income of households in Hanford for 2013 is \$65,673, which is slightly higher than the county average of \$61,000. As of 2013, the greatest cohort is the 19.0% of residents that have a household income between \$50,000 and \$75,000. 10% of households had income below \$15,000 a year, and 5% had income over \$150,000 or more (Figure 2-16).

Between 2010 and 2012, males on average made approximately 34% more than females did (Figure 2-17).

Figure 2-16: Households by Income Bracket (2013)**Figure 2-17: Median Earnings for Full-Time Year-Round Workers by Sex (2010-2012)**

2.7.3 Unemployment and Poverty

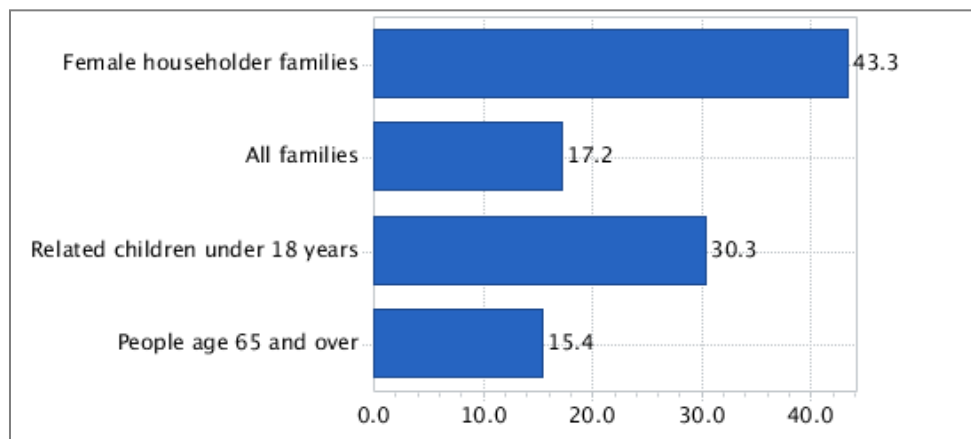
During 2010 to 2012, approximately 80% of the households received earnings and 25% of the households received Social Security. 16% of households received retirement income other than Social Security. The average income from Social Security was \$15,534. These income sources are not mutually exclusive; that is, some households received income from more than one source (Figure 2-18).

Figure 2-18: Proportion of Households with Various Income Sources (2010-2012)

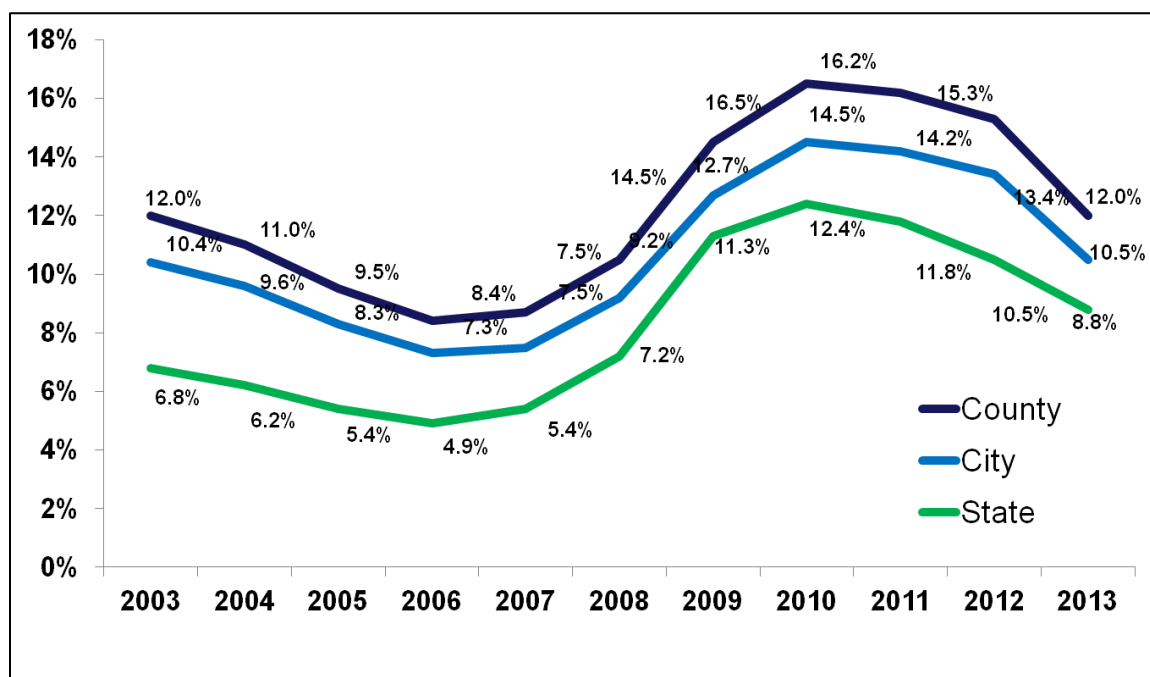
As seen from Figure 2-19, 17.2% of Hanford families had income below the poverty level between 2010 and 2012. This percentage was just slightly lower than the overall county percentage of 17.8%. Of the 17.2% of families in Hanford with income below the poverty level, 43.3% of those were female householders with no husband present. Of those 43.3%, 42% of those households consisted of related children under the age of 5 years old, as shown in Figure 2-20. The smallest cohort of poverty rates of those within Hanford were the residents aged 65 and over.

Figure 2-19: Percentage of Families with Income Below Poverty Level (2010-2012)

Percentage of Families whose Income is Below the Poverty Level Between 2010-2012		
	City of Hanford	Kings County
All Families	17.20%	17.80%
With Children under 18	25.00%	25.50%
Female Householder (no husband)	43.30%	40.60%

Figure 2-20: Poverty Rates in the City of Hanford (2010-2012)

From 2010 to 2013, the unemployment rate for Hanford decreased from 14.5% to 10.5%. Similarly, the Kings County unemployment rate decreased from 16.2% to 12.0%. Hanford's unemployment rate (10.5%) remains lower than that of Kings County (12%), yet higher than the unemployment rate of California (8.8%) (Figure 2-21).

Figure 2-21: Unemployment (2003-2013)

2.8 Market Trends

2.8.1 Hanford Industrial/Commercial Market Trends

The Kings Industrial Park is a 1,100-acre industrial area that includes sixteen businesses producing over 500 jobs. Many sites are still vacant, having only been used for agricultural uses. The industrial park is located two miles south of Highway 198, which connects to Interstate 5 and State Highway 99. In 2011, an Industrial Park Study was prepared that evaluated existing conditions and recommended a marketing plan to accelerate industrial development. The Study included evaluating the City's policies, programs and projects that support the economic viability of the Industrial Park, assessing and updating a recruitment strategy as needed to bring new businesses into the Kings Industrial Park.

The types of current businesses within the Industrial Park include agribusinesses, two fertilizer producers (Verdegaal and Tessendero-Kerley, Inc.), and GWF natural gas co-generation plant. Pirelli Tire closed its Hanford operation in 2001 and the one million square foot warehouse has been vacant since then.

Anderson Clayton Hanford Gin closed in 2006, and in 2009, Western Milling took over the facility. Another new project is Superior Lock and Safe, a distributor on 2.56 acres. Wal-Mart Pharmaceuticals is doubling the size of its building and will employ approximately 70 people.

2.8.2 Demographic Trends and Potential Implications for Economic Development

Dissolution of redevelopment agencies, coupled with slow national economic recovery, will continue to have a negative effect on most California cities and negatively impact the health of city's general funds.

Alternative economic tools should be explored for Hanford to retain and improve tax base and facilitate potential public-private transactions. Figure 2-22 lists possible strategies.

The City of Hanford may consider evaluation of potential economic development tools and strategies on a case-by-case/transactional basis.

Figure 2-22: Possible Economic Development Strategies

Local Level	State & Federal Level
• Site-specific tax revenue (“SSTR”) pledges • Impact fee reductions / waivers / deferrals • Development opportunity reserve (“DOR”) • Tax-exempt revenue & utility bonds • Lease-leaseback financing • Ground leases • Operating covenants	• Small Business Administration (SBA) loans • U.S. Economic Development Administration (EDA) grants • New Market Tax Credits (NMTCs) • CA Infrastructure Bank (I-Bank) loans • EB-5 Immigrant Investment

As of 2011, the former Community Redevelopment Agency of the City of Hanford (Agency) owned eight parcels for sale in the industrial park. The Kings Economic Development Corporation (KEDC) lent the Agency the funds to purchase the land. There are six other parcels for sale. In addition, Hanford owns two drainage parcels, one on the south side of Energy Street between 11th Avenue and Power Way (2.53 acres), and the other is on the north side of Industry Avenue between Crown Avenue and the railroad tracks (1.94 acres).

2.8.3 Taxable Sales Trends

In 2012, Hanford had taxable retail sales of \$633 million, which was above average when compared to the neighboring cities of Avenal, Corcoran and Lemoore, but lower than the cities of Tulare and Visalia, as well as Kings County (Figure 2-23).

As seen in Figure 2-24, overall retail sales in Hanford are higher than the retail spending potential based on households and average household income, suggesting that the city is likely capturing a significant portion of Hanford resident retail purchases and additionally capturing retail spending by residents of other cities and the visitor population (i.e., a sales surplus).

Figure 2-23: Taxable Retail Sales (2012)

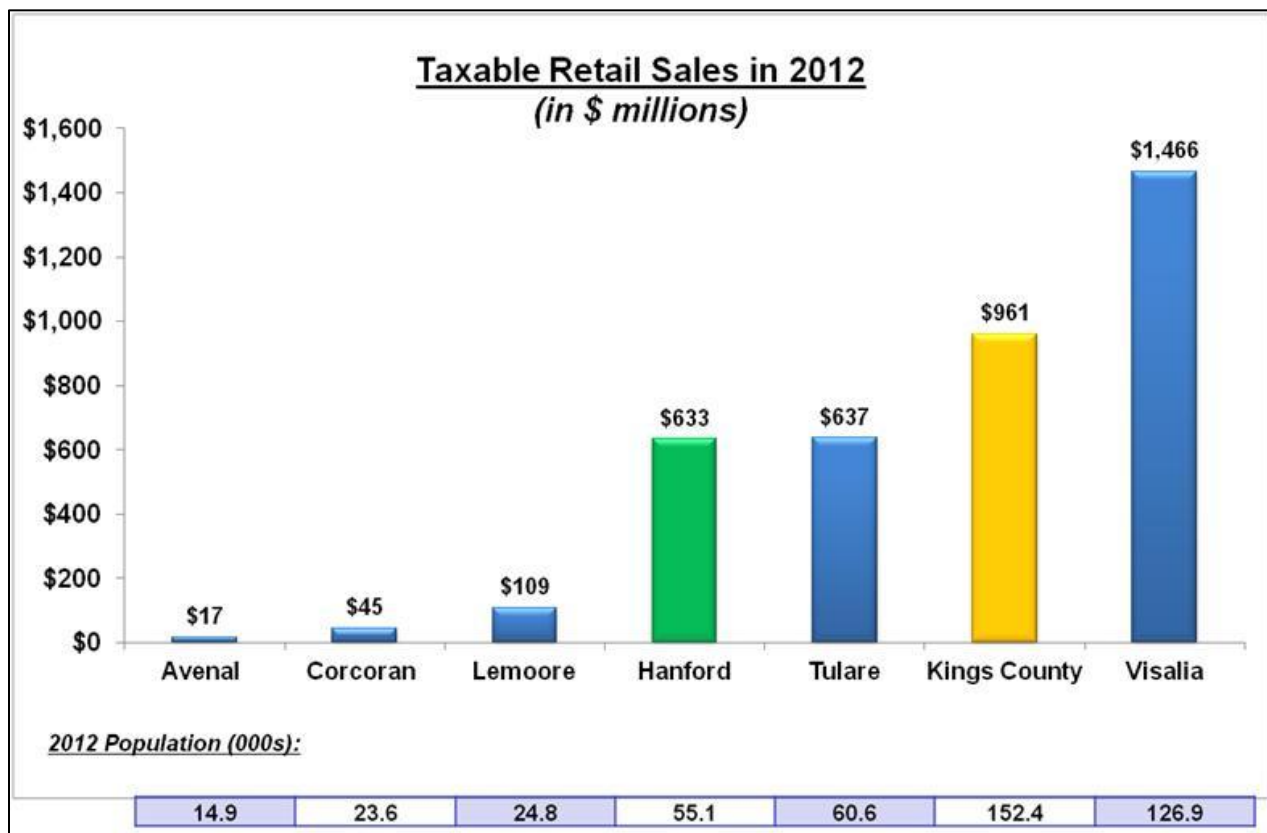
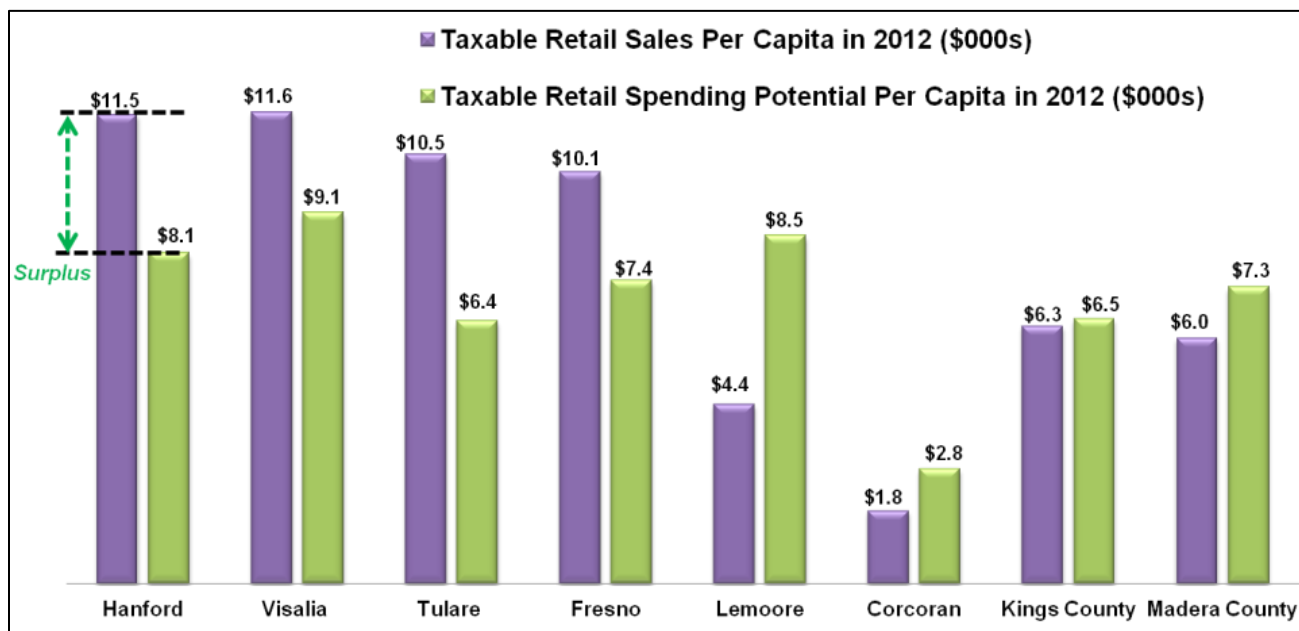


Figure 2-24 Retail Sales and Spending Potential per Capita (2012)



2.0 Demographics & Economic Profile

Table 2-10 shows the Retail Sales Surplus/Leakage by Category for Hanford. The breakdown shows where Hanford is experiencing a retail surplus versus a retail leakage. For example, for Motor Vehicle & Parts Dealers, the retail spending potential for 2012 was \$80,720,824, however the actual retail sales for that year was \$144,405,545, resulting in a 79% surplus of \$63,684,721.

Table 2-10: Hanford Retail Sales Surplus/Leakage by Category (2012)

Retail Category	Retail Spending Potential (2012)	Retail Sales (2012)	Retail Surplus / Leakage	Percent Surplus / Leakage
Motor Vehicle & Parts Dealers	\$80,720,824	\$144,405,545	63,684,721	79%
Furniture & Home Furnishings	\$10,078,053	\$11,520,976	1,442,923	14%
Electronics & Appliances	\$11,252,795	\$10,272,639	(980,156)	(9%)
Bldg. Materials, Garden & Supply	\$12,789,449	\$26,437,975	13,648,526	107%
Food & Beverage Stores	\$77,286,854	\$94,497,955	17,211,101	22%
Health & Personal Care	\$35,912,666	\$25,018,277	(10,894,389)	(30%)
Gasoline Stations	\$40,790,813	\$24,601,580	(16,189,233)	(40%)
Clothing & Accessories	\$28,908,814	\$42,452,805	13,543,991	47%
Sporting, Hobby, Book & Music Stores	\$11,023,370	\$7,997,414	(3,025,956)	(27%)
General Merchandise Stores	\$65,163,424	\$194,050,772	128,887,348	198%
Miscellaneous Store Retailers	\$13,737,802	\$12,648,845	(1,088,957)	(8%)
Non-store Retailers*	\$33,560,689	\$11,112,240	(22,448,449)	(67%)
Food & Drinking Places	\$46,705,360	\$65,286,474	18,581,114	40%
Total Retail	\$467,930,913	\$670,303,497	202,372,584	43%

The biggest retail sales leakage for Hanford is seen within the retail category of Gasoline Stations. For the year 2012, the retail spending potential for Hanford was \$40,790,813 however, only \$24,601,580 was captured in overall retail sales. This resulted in a 40% leakage rate.

Table 2-11 compares Hanford's 2012 per capita retail sales by category with surrounding communities. Compared to Tulare, Visalia, Fresno and Kings County, Hanford has higher per capita retail sales in the following categories: Grocery, Building Materials, and Auto Dealers & Supplies. In referencing the total general retail sales per capita, Hanford has the overall higher values compared to every other jurisdiction listed above except Visalia.

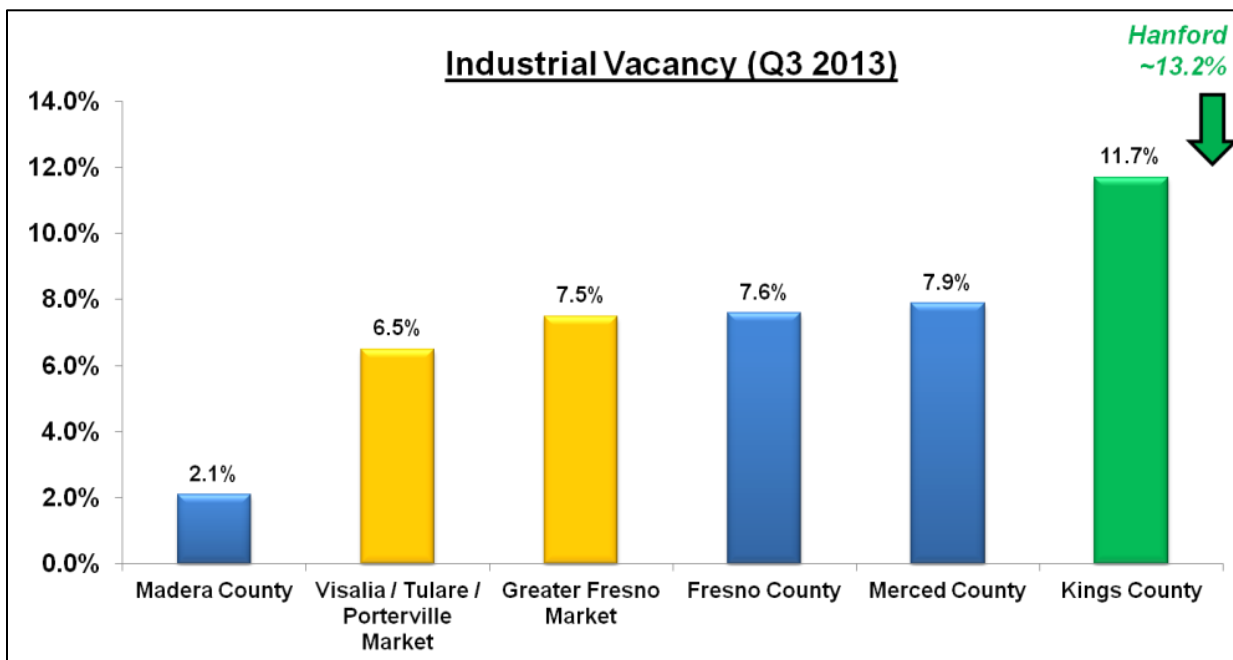
Table 2-11: Per Capita Retail Sales by Category, Hanford & Comparison Communities (2012)

Per Capita Sales (2012)	Hanford	Tulare	Visalia	Fresno	Kings County
<i>Shopper Goods / GAFO</i>					
Apparel	\$870	\$1,098	\$856	\$770	\$309
General Merchandise	\$2,638	\$1,612	\$2,858	\$1,711	\$1,074
Home Furn. & App.	\$262	\$129	\$649	\$541	\$225
Other Retail	\$945	\$620	\$1,377	\$1,100	\$671
<i>Convenience Goods</i>					
Grocery	\$766	\$616	\$633	\$722	\$496
Restaurants & Bars	\$1,390	\$1,110	\$1,550	\$1,406	\$817
<i>Heavy Commercial Goods</i>					
Building Materials	\$1,125	\$1,102	\$880	\$669	\$444
Auto Dealers & Supp.	\$2,157	\$1,264	\$1,705	\$1,666	\$991
Service Stations	\$1,328	\$2,963	\$1,048	\$1,507	\$1,167
Total Retail	\$11,482	\$10,513	\$11,556	\$10,094	\$6,308
Key: Indicates higher value for Hanford Indicates lower value for Hanford					

2.8.4 Supply of Commercial/Industrial Property

Hanford has experienced growth in the industrial category, primarily due to development in the Hanford Industrial Park. Despite the industry growth, the 2013 demand does not meet the current supply. There is currently a 13.2% vacancy rate for the industrial sector within Hanford, which is higher than the vacancy rate in nearby jurisdictions (Figure 2-25). Due to the lack of industrial facility demand within Hanford, the 2013 industrial lease rate is currently the lowest compared to the counties and cities listed above (Figure 2-26).

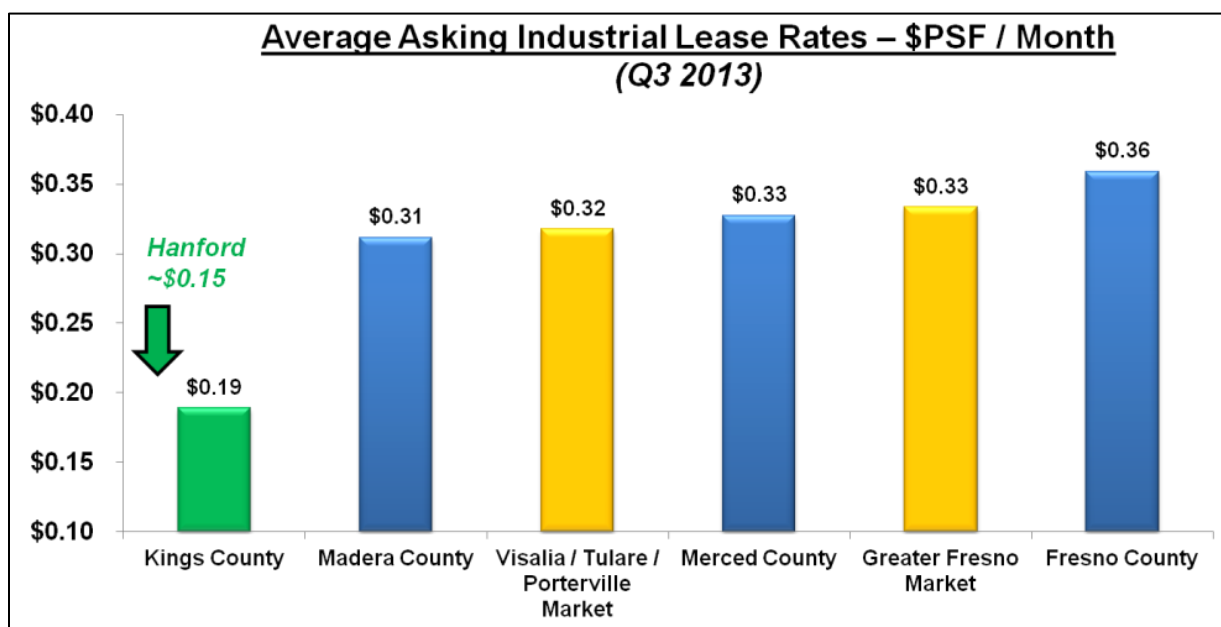
Figure 2-25: Industrial Vacancy by Market (2013)



Total Gross Leasable Area (GLA) in millions of SF:

8.5	30.6	100.3	73.6	10.1	8.1
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Figure 2-26: Average Asking Industrial Lease Rates (2013)



Background Report

The 2013 retail vacancy rate in Hanford is 10.2%, which is higher than both Kings County and the Greater Fresno Market (Figure 2-27). As of 2013, Hanford had 372 businesses within the BID (Business Improvement District) with 38 available locations for lease or rent. Similarly, the average asking retail lease rate per month is higher than both Fresno County and the Greater Fresno Market (Figure 2-28).

Figure 2-27: Retail Vacancy by Market (2013)

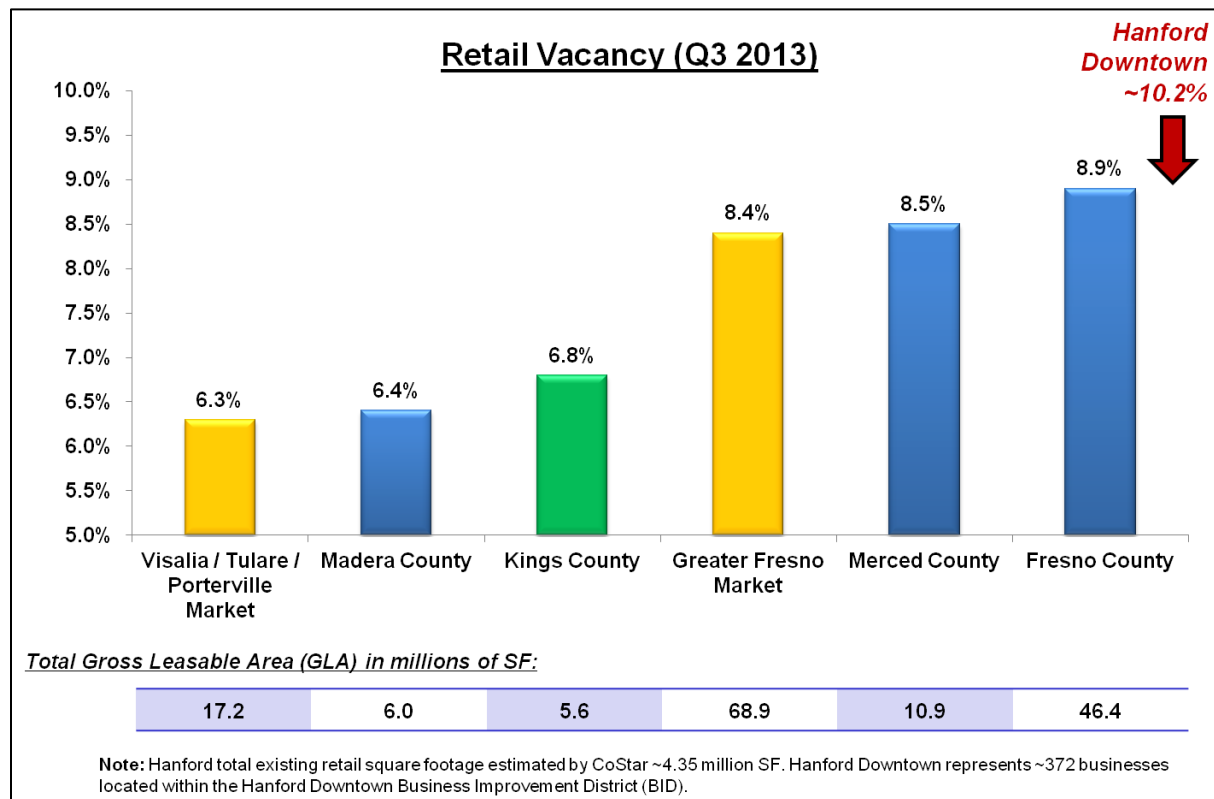
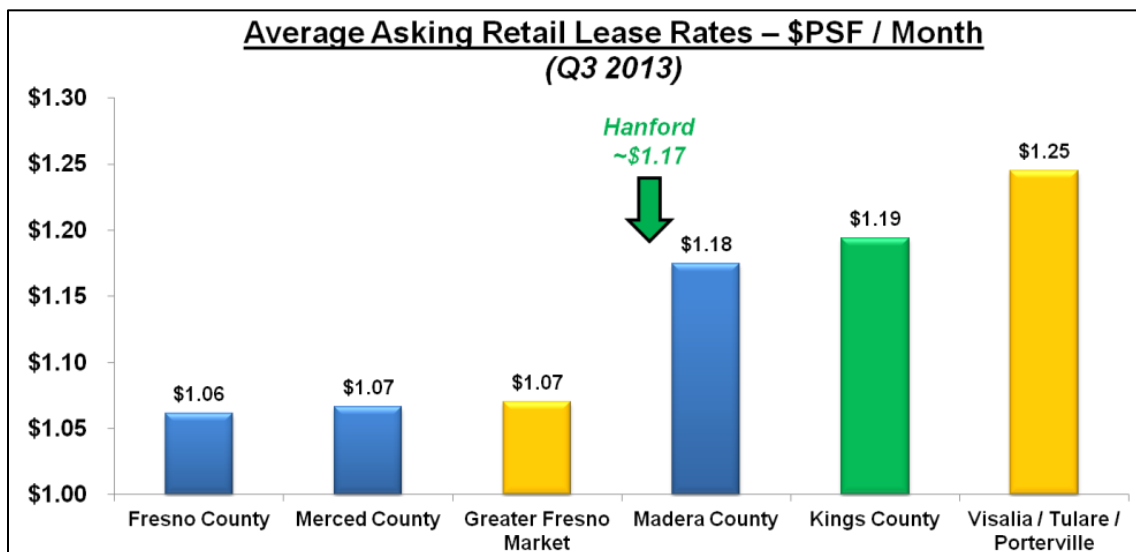
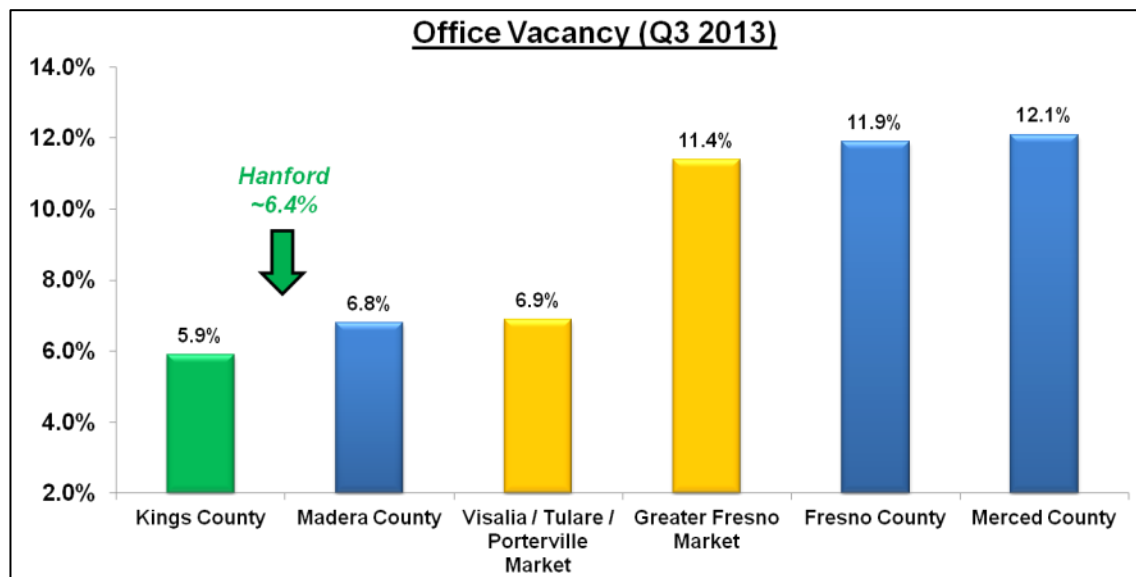


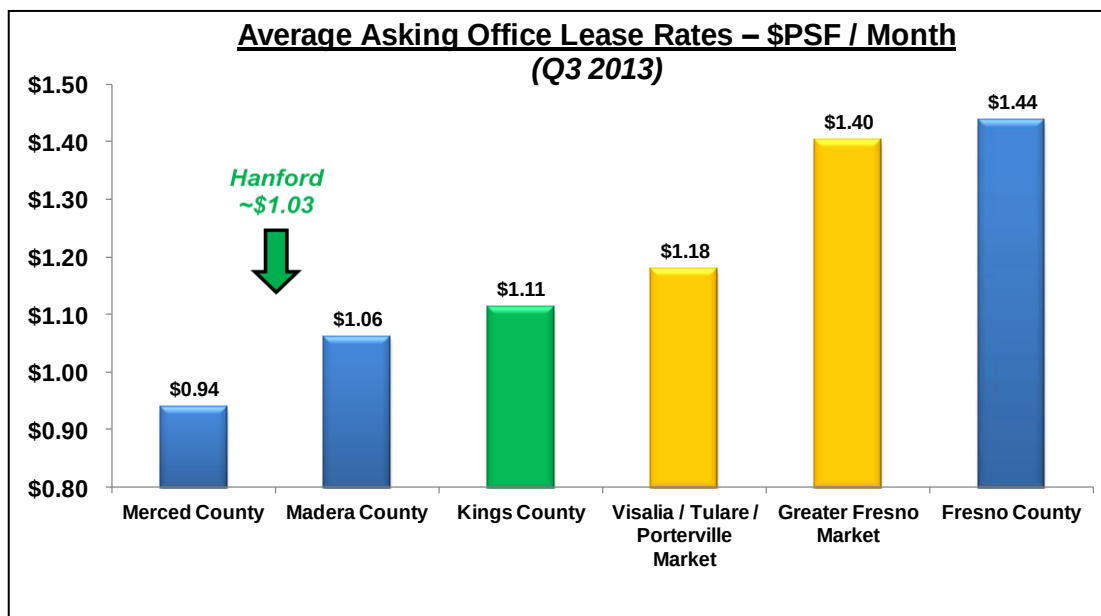
Figure 2-28: Average Asking Retail Lease Rates (2013)

The 2013 office vacancy rate for Hanford is 6.4%, which is higher than Kings County office vacancy rate of 5.9% (Figure 2-29). Although it may appear to be a positive indicator for having low office and retail vacancy rates now, having these low rates will be an issue in the future if there is not enough office and retail spaces to meet the growing population. Office lease rates are higher than the Fresno area, but lower than Visalia, Tulare, and rest of Kings County (Figure 2-30).

Figure 2-29: Office Vacancy (2013)

Total Gross Leasable Area (GLA) in millions of SF:

1.4	1.3	6.2	32.6	26.6	3.3
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Figure 2-30: Office Average Asking Office Lease Rates (2013)

CHAPTER 3

LAND USE & COMMUNITY DESIGN

CHAPTER 3

LAND USE & COMMUNITY DESIGN

3.1 Introduction

Land use is one of the primary focuses of the General Plan. This chapter provides the broad context for the General Plan by describing existing land use conditions and plans that will affect future land use in Hanford. This chapter describes existing land use and prime development opportunity sites, examines the 2002 Hanford General Plan and the Zoning Ordinance, and summarizes other local and regional plans that may have a bearing on land use planning in Hanford. It also reviews the physical structures and features of the community, covers the history of urban development in Hanford, and provides an overall visual assessment of the community.

This chapter is divided into the following sections:

- Land Use
- Existing Hanford General Plan
- Existing Zoning Ordinance
- Other City, County, and Regional Plans
- Community Design
- Architectural Character

3.2 Land Use

3.2.1 Existing Land Use

Critical to the formulation of a new land use map and standards for Hanford is an understanding of the type and distribution of existing land

uses in the city. This knowledge can assist in evaluating whether past General Plan policies have been effective in directing new development and population growth to areas where they could best be accommodated and can indicate where new growth should be encouraged. In comparison with the holding capacity statistics for the existing General Plan, existing land use information and trends indicate whether the remaining capacity for new development will be adequate to accommodate projected population and employment growth over the term of the new plan, and thereby highlight the need for new growth areas or the expansion of existing areas.

Hanford can be characterized as a low rise (one or two story building heights) community dominated by low density, single-family housing along with some limited pockets of multi-family housing, low intensity commercial uses, and several industrial areas. Most the city's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Road, while the newly urbanized areas are north of Grangeville Road. The areas immediately surrounding the urbanized area consists predominately of agricultural land.

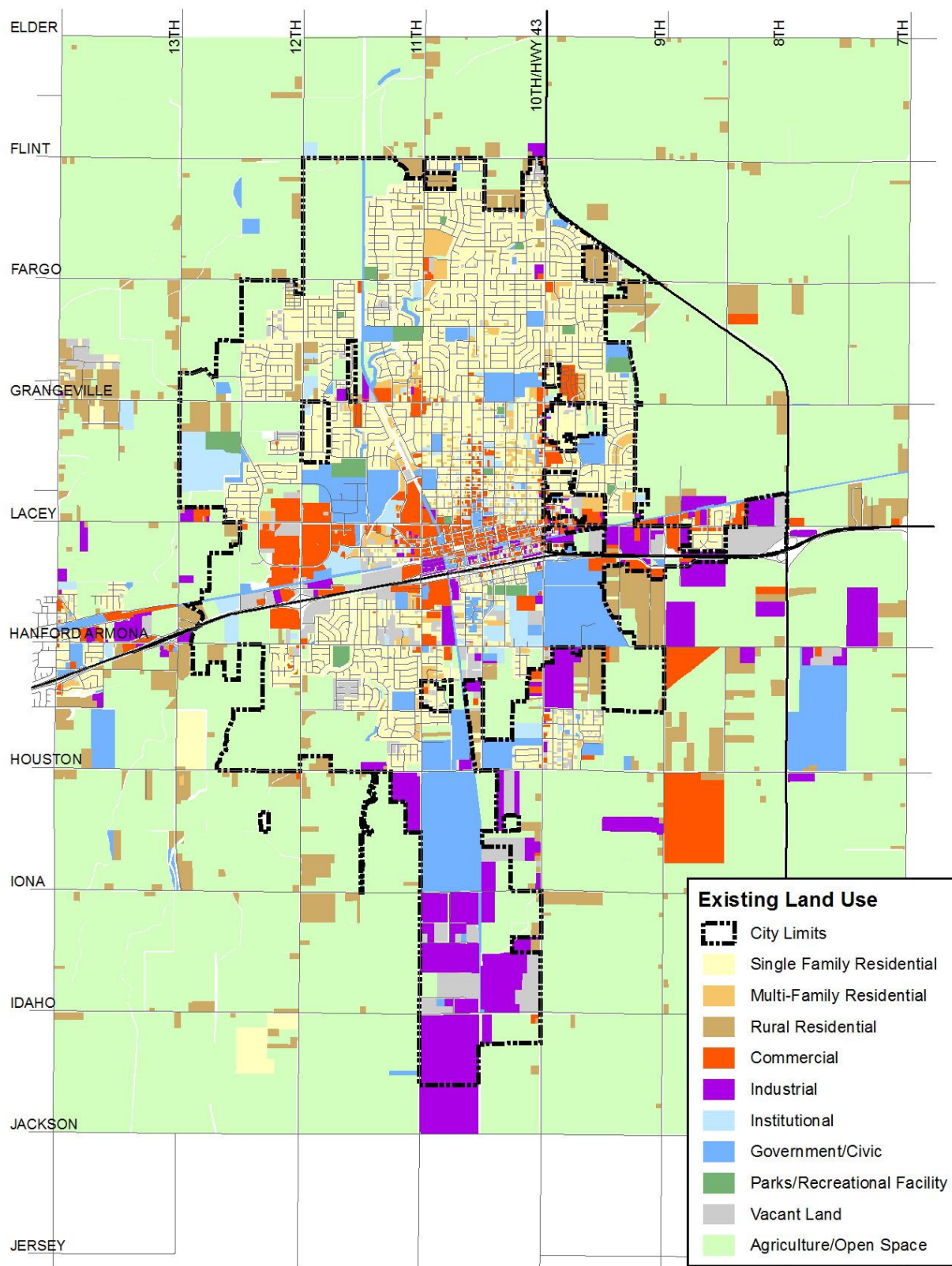
3.2.2 Existing Development

The existing land use data used in this section was provided by Kings County and the City of Hanford. Kings County Assessor's Office 2013 data was used to estimate existing land use acreages.

Figure 3-1 shows the existing land use pattern within the Planning Area. Table 3-1 provides a breakdown of existing land use in the City Limits, Spheres of Influence and Planning Area. Figure 3-2 breaks down the land use area percentages inside the city limits in a pie chart. The data was derived from Kings County Assessor's data with some adjustments made during field verifications.

3.0 Land Use & Community Design

Figure 3-1: Existing Land Use

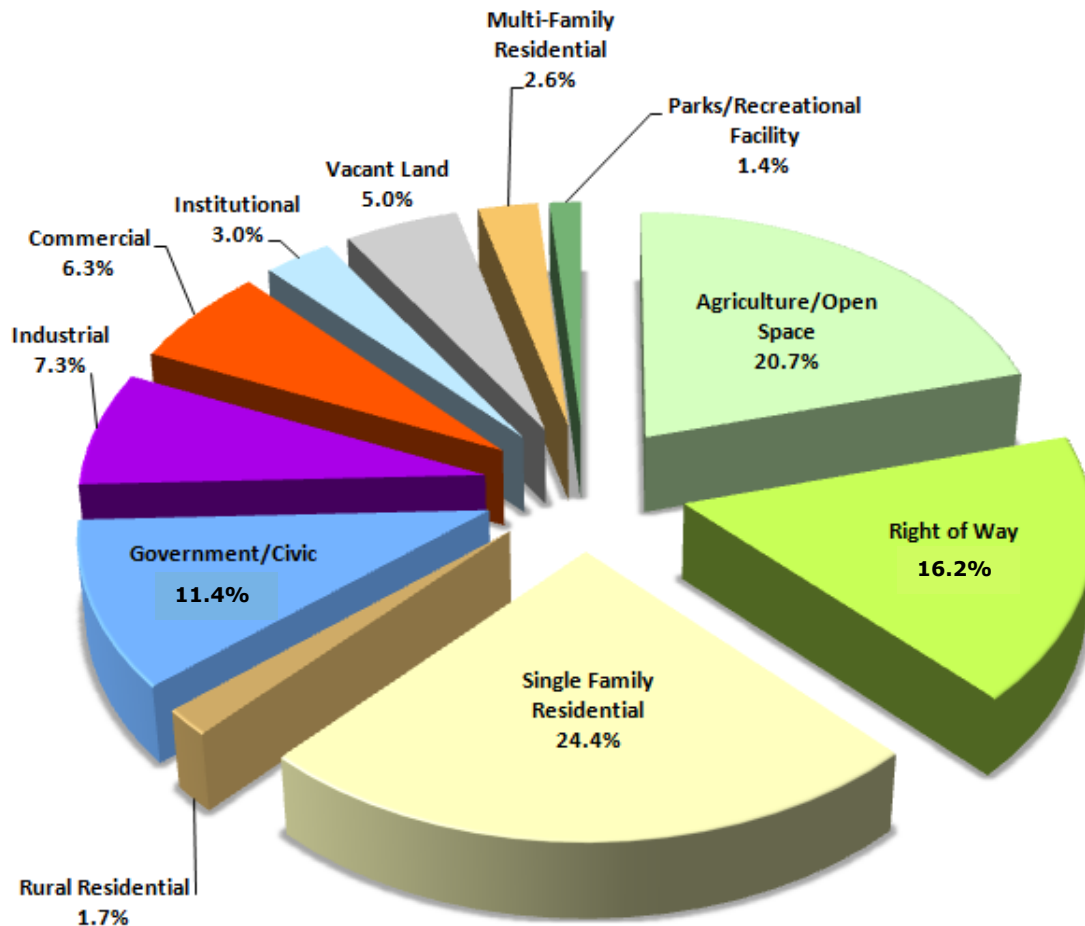


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Table 3-1 Existing Land Use Acreage

	<i>Within City Limits</i>		<i>Within Primary Sphere</i>		<i>Within Secondary Sphere</i>		<i>Within Planning Area</i>		<i>TOTAL PLANNING AREA</i>	
LAND USE	ACRES	%	ACRES	%	ACRES	%	ACRES	%	ACRES	%
<i>Rural Residential</i>	191	1.7%	665	11.4%	506	5.7%	528	3.5%	1,890	4.6%
<i>Single Family</i>	2,663	24.4%	324	5.6%	90	1.0%	205	1.3%	3,282	8.0%
<i>Multi-Family Residential</i>	287	2.6%	20	0.3%	9	0.1%	10	0.1%	326	0.8%
<i>Commercial</i>	689	6.3%	132	2.3%	43	0.5%	273	1.8%	1,137	2.8%
<i>Industrial</i>	795	7.3%	436	7.5%	112	1.3%	49	0.3%	1,393	3.4%
<i>Government & Civic</i>	1,251	11.4%	63	1.1%	116	1.3%	10	0.1%	1,440	3.5%
<i>Institutional</i>	326	3.0%	8	0.1%	32	0.4%	19	0.1%	385	0.9%
<i>Parks & Recreational</i>	150	1.4%	0	0.0%	0	0.0%	0	0.0%	150	0.4%
<i>Vacant Land</i>	622	5.7%	73	1.2%	46	0.5%	33	0.2%	774	1.9%
<i>Agriculture & Open Space</i>	2,191	20.0%	3,838	65.9%	7,047	79.8%	13,459	88.3%	26,535	65.0%
<i>Right-of-Way</i>	1,769	16.2%	267	4.6%	825	9.4%	658	4.3%	3,519	8.6%
Totals	10,935		5,825		8,826		15,244		40,831	

Source: Kings County Assessor's Office, 2013.

Figure 3-2: Existing Land Use within City Limits

3.2.3 Growth Rate Projections

The growth rate projection has major implications on the amount of land that will be designated for future growth, and conversely the amount of land that can be preserved to remain in agricultural use. There are a number of methods to estimate Hanford's population in 2035. The two simplest methods are the straight line method and the proportional method. All population projections are compounded.

Straight Line Growth Rate Method. The straight line growth rate method of determining future population takes the past growth rate and projects it forward into the future. This method is the most intuitive approach. However, it can provide differing results depending on how far back in time you go to prepare an average annual growth rate. For example, the average annual growth rate from 1990 to 2010 in Hanford

was 2.8%. By comparison, the average annual growth rate from 2000 to 2010 was 2.6%. Using these growth rates and projecting them forward to 2035, the estimated population of Hanford would be 107,100 or 102,400, respectively.

Proportion of Projected County Growth Method. The proportional method uses the countywide projection that has been published by the State Department of Finance for Kings County and estimates what proportion of that population estimate should be attributed to Hanford. In 2010, Kings County's population was 152,656, while Hanford's population was 53,967, or 35.35%. The State Department of Finance projects Kings County to have a population of 219,714 in 2035. Proportionally, if Hanford's share is still 35.35% in 2035, then it would have a population of 77,000. This reflects an annual growth rate of 1.5%. However, since cities are growing much faster than the unincorporated areas, it is likely that Hanford's proportion of the Kings County population will be higher than it is today. If it is assumed that all future growth will be in the four incorporated cities in the same proportion as 2010, then Hanford's population can be projected to be 83,800 in 2035. This reflects an annual growth rate of 1.8%.

Middle Ground. The two growth rate methods provide very different population projections, the lowest being 77,000 and the highest being 107,100. Since there is no clear, correct answer, the determination of the growth rate will be a key initial determination for the General Plan Citizen's Advisory Committee. Based on the information presented in Chapter 2, it is likely that 77,000 people are probably too low, and that 107,100 is probably too high. The rounded number in the middle would be 90,000 people, which would be roughly a 2.1% average annual growth rate.

Significance of the Growth Rate and Population Projection. Whatever growth rate and population projection is determined will be used as a target for designating the supply of land for future residential, commercial, industrial, and other uses. A key objective of all general plans in the San Joaquin Valley is to balance the need for future urban development with the need to preserve valuable and precious agricultural land.

Population Projection Decision

At the February 19, 2014, meeting of the Citizen's Advisory Committee it was agreed that the General Plan Update should proceed using the Middle Ground method that estimates that Hanford's population in 2035 will be 90,000.

3.3 Existing Hanford General Plan (2002)

The existing 2002 Hanford General Plan determines how land in the city may be developed and used by designating each parcel of land for a particular use or combination of uses and by establishing broad development policies. Land use designations identify both the types of uses that are permitted and the density or intensity of allowed development, such as the number of housing units or the square footage of office or commercial use permitted on an acre of land. The current Hanford General Plan consists of the following elements: Land Use, Circulation, Open Space – Conservation – Recreation, Hazards Management, Public Facilities and Services, Housing, and Air Quality.

3.3.1 Existing General Plan Land Use Designations

The 2002 General Plan includes 20 land use designations. Figure 3-3 shows the existing General Plan Land Use Designation Map. The following text is taken from the 2002 General Plan provides an overview of each designation.

Very Low Density Residential: 0-3 dwelling units/gross acre. This category is characterized by larger "estate-style" lots for single family residential development. Typical lot sizes would range from 12,000 to 20,000 square feet or greater. Except in extraordinary circumstances it is not envisioned that lots greater than 1 acre would be appropriate within the City limits due to restrictions on the types of activities usually desired on lots over an acre.

Low Density Residential: 2-9 dwelling units/gross acre. This category includes single family development on lot sizes more typically found in urban settings. Individual lot sizes would usually range from 6,000 to 10,000 square feet in size. Under Planned Development Zoning provisions, smaller lot sizes may be permitted when clustered around open space amenities, such as a golf course or water feature.

Medium Density Residential: 7-15 dwelling units/gross acre. This Designation allows duplex or lower density apartment complexes and other non-traditional designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single family developments. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.

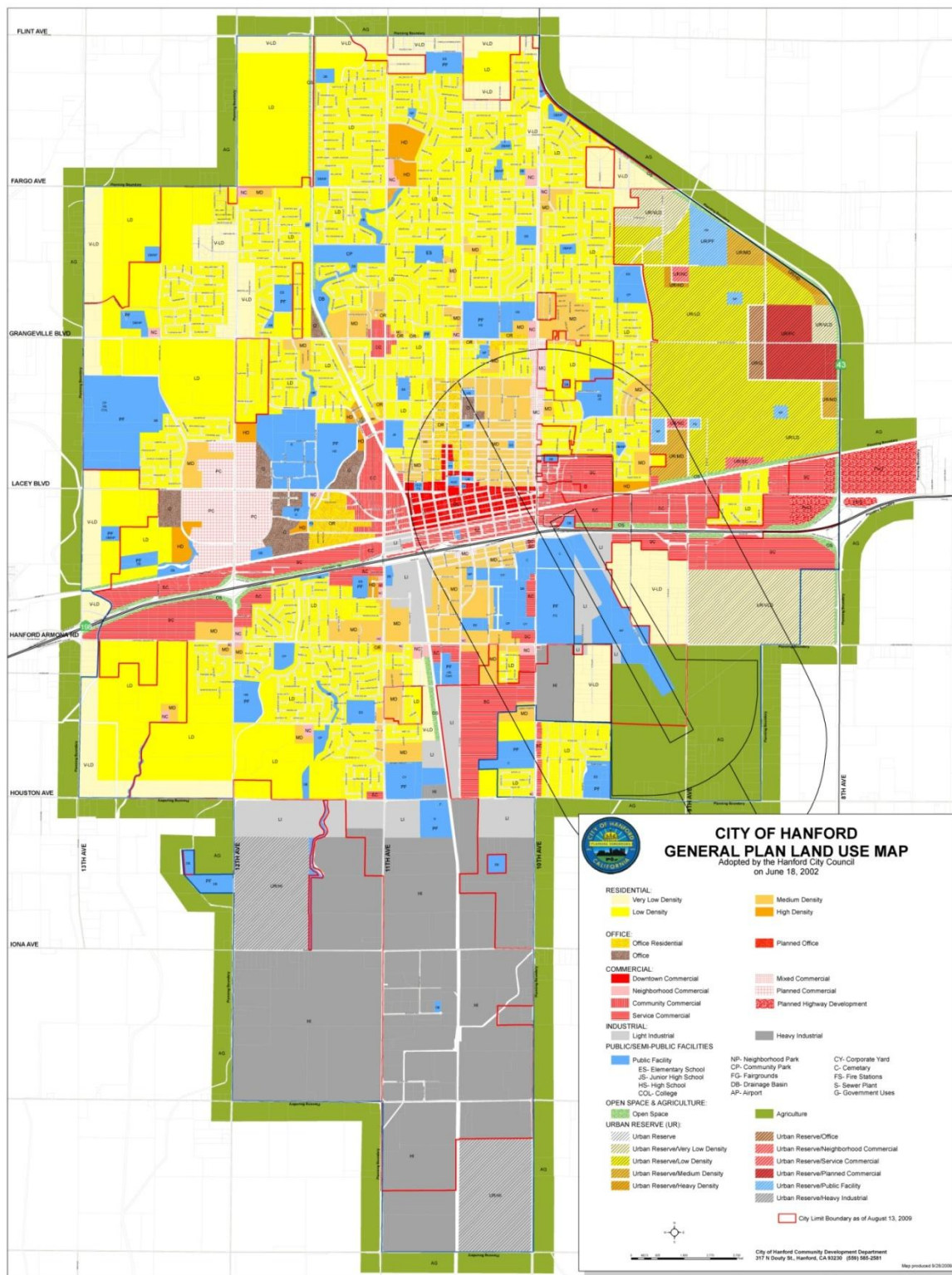
Density. *Density refers to the ratio of the number of dwelling units per gross acre in a given area or development.*

FAR (Floor Area Ratio). *FAR is the total square feet of a building divided by the total square feet of the lot the building is located on.*

Holding Capacity. *The holding capacity is the number of dwelling units that a given area can accommodate based on its acreage and the development density permitted.*

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Figure 3-3: Existing General Plan Land Use Map



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High Density Residential: 10-22 dwelling units/gross acre. This category is intended primarily for multi-family apartment and condominium development in proximity to major arterial streets, commercial and recreational facilities, and employment centers.

Office Residential 0.25-1.0 FAR (4-22 units/gross acre). Surrounding much of the historical downtown are older homes, some of which are in the process of converting from conventional single family units to offices. To encourage the preservation of these structures, the Office Residential Designation allows for either office or residential uses and a mixture of offices and residential uses in these structures and has been applied to transitioning residential neighborhoods.

Office 0.25-0.8 FAR. This designation is intended for large non-retail, business and professional offices. Unlike the Office Residential designation, no residential uses would be permitted within an Office designation.

Planned Office: 0.25-3 FAR. Similar in approach to Planned Commercial, the Planned Office designation is located in the southwest quadrant of 12th Avenue and Lacey Boulevard. The notion of Planned Office is to make it distinctive and attract larger office tenants.

Downtown Commercial/Mixed Use 0.5-3.0 FAR. This designation has its own unique character as a pedestrian-oriented, concentrated area of retail, service, and office uses. It is intended to be a unique and focused commercial and entertainment center of the community while retaining a mix of commercial and residential uses. Multi-family residential may also be permitted.

Neighborhood Commercial: 0.25-0.5 FAR. This designation includes convenience commercial and neighborhood shopping centers, providing a range of necessary day-to-day retail goods and services serving a localized market. Neighborhood Commercial Centers are typically developed at about one-mile intervals on a single corner of the intersection of Collector Streets, or Arterial and Collector Streets. Development is limited to major anchor uses not exceeding 45,000 square feet, such as a supermarket, with other supporting retailers and services.

Community Commercial: 0.25-0.75 FAR. This designation includes a variety of commercial uses that serve both a large local area and, to some extent, the region. Typically, Community Commercial

Anchor Tenant. *A large store, such as a department store or supermarket, that is prominently located to attract customers who are often expected to patronize the other shops in the shopping center.*

development is integral to, and forms a commercial concentration with, surrounding offices, possibly regional commercial uses, and higher density development served by a combination of Collector and Arterial streets.

Service Commercial: 0.25-0.5 FAR. This designation includes a broad range of commercial activities which can include freeway (travel) oriented businesses, businesses which have both retail and service components, and other businesses which can be located in a commercial area and not create a nuisance or interfere with normal commercial activities. Business parks that are designed as clusters of buildings containing offices, warehouse, and storage areas are included in this designation.

Mixed Commercial (4-22 Units/Acre) 0.25-0.5 FAR. This designation is intended to allow a mixture of small commercial, office, and multi-family uses distinct to the 10th Avenue corridor between Grangeville Boulevard. and Lacey Boulevard only.

Planned Commercial: 0.15-0.75 FAR. This designation includes planned shopping centers, highway oriented retail uses, and enclosed recreation facilities. Planned shopping centers where retail and entertainment activities are concentrated and are intended to address market needs of the larger community and not compete with uses in the Downtown Commercial district. Several major anchors, along with supporting uses, would be expected to at a Planned Commercial Center. New PC areas could range between 20 and 100 acres.

Planned Highway Development: 0.15- 0.75 FAR. This designation is applied to non-agricultural designated land at the intersection of major state highways within the Planning Area of the city where adequate access exists to provide for services to the traveling public.

Light Industrial: 0.25- 1.0 FAR. This designation is intended for light industrial operations, and could include large office uses. Uses may include light manufacturing, warehousing, public and quasi-public facilities and operations, offices and administration facilities, research and development, and support business and commercial facilities. These areas are characterized by high truck traffic, greater employment density, and significant on-site material storage needs.

Heavy Industrial: 0.3 - 2.0 FAR. This designation provides for industrial parks, manufacturing, truck terminals, public or quasi-public facilities and structures, including utility operations, fabrication, processing,

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assembling, warehousing, wholesale sales, and research and development activities. Incidental retail uses which have a direct relationship to the industrial uses will also be allowed. This Designation differs from Light Industrial in that outside processing and storage of materials may be permitted.

Public Facilities: 0.10-1.0 FAR. This designation includes schools, community parks, storm drainage basins, and other similar activities conducted on property owned by the County or other State, federal, or local agencies.

Open Space & Conservation: 0.01-0.1 FAR. The Open Space & Conservation designation identifies parks, pathways, storm drainage basins and water recharge areas, reservations for future freeway interchanges, areas designated for noise attenuation, and major landscape corridors along entryways into the city. While the Open Space & Conservation designation is intended primarily for public agency use, there are instances when private land may be designated Open Space. These would include land with storm drainage or other open space “easements” or private environmental reserves.

Agriculture: 0.01 to 0.05 FAR. Agricultural land use designations are limited in scope and purpose within the city. The primary reason for the designation is to provide a buffer between sensitive and potentially conflicting land uses. A good example of the application of this designation is the Hanford Airport runway approach and clear zone. Another purpose for the designation is to allow for the annexation of land to the city on which a Williamson Act Contract is still active.

Urban Reserve. The Urban Reserve prefix is applied to land within the City's Planning Area Boundary, which has an underlying land use designation in the General Plan. Development of the land is either not anticipated within the planning horizon, or has significant infrastructure constraints which must be addressed prior to development of the area. Removal of the Urban Reserve Designation in the industrial area should be based on the need for large sites and meeting the specific infrastructure needs of major employers of Hanford. Urban Reserve designations for residential and commercial areas promote efficiency and cost recovery of existing capacity in infrastructure systems before expanding or creating new competing systems.

3.3.2 Existing Plan Elements

Most of the elements that make up the current Hanford General Plan were last updated in the 2002 Hanford General Plan Update. However, the Housing Element has typically been prepared separately as a combined document with Kings County and the other three Kings County cities. Also, the Air Quality Element was prepared as a separate document in 2010.

Preparation of the 2035 General Plan will begin with the assumption that the Housing Element and the Air Quality Element will continue to remain standalone documents. The following describes the topics each element currently covers:

Land Use. The Land Use Element responds to issues, opportunities and constraints within the planning area established for Hanford. Major issues considered in this element include the location and timing of growth, resisting the premature conversion of agricultural lands, enhancement and preservation of the Downtown Business District, and balancing economic growth with urban growth

Circulation. This element provides a description of streets and roads, highways, transit services, and other transportation services within the City limits and the Planning Area. The element provides a plan for the transportation and transit services and facilities necessary to serve the development of the city as envisioned in the land use element.

Open Space. This element provides a description of the lands and waters that are unimproved and are to be devoted to natural uses through General Plan land use designations; a description of conservation efforts that will protect and maintain natural resources; and a description of existing and planned recreation sites and facilities.

Hazards. This element provides a description of activities and services that provide protection from natural and man-made hazards. This element contains policies and programs to reduce or eliminate the various hazards associated with earthquakes, fires, flooding, and other natural disasters. Overall, this element attempts to reduce the loss of life, injuries, damage to properties, and dislocations resulting from the hazards identified.

Noise. This element provides an analysis of community noise and the exposure to noise by citizens. The objective of the element's goals, policies, and programs is to protect citizens from noise that could jeopardize their health or welfare.

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Housing. This element establishes City housing policy and an action plan for the provision of safe, decent, and affordable housing for all residents, regardless of income. It also provides an assessment of current and projected housing needs for all income groups.

Public Facilities. The Public Facilities and Services Element is an optional element of the General Plan that is designed to address the physical and fiscal impacts associated with development. Public facilities covered in this element include water, wastewater, storm drainage and solid waste. Recreation and open space facilities, such as parks, are addressed in the Open Space, Conservation and Recreation Element. Public facilities related to transportation and circulation are addressed in the Circulation Element.

Air Quality. Air quality elements are optional elements in California, except for jurisdictions located within the San Joaquin Valley. The Air Quality Element of the General Plan highlights the importance of air quality and conveys the interconnectedness of land use, transportation, and air quality. The element addresses greenhouse gases and climate change issues, as well as air pollutant emissions.

3.4 Zoning

3.4.1 What is Zoning?

Zoning is the principal tool for implementing the general plan; it translates general plan land use recommendations and standards directly into enforceable regulations. In its most elementary form, zoning is the division of a community into districts and the specification of allowable uses and development standards for each of those districts. Typically, the zoning ordinance consists of text and a map delineating districts for such basic land uses as residential, commercial, and industrial. It also establishes special design regulations for parking, building setbacks and height, signage and other specific concerns.

State law requires that zoning ordinances be consistent with the general plan. A zoning ordinance is consistent with an adopted general plan only if the various land uses authorized by the zoning ordinance “are compatible with the objectives, policies, and general land uses and programs specified in such a plan” (Government Code Section 65860[a]). State law also provides that in the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, the zoning ordinance must be amended

within a reasonable time so that it is consistent with the general plan as amended (Government Code Section 65860 [a]).

Existing land uses that are contrary to the current zoned district or base district are considered “non-conforming uses”. A “legal non-conforming use” is a use that was a lawful use prior to the adoption of the zoning code, but which currently does not conform with the regulations for the zone district in which the use is located (See Hanford Zoning Ordinance Section 17.54.200). Legal non-conforming uses, in most cases, are allowed to remain but cannot be expanded.

3.4.2 Zoning Classifications

The Zoning Ordinance for the City of Hanford includes 29 zoning districts (3 are combining districts) for residential, commercial, industrial, agricultural, open space, and institutional uses: The base districts establish the basic land use and property development regulations applicable to all property within the city. The combining districts provide additional regulations which are to be exercised over certain lands in order to meet special community health, safety, welfare, environmental or development objectives described by the General Plan. Combining district regulations apply in addition to the base district and other regulations of this chapter.

The base and combining districts currently established are:

Base Districts

- CO Conservation and Open Space District
- UR Urban Reserve District
- AG Agricultural District
- R One-Family Residential Districts:
 - R-1-20 (20,000 square feet minimum site area)
 - R-1-12 (12,000 square feet minimum site area)
 - R-1-8 (8,000 square feet minimum site area)
 - R-1-6 (6,000 square feet minimum site area)
- RM Multi-family Residential Districts
 - RM-3 (3,000 square feet minimum site area per dwelling unit)

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- RM-2 (2,000 square feet minimum site area per dwelling unit)
- Office Districts
 - O Office District
 - OR Office Residential District
 - PO Planned Office
- PF Public Facilities District
- C Commercial Districts:
 - NC Neighborhood Commercial District
 - DC Downtown Commercial District
 - CC Community Commercial District
 - PC Planned Commercial District
 - SC Service Commercial District
 - MC Mixed Commercial District
 - PHD Planned Highway Development
- I Industrial districts
 - LI Light Industrial District
 - HI Heavy Industrial District

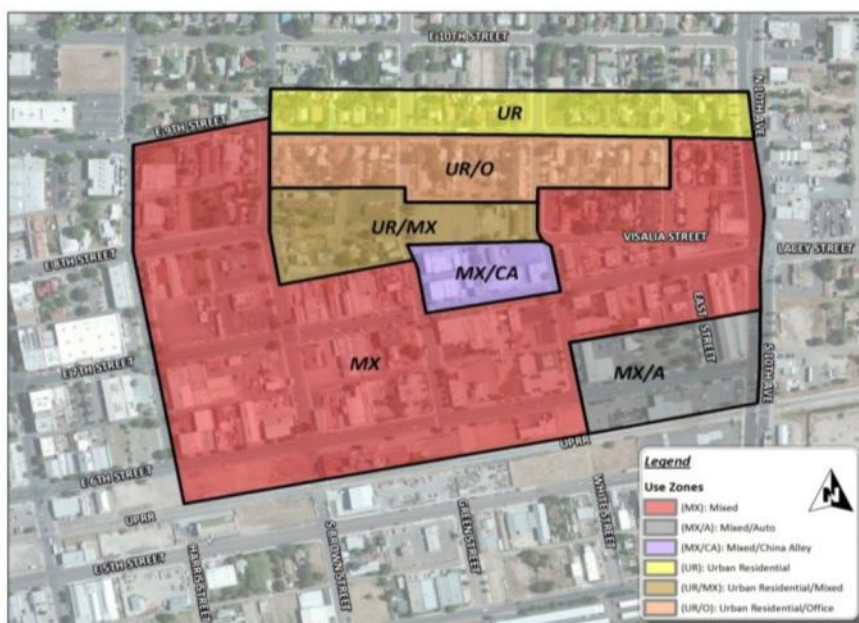
Combining Districts

- PUD Planned Unit Development Combining District
- H Historic Resources Combining District
- AH Airport Height Limit Combining District

3.5 Other City Plans

3.5.1 Existing Specific and Precise Plans

Often cities adopt plans for specific portions of their community that provide more detailed policies than the policies of the General Plan, which are usually meant to apply to the whole city. Hanford does not have any adopted specific plans, but it has adopted a Precise Plan (which is similar to a specific plan) for the eastern portion of the Downtown.



Downtown East Precise Plan. The Downtown East Precise Plan project is located on 69 acres adjacent to the historic core of downtown Hanford. The project study area is identified as Tenth Avenue to Harris Street (east-west), and the alley between 9th and 10th Streets to the San Joaquin Valley railroad tracks (north-south). The Plan and focused EIR were approved in June 2013.

The following commercial space and residential units represent the potential build-capacity over a twenty year+ horizon for new development in the Precise Plan area.



- Retail/Restaurants: 150,000 to 190,000 square feet
- Urban Grocers/Markets: 30,000 to 45,000 square feet
- Hotel: 90 to 100 rooms plus 20,000 square feet for meeting rooms
- Office (one floor above ground floor retail): 100,000 to 170,000 square feet
- 9th Street Office Residential/B&Bs: 14,000 square feet.
- Housing: 300 dwelling units at varying densities and various product types

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3.5.2 Master Plans

Master plans are typically used to plan and approve the layout of new, large residential neighborhoods that may also include other uses like schools, parks, or small commercial areas. Master plans often result in better planned neighborhoods.

Live Oak Master Plan. Live Oak is a single-family residential project that includes park facilities and open space on 390 acres. Located in the southeastern portion of the city, the site is bounded on the north by Hume Avenue, on the south by Houston Avenue, and on the east by Lone Oak Slough. Single-family lot sizes are planned to range from 3,200 square feet to 12,000 square feet. The single-family residential design includes small lot alley-accessed housing. The larger lots will retain conventional vehicle access. Twenty-one acres of parkland and 31.6 acres of open space/conservation land use will be linked together via a system of connected linear parks and pedestrian trails. The project is expected to take 5 to 10 years to fully build-out in six phases. The plans were approved in 2007 and some construction has begun.

Villagio Project. The 302-acre Villagio Project is located at the northeast corner of 12th Avenue and Fargo Avenue. Villagio is planned to include 1,428 dwelling units, 135,000 square feet of neighborhood commercial space on 11.4 acres, an elementary school, church, storm water management basins, and open space and recreation areas. The project will be developed in phases based on the market conditions. It is anticipated that it will take 8 to 10 years to complete. The project was approved in 2009, but has not started development due to the slow economy.

Highway 43/198 Commercial Center. A 498,624 square foot commercial center is being planned on 58 acres at the northwest corner of Highway 43 and Highway 198. Lacey Avenue forms the site's northern boundary. The project will include two retail anchors, and shops. As of February 2014, the project was in the process of completing environmental review, but no public hearings had been scheduled.

3.5.3 The Dissolution of Redevelopment

The Hanford Community Redevelopment Agency was formed in November 1973. Redevelopment provided financial resources for city and county governments to improve blighted areas. Prior to 2012,

redevelopment areas received a larger share of the property taxes generated by growth in the project area, known as tax-increment.

Despite their success, the State eliminated redevelopment agencies in 2012. The city's Redevelopment Plan had included funding for redevelopment that was originally targeted for projects like the 1,100-acre Kings Industrial Park; the Downtown Enhancement Project; the Downtown East Precise Plan and China Alley restoration; implementing the Master Streetscape and Street Tree program; downtown façade improvement programs; and an affordable housing program.

Hanford, like many cities throughout California, is looking for alternative funding sources to fund these projects after the dissolution of the Redevelopment Agency. Prior to dissolution, redevelopment agencies received tax increment in property tax revenues annually and had outstanding bonds, contracts, and loans. Over time, as these obligations are paid off, schools and other local agencies will receive the property tax revenues formally distributed to redevelopment agencies.

3.6 Existing County and Regional Plans and State Regulations

3.6.1 Kings County General Plan

The Kings County Board of Supervisors adopted their Countywide General Plan in January 2010. The County's overarching priorities are to protect prime agricultural land, direct urban growth to existing cities and community districts, and increase economic and community sustainability.

County General Plan land use designations and policies are designed to encourage compact and community-centered development patterns that lower public service costs, make more efficient use of land, and discourage premature conversion of farmland to other uses. Policies embodied in the General Plan are designed to balance the protection of individual property owners' rights and property value with the efficient provision of public services to the community at large and long term preservation of natural resources. The County's General Plan area includes 1,279.7 square miles. Of that, 1,153.9 square miles or 90% is agricultural land.

3.6.2 San Joaquin Valley Blueprint

The San Joaquin Valley Blueprint involves the integration of transportation, housing, land use, economic development, and the environment to produce a preferred growth scenario to the year 2050. The Blueprint is based on a set of 12 principles. These principles are based on the core values of Valley residents identified early in the Blueprint process. The principles are:

1. Create a range of housing opportunities and choices
2. Create walkable neighborhoods
3. Encourage community and stakeholder collaboration
4. Foster distinctive, attractive communities with a strong sense of place
5. Make development decisions predictable, fair, and cost-effective
6. Mix land uses
7. Preserve open space, farmland, natural beauty, and critical environmental areas
8. Provide a variety of transportation choices
9. Strengthen and direct development towards existing communities
10. Take advantage of compact building design
11. Enhance the economic vitality of the region
12. Support actions that encourage environmental resource management

The eight San Joaquin Valley counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern make up the regional planning area under the San Joaquin Valley Blueprint. Each County was responsible for developing their own individual local blueprint that is to be integrated into the larger eight-county Blueprint which addresses growth through the year 2050. Under the coordination efforts of the Kings County Association of Governments (KCAG), a Kings County Blueprint for urban growth was defined that emphasized city-centered urban growth, economic development, and agricultural preservation. This local Blueprint effort resulted in defining a Blueprint Urban Growth Boundary for each of the four cities and four unincorporated

community districts. Approved by the KCAG in 2008, the local Blueprint also calls for increasing residential density to at least 24% above status quo development trends to an average target density of 7.4 residential units per acre. by concentrating new development around areas with existing development and transportation network access. Implementation of the Blueprint is a “voluntary” program for local governments.

3.6.3 State Legislation Affecting Local Planning Efforts

In 2006 the State Legislature passed and Governor Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. This law’s overall goal is to reduce the state’s emissions of greenhouse gases (GHG) back to 1990 levels by 2020. In the fall of 2008 the Legislature passed and Governor Schwarzenegger signed Senate Bill (SB) 375, a bill that addresses the specific portion of GHG emissions related to the regional transportation planning process. SB 375 linked transportation planning and land use planning more closely and requires cities to prepare a Sustainable Communities Strategy (SCS). The General Plan Update will be required to include the SCS section, per SB 375.

AB 32 – California Global Warming Solutions Act of 2006. Assembly Bill 32, the California Global Warming Solutions Act of 2006, mandates that California reduce its greenhouse gas emissions to 1990 levels by 2020. For any project under CEQA, including a general plan update, the City of Hanford has an obligation to determine whether the environmental effects of the project, including the project’s contribution to global warming, are significant.

As of early 2014, the City of Hanford is participating with KCAG and the City of Avenal to prepare a Climate Action Plan. This document is expected to be completed prior to completing of the General Plan Update, and will be utilized as part of the General Plan’s environmental review.

SB 375 – Sustainable Communities Strategies. According to SB 375, the transportation sector is the largest contributor of greenhouse gas emissions, which emits over 40 percent of the total greenhouse gas emissions in California. SB 375 states, “Without an improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” SB 375 requires the preparation of a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan

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(RTP). The purpose of the strategy is to reduce greenhouse gas emissions by reducing passenger vehicle use and encouraging more mixed-use and compact development, increased walkability, and centralized accessible commercial areas. Both the SCS and the 2014 RTP are being prepared by KCAG as of early 2014.

Cities and counties can also promote more livable communities by expanding opportunities for transit-oriented development (TOD) so that residents minimize traffic and pollution impacts that result from using cars and trucks to travel to work, shopping, school, and recreation. TOD encourages walking and transit use without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

A well-designed, vibrant TOD neighborhood can provide many benefits for local residents and businesses, as well as for the surrounding region. Compact development near transit stops can increase transit ridership and decrease rates of vehicle miles traveled (VMT), thereby yielding a good return on transit system investments. TOD can also increase disposable household income by reducing transportation costs, reduce air pollution and energy consumption rates, help conserve resources and open space, assist in economic development, and contribute to the housing supply.

Transit-Oriented Development (TOD)

A moderate to high density mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.

3.7 Community Design

An important aspect of a community's growth is its physical form and how this physical environment can contribute to a positive community identity. Visual images of places, both natural and manmade, contribute to the identity of a community. Through community design, Hanford can build and sustain an urban fabric that strengthens its assets and strives to bring coherence and an ongoing identity to this growing community.

3.7.1 Origins of Style and Character

Most of the original settlers in Hanford migrated from Europe. The California gold rush brought many more settlers from all over the United States. Chinese settlers arrived in the region to build the railroads. These various groups shaped the lifestyles and cultural models that shaped public life and influenced the pattern and style of Hanford's urban character. The architectural styles used in building also followed patterns prevalent in the eastern United States. The most prominent



styles of the last century included Queen Anne (Victorian), Romanesque, Classical Revival, Spanish Colonial Revival, and later the California Craftsman and Bungalow styles. Many of these building styles still exist in Hanford and many are often emulated in the newer communities. Many of the earliest historic structures in Downtown Hanford were made of wood, but several large fires led to later buildings being constructed or replaced with brick, stone, and tile.

The original 2-mile plat was laid out by surveyors from the Southern Pacific Railroad, within the previously delineated gridiron pattern of square mile blocks (sections), following the system set forth by the Land Ordinance of 1785. Deviations from these gridiron street patterns and architectural styles did not occur until well in the 20th century with the advent of curvilinear streets and cul-de-sacs.

3.7.2 Natural Landscape

The Planning Area consists of urban, agricultural, and grassland habitat areas nestled in a transitional zone in the Central Valley between the flat valley floor and the rolling Sierra Nevada foothills to the east. Looking in each direction from the edges of Hanford, views consist primarily of broad panoramas of agricultural land. Most of the land surrounding the northern and western part of the city is characterized by flat, dry valley grasslands scattered throughout, as well as grazing and other agricultural uses. The grasslands, grazing land, and large farms create open vistas at the northern and eastern edges of the city. This helps to maintain a small town feeling.

3.7.3 Downtown

The Historic Downtown District (the City's commercial and institutional core) is characterized by a variety of brick, wood frame, and stucco structures comprising the center of Hanford's commercial area. Land uses in this district consist of a mixture of commercial retail, office, public/institutional, and residential. The historic downtown is characterized by old historic buildings mixed with some newer buildings. The building facades consist of a variety of materials and textures, including brick and stucco with cut stone. Some buildings have a square and contemporary look that includes a flat roof and lack of ornate detail that is prevalent with the historic buildings. Many of these buildings are occupied by typical historic downtown uses, such as boutique shops, restaurants, and institutional buildings (e.g., library, government offices, and churches).



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The streetscape consists primarily of 10-foot wide sidewalks and on-street diagonal and parallel parking along the street grid. The streetscape is accented by a variety of street furniture (including both simple and ornate benches), awnings, acorn streetlights, hanging business signs, arbors, and arbors.

One of downtown's prominent landmarks includes the historic Fox Theater. This building, with its landmark tower, architectural detailing, and visual prominence and heritage, forms an important part of Hanford's history. The building helps to denote the downtown core as do other buildings in its vicinity. Other landmark buildings include, but are not limited to, the Carnegie Museum, the Bastille (Old Kings County Jail), the Old Post Office, the Hanford Memorial Auditorium, the Kings County Courthouse, the 1890 Artesia Building, the Irwin Street Inn, Superior Dairy, the Old Episcopal Church of the Savior, and the 1905 IOOF (Independent Order of Old Fellows Building).



3.7.4 Downtown Residential Neighborhoods

Immediately surrounding the historic downtown core are residential neighborhoods situated on a grid street pattern with rear alleyways. These homes represent an eclectic mixture of architectural styles, including both traditional and contemporary styles, spanning several decades. Many of the older homes (i.e., Victorians and Bungalows) have large front porches and recessed garages. Many of the streets, especially those nearest to the downtown, are lined by mature street trees. The mixture of homes in terms of both age and style creates a unique and sometimes visually eclectic look. The condition of the homes range from block to block with some units being well-maintained, some in a state of disrepair, and others being of more recent construction. The east downtown area has a mix of older residences and apartment buildings, the apartment buildings lack traditional architectural character and are, in some instances, in a state of disrepair. Many of the blocks have alleyways while all of the blocks have sidewalks that connect the neighborhoods.

3.7.5 Suburban Residential Neighborhoods

Residential development in Hanford is characterized by mostly low density, single-family homes. These single-story and two-story homes are on relatively small lots with very shallow front yard setbacks to maximize the amount of common open space in the development. Many



of the homes have garages for two cars. Some suburban neighborhoods have multi-family dwellings located along arterials and collector streets.

3.7.6 Suburban Commercial Centers

West Lacey Boulevard Retail Corridor. With close to 1.7 million square feet of leasable space, the West Lacey Boulevard Retail Corridor is the largest concentration of retail facilities in Hanford and in Kings County. The area is accessible from Highway 198 to the south, and downtown Hanford is less than a half mile to the east. Government offices, the County jail, multi-family housing, and a medical center are also concentrated around this commercial center.

Hanford Mall is a 489,177-square foot enclosed regional mall, located in west Hanford at West Lacey Blvd and 12th Avenue. The center was built in 1993 and expanded in 1999. It includes five anchor stores and an eight-screen theatre, as well as a food court and restaurants. Hanford Mall is the only regional shopping center in Kings County.

Centennial Plaza Shopping Center is a 264,186-square foot retail shopping center located northwest of Hanford Mall. The center was built in 1991 and includes two anchor stores. Wal-Mart was originally located in Centennial Plaza but moved into a new building one-half mile south. The Wal-Mart store has been vacant for approximately seven years, but was recently purchased and there are plans for new retailers to occupy the space.

The Marketplace at Hanford and Marketplace at Hanford West is a 510,913-square foot retail shopping center located west of the Hanford Mall. The center includes six anchor stores. This large shopping center includes two big box home improvement stores.

Hanford Town Center is a 241.661 square foot open air shopping center located at the northwest intersection of Lacey Boulevard and 11th Avenue. One anchor is currently vacant in the Town Center.

3.7.7 Industrial Areas

Kings Industrial Park comprises 1,100 acres of industrially-zoned land, with parcels ranging in size from 3 to 105 acres. The industrial park is bounded by 10th Avenue on the east, 11th Avenue on the west, Houston Avenue on the north, and half of Jackson Avenue on the south. Interior streets include Crown Avenue, Iona Avenue, Industry Avenue, Energy Street and Power Way. Industrial park streets are in good condition and are maintained by the City. The industrial park is



3.0 Land Use & Community Design

located two miles south of Highway 198, which connects to Interstate 5 and State Highway 99. Most parcels have access to the Burlington Northern Santa Fe railroad, with spurs and sidings currently available.

In 2011, the City developed an Industrial Park Study that evaluated existing conditions and recommended a marketing plan to accelerate industrial development for Kings Industrial Park. Fourteen parcels totaling 319 acres and ranging in size from 2.5 acres to 58.3 acres were available for sale as of 2011.

East Lacey Boulevard consists of several light industrial-use parcels totaling approximately 100-acres. This 2 mile stretch of roadway has a variety of land uses, including motels, a bowling alley, veterinary clinic and kennel, retail, bars, and restaurants totaling 150-acres. The balance of E. Lacey Blvd is vacant land.. Lacey Boulevard served as the east-west connector to Visalia before State Highway 198 was relocated, and many of the current businesses still remain. East Lacey Blvd east of State Route 43 becomes more rural in nature with mature eucalyptus trees lining both sides of the roadway. Assuming a Hanford high speed rail station does become a reality, this portion of E. Lacey Blvd is likely to become a primary access corridor to the planned station.



The 4th and 5th Street Corridors south of downtown and north of the railroad is one of the earlier industrial sections of the city. The Lacey Milling Company was founded there in 1887 and still produces wheat flour for most of the tortillas in the Central Valley. Marquez Brothers International, Inc. located here has produced and distributed authentic Mexican-style dairy products, meat items, canned and dry goods since 1981. Approximately 33 acres of the 4th and 5th Streets Corridor area are devoted to industrial land use. There are 45 acres that are vacant and zoned for industrial use.



3.8 Architectural Character

3.8.1 Non-Residential Architecture Styles

An 11-block area of downtown Hanford, roughly between Sixth and Ninth, Redington and Harris streets, contains a remarkable collection of well preserved historic buildings representing a variety of periods and both public and private use. These include the Old Phone Building; Hanford Theater; Kings County Courthouse; Sheriff's Office and Jail; Taoist Temple; and the Hanford Carnegie Museum, one of California's few Richardson Romanesque Carnegies, a style more typical of early East Coast Carnegies. It was listed on the National Register of Historic Places in 1981. There are six identifiable non-residential architectural styles in this area.



Classical Revival. Often associated with governmental, institutional uses, and banks, some fine examples of classical revival architecture grace the Downtown. These include the Old Courthouse, the Civic Auditorium, the Veteran's Building, and the former Post Office at Douty and 8th Streets. Buildings in this style are generally symmetrical, utilize simple massing forms, and rely on familiar decorative elements such as porticos, large columns, pilasters, pedimented windows, arches, friezes, and domes. The buildings are generally masonry structures of monumental proportions, using terra cotta, brick, and stone materials.



Romanesque Revival. The Romanesque style is actually a less stringent variation of Classicism – the rules governing proportion in true Classical Revival style are relaxed in Romanesque but still exhibit similar decorative elements. This style is accentuated by heavy massing that gives the impression of permanence and immobility. Hanford has fine examples of this style, namely the old Carnegie library and the Bastille.

Spanish Revival and Mission Revival. Very popular in California due to its Spanish heritage and Spanish missions, the style is identified by use of classical elements such as arches, columns, prodigious use of stucco walls, low-pitched clay tile, shed, or flat roofs, and terracotta or cast concrete ornaments. The Fox Theater is a fine example of Mission Revival architecture.

Moderne. Moderne is a streamlined, clean style that was popular in the 1940s and 1950s. This style is mostly associated with automobiles, using sleek horizontal lines with minimal ornamentation. Materials often include stucco, metals such as stainless steel, and concrete block.

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Decorative moldings and elaborate trim are eliminated or greatly simplified, giving way to a clean aesthetic where materials meet in simple, well-executed joints. An emphasis is on rectangular forms and horizontal and vertical lines. The style may also include low, horizontal massing, flat roofs, and in some cases, broad roof overhangs. The auto dealership at 7th and Harris streets and the old Gas Company Building on Douty Street are fine examples of this architectural style.

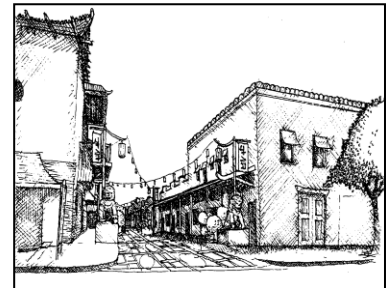
Urban Commercial. This is a predominate style of buildings in the downtown commercial core of Hanford. It was a transformation of the old west building style that used more fire-proof materials like brick and stone. This style is marked by “pedestrian friendly” elements such as large window storefronts, recessed entries, flat roofs, canopies and awnings.

Chinese Rural Architecture. China Alley provides its particular “style” within the overall architectural context of Hanford. Historic China Alley has distinguishing characteristics that can also be found in other rural California communities. The following characteristics are typical of historic buildings on China Alley include:

- One- or two-story rectangular building
- Symmetrical front facing facades
- Two parallel gables with ornate cornices, often decorated with carvings of fish or dragons
- Stepped parapet walls or projecting and decorative cornices
- Large porch (gallery) often under a covered balcony
- Uses of simple support brackets on gallery or porch columns
- Pronounced quoins at building corners that extend the entire height of the building
- Storefronts with simple or tiled wainscot

3.8.2 Residential Architecture Styles

There are 7 identifiable residential architectural styles in Hanford. Most examples are found in the historic residential areas north of Downtown, although some more recently developed neighborhoods have also utilized these styles.



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Craftsman. The Craftsman style originated in Southern California in the early 20th century, and quickly became very popular along the West Coast, influenced by rapid industry and population growth. Craftsman homes featured construction techniques inspired by the Arts and Crafts movement, using natural materials and techniques to highlight the true qualities of these materials, such as staining wood rather than painting it. Common features include handcrafted wood, glass, and metal work, and objects that are simple and elegant, yet highly functional. Elements of design include:

- Low-pitched, gabled roof with a wide overhang
- Deeply overhanging eaves
- Front porches with thick columns and exposed beams.
- Hand-crafted wood and/or stone work



Bungalow. Commonly considered the pre-cursor to the Craftsman, Cottages and Bungalows are both architectural styles that describe a small, cozy, single-family dwelling. Historically, these types of homes were more commonly found in rural or semi-rural areas. The footprint of these homes is typically small with low-pitched gabled roofs and small covered porches at the entry. The Bungalow style became so popular in the early 1900s that Sears and Roebuck sold ready-made kits to homebuyers through their mail order catalog. Elements of design include:

- Small, single-family living space
- Wood frame
- Low-pitched roofs
- Sheltered interior with small spaces
- One to one-and-a-half stories



Victorian. Victorian architecture was at its most popular at the turn of the 19th century. Victorian homes were popular because much of the building materials, including detail work, was done by machine and could be easily shipped around the country by train. There are multiple styles within the Victorian theme. The Queen Anne style is highly ornate, asymmetrically built with cross-gable rooflines and towers, and highlighted by coquettish detailing and eclectic materials. Queen Anne-style Victorian homes were very popular, and originally came painted in

3.0 Land Use & Community Design

a variety of bright colors. The Folk-style Victorian is a simplified version of the Queen Anne; it typically had less ornamentation, was built symmetrically, and was more accessible to the middle class. Elements of design include:

- Wood construction
- Steeply pitched roof
- Textured shingles
- Front porch, towers, recessed balconies
- Multiple stories
- Highly detailed exteriors; ornate trims
- First home design to incorporate attached garage



Tudor. Tudor style homes originated in England and experienced their American revival in the early 1900s. These homes come in varying sizes, but are all identifiable by their unique look. Tudor homes most notably have steep-pitched, interlocking gabled roofs. They are generally built from stone or bricks, with a façade of stucco and exposed decorative timbered framing. Another common feature is a large central fireplace which was designed to function as the primary heating source for the Tudor home. Elements of design include:



- Steep-pitched, intersecting gabled roofs
- Stone or brick construction
- Exposed decorative timbered framing
- Large stone chimney and fireplace
- Narrow windows grouped together
- Arched (Tudor) entryway

Spanish Colonial Revival. The Spanish Colonial Revival style got its beginnings at the 1915 Panama-California Exposition in San Diego. The style features low-pitched roofs with little or no overhang covered with red roofing tiles. These houses were almost always wood frame with smooth finish stucco siding. The use of the arch was common, especially above doors, porch entries and main windows. Other characteristics include:

- Asymmetrical massing



Background Report

- One or two stories
- Complex, multiple intersecting roof elements that complement the asymmetrical massing.
- Side gable or cross-gabled roof; sometimes hipped
- Flat roof with short parapet on some smaller examples
- Lighter colored stucco finish providing a contrast to the darker colored roof
- Front porches, where they exist, are typically recessed behind an open arcade, off-center from the front door
- Balconies that may be open or roofed
- Use of decorative tiles, decorative sconces, door knockers, hinges, hardware
- Occasionally tower elements



Monterey. The Monterey style is derived from Boston merchant Thomas Larkin's 1850s residence in Monterey, California. The style updates Larkin's vision of a New England Colonial with an Adobe brick exterior. The use of adobe reflected an element of Spanish Colonial houses common in the Monterey area at the time. Larkin's design also established a defining feature of the Monterey style: a second-floor front-facing balcony, sometimes turning the corner to side elevations as well. Monterey Revival homes typically featured balcony railings in iron or wood; roofs are low pitched or gabled and covered with shingles--variants sometimes feature roof tiles--and exterior walls are constructed in stucco, brick, or wood. Other characteristics include:

- Rectangular or L-shaped floor plans
- Always two stories
- Smooth or sand finished stucco
- First and second stories may use different materials
- Low-pitched side gable; may have front-facing cross gable
- Eaves with little or no overhang
- Composition shingles or red clay tile

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- A second-story partial or full width balcony, usually cantilevered; the balcony is generally covered by the principal roof

Ranch. Generally referred to as the “California Ranch”, this single-story sprawling home became popular in post-war America. The home takes cues from modernist homes with its open layout, indoor/outdoor entertaining spaces, and large windows. The ranch/rambler style house experienced the height of success in the 1950s and 1960s with the boom of the suburbs, and can be found all over the United States. The ranch/rambler style home was also one of the first architectural styles to incorporate a garage into the housing design to accommodate the needs of the modern American family. Elements of design include:

- Influenced by modern architecture with open living spaces
- Single story with large, wide footprint
- Outdoor entertaining space
- Building materials dependent on region: wood, stucco, or brick
- Large windows



CHAPTER 4

TRANSPORTATION & CIRCULATION

CHAPTER 4 TRANSPORTATION & CIRCULATION

4.1 Introduction

A circulation element describes of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, airports, and railroads. Commencing in January 2011, the City of Hanford is required to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. A balanced multi-modal transportation network is discussed in further detail in other sections of this chapter.

This chapter provides a description of Hanford's existing transportation and circulation resources. It also discusses current levels of service on roadways/highways, and provides an overview of the Kings County Regional Transportation Plan.

This chapter is divided into the following sections:

- Streets and Highways
- Public Transit
- Private Shared Transportation
- Bicycles and Trails
- Aviation
- Rail Service

4.2 Streets and Highways

4.2.1 Roadway Classification System

To identify the specific function of roadways in terms of access and mobility, the following classification system for streets and highways is commonly used:

State Highways. State Highways and Freeways place much greater importance on moving traffic than providing access to adjacent land. Often direct access to land is limited or prohibited.

Arterial Streets. Arterials provide a high level of mobility with limited access to adjacent properties. Arterials connect highway interchanges and support the principal roadway system. Arterials provide access to collectors and some local streets.

Collector Streets. Collectors provide a balance of land access and mobility functions within residential, commercial, and industrial land uses. Collectors connect local streets to arterials.

Local Streets. Local streets provide direct access to adjoining land and connections to collectors.

Alleys. Alleys are public rights-of-way, at the rear or side of property, permanently reserved as a secondary means of vehicular or pedestrian access to abutting property. Alleys typically only occur in and near the downtown that was part of the original plat of the city and are not currently used in contemporary development projects.

4.2.2 Highways

Descriptions of the existing State highways are provided below.

State Route 198. State Route 198 (SR 198) is an east–west State highway that begins at U.S. Route 101 (US 101) south of King City and ends in Sequoia National Park. It connects the California Central Coast to the San Joaquin Valley, running through Hanford and Visalia. SR 198 intersects the major north-south routes in the Central Valley, including Interstate 5 (I-5), and State Routes 41, 43, 33, and 99. The portion of SR 198 through Hanford was upgraded to a 4-lane freeway in the 1960s. In 2012, the portion from Hanford to SR 99 was upgraded to a 4-lane expressway. Interchanges within the Planning Area are located at Highway 43, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.

State Route 43. State Route 43 is a north–south state highway running roughly parallel to SR 99, connecting the towns of Shafter, Wasco,

4.0 Transportation & Circulation

Corcoran, Hanford, and Selma. Arterial access is limited within the Planning Area to intersections at Flint Avenue, Fargo Avenue, Tenth Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, and Houston Avenue.

Kings County Association of Governments (KCAG). The KCAG is the State-designated regional transportation planning agency (RTPA) recognized by the State's Business, Transportation, and Housing Agency.

KCAG is responsible for:

- administering the Regional Transportation Plan;
- preparing a Regional Transportation Improvement Program and the Federal Transportation Improvement Program;
- reviewing the State Transportation Improvement Program and other state transportation programs;
- monitoring local public transit operations;
- overseeing federal transportation grant proposals; and
- administering the Local Transportation Fund and State Transit Assistance funds.

Kings County Association of Governments (KCAG)

The KCAG is a Council of Governments with the responsibility to address public policy matters which span across multiple jurisdictions. The members of the KCAG are the cities of Avenal, Corcoran, Lemoore and Hanford and the County of Kings.

Other objectives of KCAG include facilitating planning on a regional scale with an emphasis on transportation, finding and researching problems in urban growth, and considering common concerns of its constituent agencies. KCAG aims to tackle the issues that the members have in common but could not otherwise handle individually.

The 2011 Kings County Regional Transportation Plan (KC RTP) identified numerous policy objectives to improve the transportation network in Hanford and Kings County. More than 100 regional transportation policy objectives were approved by the Transportation Policy Committee (TPC) of Kings County Regional Transportation Authority. Three key improvements were identified in the Hanford area:

- Upgrade Highway 198 at 13th Avenue Interchange
- Construct Highway 198 Interchange. at 9th Avenue
- Widen Highway 43 from Fresno Co. Line to the Tulare County Line to 4 Lane Expressway

Background Report

The 2014 RTP is currently in the process of being prepared. Hanford's General Plan Update efforts will need to coordinate with the 2014 RTP to ensure policy consistency.

In 2014, KCAG is in the process of preparing a Sustainable Communities Strategy in accordance with SB 375. KCAG is also administering the development of a Countywide Climate Action Plan in which the City of Hanford is participating.

4.2.3 Arterial Streets

Hanford's street system consists of a combination of roadways that have served the city for decades and newer streets constructed to serve developing areas. Figure 4-1 shows the Arterials and other street types serving Hanford.

Table 4-1: Existing Arterial Streets

North/South Arterial Streets	
Street Name	Limits
<i>13th Avenue</i>	<i>Houston Avenue to Fargo Avenue</i>
<i>12th Avenue</i>	<i>Idaho Avenue to Flint Avenue</i>
<i>11th Avenue</i>	<i>Jackson Avenue to Flint Avenue</i>
<i>10th Avenue</i>	<i>Jackson Avenue to Hwy 43</i>
<i>9th Avenue</i>	<i>Houston Avenue to Lacey Boulevard.</i>
East/West Arterial Streets	
Street Name	Limits
<i>Jackson Avenue</i>	<i>11th Avenue to 10th Avenue</i>
<i>Idaho Avenue</i>	<i>12th Avenue to 10th Avenue</i>
<i>Iona Avenue</i>	<i>12th Avenue to 10th Avenue</i>
<i>Houston Avenue</i>	<i>13th Avenue to SR 43</i>
<i>Hanford-Armona Road</i>	<i>13th Avenue to 10th Avenue, 9th Avenue to SR 43</i>
<i>3rd Street (1 way)</i>	<i>11th Avenue to 10th Avenue</i>
<i>4th Street (1 way)</i>	<i>11th Avenue to 10th Avenue</i>
<i>6th Street</i>	<i>11th Avenue to 10th Avenue</i>
<i>7th Street</i>	<i>Mall Drive to 10th Avenue</i>
<i>E. Lacey Boulevard</i>	<i>10th Avenue to SR 43</i>
<i>W. Lacey Boulevard</i>	<i>13th Avenue to Irwin Street</i>
<i>Grangeville Boulevard</i>	<i>13th Avenue to SR 43</i>
<i>Fargo Avenue</i>	<i>13th Avenue to SR 43</i>
<i>Flint Avenue</i>	<i>12th Avenue to SR 43</i>

4.0 Transportation & Circulation

4.2.4 Collector Streets

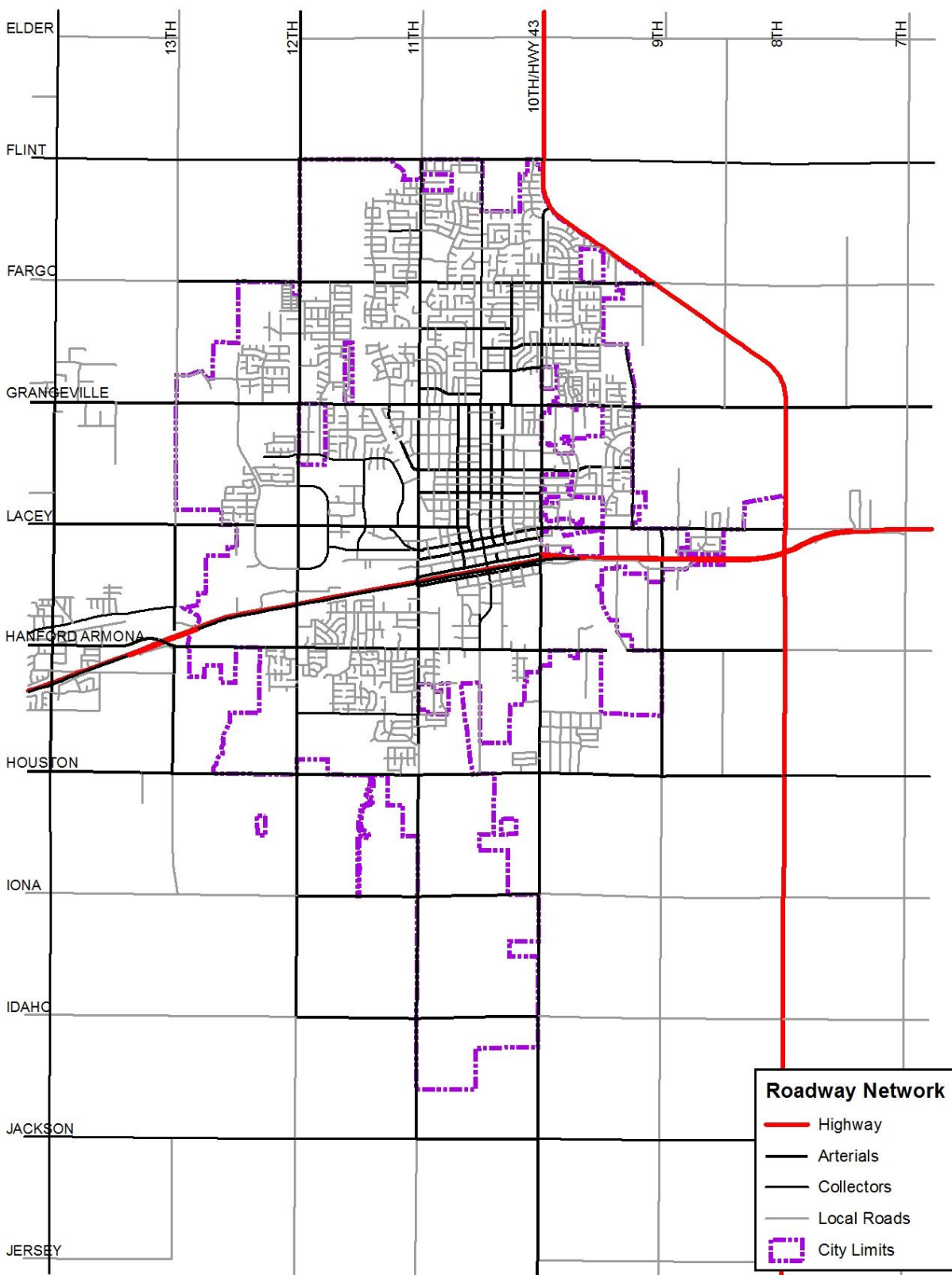
Hanford has 12 north/south collector streets and 7 east/west collector streets. They are listed in Table 4-2.

Table 4-2: Existing Collector Streets

North/South Collector Streets	
Street Name	Limits
<i>Campus/University</i>	<i>6th Street to Grangeville Boulevard</i>
<i>Greenfield Street</i>	<i>Lacey to Centennial Drive</i>
<i>Rodgers Street</i>	<i>11th Avenue to Mallard Way (potentially to Cortner St.)</i>
<i>Redington Street</i>	<i>4th to Grangeville</i>
<i>Irwin Street</i>	<i>4th Street to Grangeville</i>
<i>Harris Street</i>	<i>6th to Grangeville</i>
<i>Fitzgerald Lane</i>	<i>Grangeville to Fargo Avenue</i>
<i>Douty Street</i>	<i>Hanford-Armona Road to Flint</i>
<i>Kensington Street</i>	<i>Grangeville to Fargo</i>
<i>9-1/4 Avenue</i>	<i>Lacey to Leland Way</i>
<i>Centennial Drive</i>	<i>Lacey to Heather Lane</i>
<i>Glacier Way</i>	<i>Fargo to Flint Avenue</i>
East/West Collector Streets	
Street Name	Limits
<i>Hume Street</i>	<i>12th Avenue to 11th Avenue</i>
<i>3rd Street</i>	<i>10th Avenue to 9th Avenue</i>
<i>Garner Street</i>	<i>Lacey to 11th Avenue</i>
<i>Ivy Street</i>	<i>10th Avenue to Eleventh Avenue</i>
<i>Florinda Street</i>	<i>11th Avenue to 9-1/4 Avenue</i>
<i>Malone Street</i>	<i>Douty Street to 10th Avenue</i>
<i>McCreary Street</i>	<i>11th Avenue to Douty Street</i>

Background Report

Figure4-1: Roadway Network



4.0 Transportation & Circulation

4.2.5 Current LOS Standards

The City of Hanford utilizes the standardized level of service (LOS) system to measure traffic congestion. LOS is a scale that measures the amount of vehicular traffic that a roadway or intersection accommodates, based on such factors as maneuverability, driver dissatisfaction, and delay at intersections.

Levels of service are represented by a letter scale that ranges from LOS A to LOS F. As shown in Table 4-3, LOS A represents the fastest flow of traffic and LOS F represents significantly congested conditions.

The City has adopted an overall LOS standard of C with peak hour LOS D acceptable in some instances. Due to the nature of the roadway system, improvements to existing developed areas are extremely difficult. As a result, there may be instances where a lower LOS is acceptable.

The City currently operates at acceptable LOS C or better at peak hour level of service, except for the following areas:

- Lacey Boulevard, between 11th Avenue and 12th Avenue carries a range of traffic volumes. As of 2002, the highest volumes are near 11th Avenue and that segment operates at LOS “D”. Nearer 12th Avenue, the LOS is at the lower range of “A”. The EIR that will be conducted for the General Plan Update will reflect current LOS standards.
- As of 2002, the portion of Fargo Avenue between 10th and 11th avenues carries about 7,500 ADT, which results in LOS D. The EIR conducted for the General Plan Update will reflect current LOS standards.

Recent legislation (SB 743) requires OPR is also required to recommend alternate metrics to measure transportation impacts for purposes of reviewing the environmental effects of a project. It is still unknown just how OPR will implement this law, and how it will apply to long range planning, such as the adoption of General Plans.

Office of Planning and Research (OPR)

OPR is a department in the State of California that provides direction and guidance on the implementation of planning and CEQA law. It also serves as the clearinghouse for review of CEQA documents that potential have regional or statewide impacts.

Background Report

Table 4-3: Level of Service Designations

			Street Segments	Intersections	
LOS	Conditions	Description	Volume to Capacity Ratio	Unsignalized Delay (seconds)	Signalized Delay (seconds)
A	Free Flow	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	.00 - .59	≤ 10	≤ 10
B	Stable Operations	Stable traffic. Traffic flows smoothly with few delays.	.60-.69		
C	Stable Operations	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	.70-.79	> 20 – 35	> 15 – 25
D	Approaching Unstable	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	.80-.89	> 35 – 55	> 25 – 35
E	Unstable Operations	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	.90-.99	> 55 – 80	> 35 – 50
F	Forced Flow	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	1.00+	> 80	> 50
Source: Transportation Research Board, Highway Capacity Manual 2000, National Research Council, 2000.					

4.0 Transportation & Circulation

4.2.6 Planned Roadway Improvements

Currently, the City has plans for construction / reconstruction of three major streets. Construction is planned to begin in 2014 on two of these streets and E. Lacey Boulevard is proposed for future realignment.

10th Avenue Widening / Reconstruction, from Third Street to Hanford-Armona Road is currently out to bid. Construction is anticipated to begin March 2014. Roadway width will increase from two to four travel lanes with a center turn lane.

Campus Drive is being extended from Sixth Street south across the SJVR tracks with new at-grade crossing of RR. Construction is anticipated to begin February 2014.

E. Lacey Boulevard is proposed to be realigned at the Lacey / SR 43 intersection. The intersection will be relocated north approximately 300 feet, as anticipated by the 2002 General Plan and as part of mitigation improvements for a proposed 500,000-square foot commercial development. As of February 2014, the EIR for this project was going through the public review process.

4.2.7 Complete Streets and Traffic Calming

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states:

"In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b) (2) (A) and (B):

(A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For purposes of this paragraph, "users of streets, roads, and highways" mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The City of Hanford currently utilizes many of these traffic calming strategies within its streets. These include: narrower travel lanes, raised



medians, planting strips, and block crossings. The intention of these measures is too slow down or reduce vehicular traffic and/or improve pedestrian and bicycle safety.



Currently, there are no existing roundabouts in Hanford or in Kings County. Caltrans is exploring the use of roundabouts at a number of State highway intersections, including SR 43/SR 137 in Corcoran. A 2007 study of 55 roundabouts in the U.S. found a 35% reduction in accidents and a 90% reduction in fatal accidents when intersections with stop signs or signals were converted to roundabouts. It costs about the same to construct a roundabout as part of a new development as it does to build traffic signals, and requires significantly less maintenance than traffic signal intersections. The Villagio project, a 320-acre master planned community in northwest Hanford, is proposed to build a number of roundabouts as part of the approved overall development.



4.3 Public Transit

4.3.1 Kings Area Rural Transit (KART)

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). KCAPTA is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City and Avenal. Ridership between Hanford and Lemoore is about 17,000 per month. All KART bus routes begin and end at the KART Terminal located at 504 W. 7th Street Hanford, California, just west of the Hanford AMTRAK station.



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There are currently 8 fixed routes that circulate throughout the city and operate as early as 6:30 a.m. until as late as 9:00 p.m. The Fresno route, with service every Monday, Wednesday and Friday, includes stops at Children's Hospital, Veterans Hospital, Community Regional Medical Center, St. Agnes Medical Center, and Kaiser Permanente Medical Center, as well as access to the downtown area with a stop at Fulton Mall. KART also offers limited service on Saturdays. In addition, KART provides regular transportation service to Visalia Monday through Friday.

KART began a scheduled fixed route bus service for Hanford in July of 1991. Figure 4-2 shows the current routes. The scheduled bus service operates Monday through Friday from 7:30 a.m. to 11:00 p.m. Expansion of the service is planned as new retail developments are built. West Hills College in Lemoore is served by the system, as are educational institutions in Visalia, including College of Sequoias, Galen College, San Joaquin Business College, and Chapman College.

4.3.2 KART Dial-A-Ride Service

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal. The KART dial-a-ride operates from 7:00 a.m. to 11:00 p.m. Monday through Friday and on Saturday, from 9:00 a.m. to 4:00 p.m. Ridership for KART dial-a-ride in Hanford for calendar year 2000 totaled over 65,000 trips per month (annual ridership is 836,000).

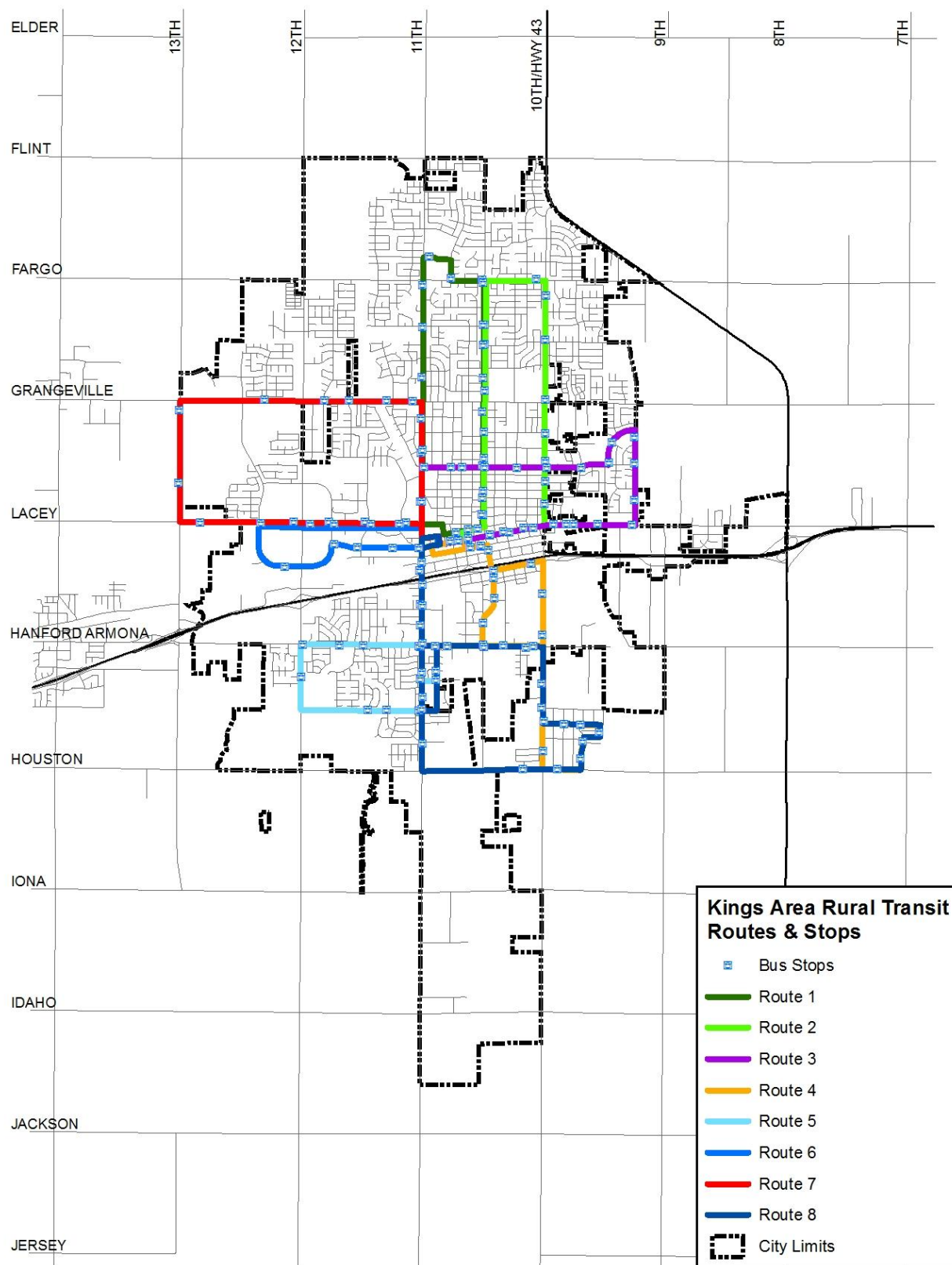
4.3.3 Park-and-Ride Lots

Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterials where conveniently scheduled transit service is provided. Lots are designed exclusively for commuters or they can consist of an area of parking spaces in complementary land uses such as shopping centers and churches. Hanford has one Park-and-Ride facility located at the northeastern entrance of the city at 10th Avenue and SR 43. There are a number of informal Park and Ride lots located in various communities throughout Kings County and served by KCAPTA vanpools. One of the largest is the old Wal-Mart parking lot located on the northwest corner of 12th Avenue. and Lacey Avenue in Hanford. Approximately 30 vanpools use this site, resulting in up to 250 vehicles being parked per day.



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Figure 4-2: KART Bus Routes



4.0 Transportation & Circulation

The San Joaquin Valley Air Pollution Control District provides funding for public transportation kiosks and the construction of Park-and-Ride lots. The purpose of this program is to encourage commuter rideshare activities as an alternative to single occupant vehicle (SOV) commutes. Funds are available for eligible projects that meet specific program criteria on a first-come, first-serve basis until the program funds are exhausted.

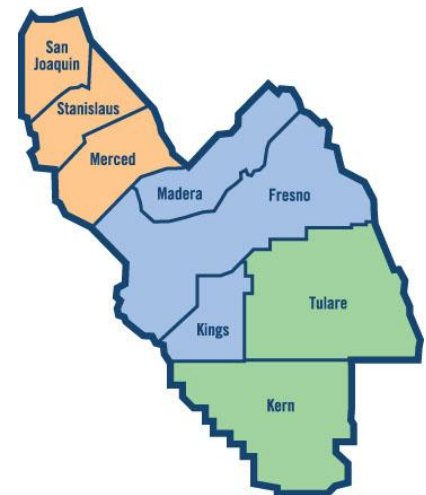
4.3.4 KART Vanpool Program

KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses.

The KART vanpool program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options which would ultimately reduce the amount of vehicles on the road. Vanpooling is somewhat different than carpooling, though it is based upon the same principle: reducing single occupant commuting.

KART established a vanpool program for riders to the Corcoran and Avenal State prisons in 2001 and has purchased additional vans to implement new vanpools. The program has become very successful with 180 vans in service in 2009 and extends in the areas of Tulare, Kings, Kern, Madera, Ventura, Monterey, and Fresno counties. CalVans has grown to include more than 200 vanpools tailored to meet the needs of commuters, plus nearly 150 vans especially designed for farm workers.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) offers Vanpool Voucher Incentive Programs. The Program is meant to encourage commuter rideshare practices among frequent long distance riders in the San Joaquin Valley.



4.4 Private Shared Transportation

4.4.1 Taxis

Private transit services are currently provided in Hanford by seven taxicab companies (Marathon Cab, Mendez Brothers Taxi, Taxi Steve, Central Valley, Ramirez Cab, Kings Cab, and the recently approved Circadian Cab). The City Council determines the number of taxi cabs allowed to operate in Hanford.

4.4.2 Privately Owned Bus Service

Since December 1, 2012, Orange Belt Stages has provided bus service to serve Hanford. Passengers arrive and depart at the Hanford AMTRAK station in downtown Hanford. Orange Belt Stages offers daily scheduled bus service (Sunday through Saturday) to Goshen and Visalia, Paso Robles and San Luis Obispo, and the beach cities of Grover Beach and Santa Maria. The service to Paso Robles and San Luis Obispo provides a link through Greyhound connections. Service to Grover Beach provides connecting service through AMTRAK.

Orange Belt Stages provides service between Kings County and connections to Tulare County and the Central Coast via Paso Robles, as well as stops in Kern County, San Bernardino County, and Las Vegas. This nationwide charter service, which has been in business since 1916, has regional fixed routes in Kings County that stop in Hanford, Lemoore, Stratford, and Kettleman City on its route to Santa Maria. Service is also provided to Visalia. Orange Belt also connects with Greyhound bus service provided in the San Joaquin Valley. Increasing operations costs and low ridership figures are problems which Orange Belt must contend with. Efforts to coordinate services with other providers in the future are favorable. Currently, Orange Belt coordinates with Amtrak for bus connections out of the Hanford Intermodal Station.

Feeder buses connecting the Hanford station with the major cities in Tulare County is available as part of the regular route structure of Orange Belt Stages. An opportunity also exists to provide coordinated feeder bus service by the KART and Corcoran Dial-a-Ride systems. The feeder bus network is a very important element of the San Joaquin since more than 60% of all passengers use a feeder bus during their trip.

4.5 Bicycles and Trails

California Vehicle Safety Code. The California Vehicle Code has numerous laws about bicycles and bicycle safety.. One key provision is that bicycle riders on public roads have the same rights as motorists, and are subject to the same rules and regulations.

Bicycle Plan. Hanford adopted a comprehensive bicycle plan as part of the County Regional Transportation Plan. The Kings County Regional Bicycle Plan was adopted in 2011. The 2002 General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourage newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open

4.0 Transportation & Circulation

space and recreation amenities. In addition, the Plan includes recommendations for support facilities and programs for the city.

The City of Hanford has completed about half of the named bicycle projects from the 2011 Regional Bicycle Plan. The existing and planned routes are shown in Figure 4-3.

Nearly all arterials in the city limits have been designated as bikeways except 13th Avenue, Houston Avenue, and Lacey Boulevard. Some collector streets have been identified as bikeways including Pepper Drive, Glacier Way, Irwin Street, Rodgers Street, Encore Drive, Nellway, Leland Way, Fitzgerald Lane, Centennial Drive, Florinda Street, McCreary Avenue, Mall Drive, Liberty Street, Sanfioveser Street, University Avenue, Greenfield Avenue, and Hume Drive.

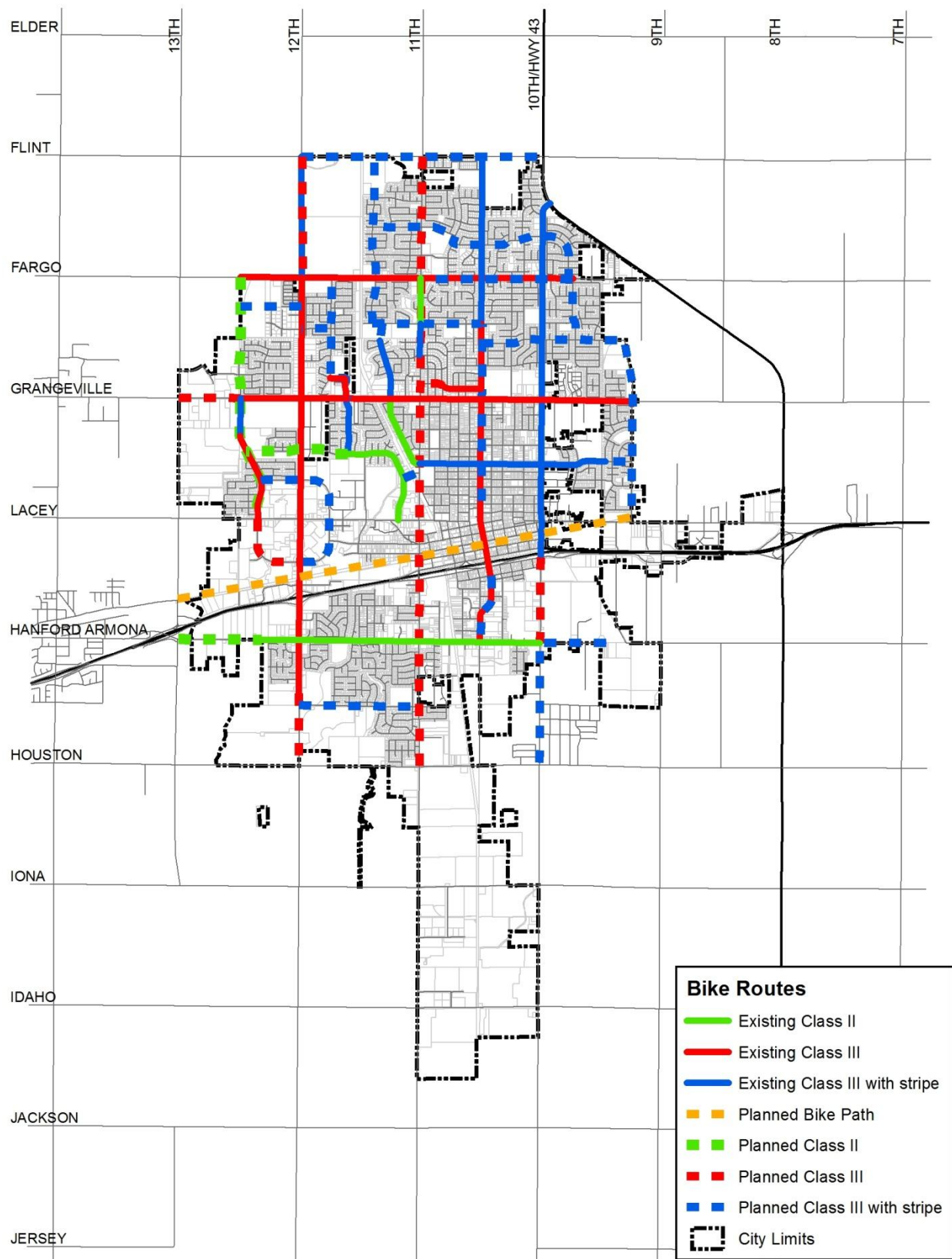
The San Joaquin Valley Railroad has also been designated as a location for an east-west bike path. The railway corridor is not abandoned and currently there are no plans to abandon it. Any possible bike path will need to be located within an easement adjacent to the railroad line, but not in the railway easement.

The adopted Hanford Downtown East Precise Plan recognizes the potential for an east-west connection from the 10th Avenue bike lane to Harris Street, and that section has been designated with a Class II bike lane.



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Figure 4-3: Bike Routes



4.6 Aviation

4.6.1 Hanford Municipal Airport

Hanford Municipal Airport (HJO) is the only public aviation facility in Kings County. The airport does not offer commercial flights. The airport is located on the southeast edge of Hanford, and is owned and operated by the City of Hanford. The airport enforces city, State, and federal aviation regulations, and administers airport leases, tie-downs, hangars, shelters, fueling, and their overall maintenance.

At present, airport property totals approximately 295 acres. Airport acreage consists of a runway and full-length parallel taxiway, transient and based tiedown aprons, and aircraft storage areas. The runway's current length is 5,180 feet, 75 feet wide, and oriented roughly north-south. The runway is designed to accommodate aircraft with wingspans of up to 79 feet and speeds of up to 121 knots. The runway can accommodate larger aircraft on an occasional basis. Currently, the aircraft parking capacity totals 116 spaces and includes 37 hangar units, 30 shade hangar units, and 49 tiedowns.

Hanford Municipal Airport also serves as a base for the National Weather Service (NWS). The primary function of the NWS is to provide current and forecasted weather conditions in the area (e.g., humidity, wind speed, barometer, dewpoint, temperature and visibility).

Growth in industrial and commercial businesses near the airport could cause an increase in use by transient corporate and charter aircraft. As industrial development such as the Kings Industrial Park occurs and expands, the number of based aircraft at Hanford Municipal Airport is anticipated to increase. A change in the type of aircraft using the airport may occur as a result of industrial development, primarily in business/corporate aircraft.

There are potentially two distinct building areas on the airport. Currently only the west side of the airport has been developed. Development of the east side is not expected to be needed during the 20-year planning period of this plan.

The 2010 Airport Master Plan recommends that 153 acres be purchased to expand the airport property. The Plan states that the additional land should be acquired for development on the east side as well as space for large hangar sites. As noted above, currently, only the west side is developed with buildings such as aircraft storage hangars, shade hangars, aircraft tie-downs, a fueling facility, one fixed base operator, and the



airport staff's office. The east side already has a street network that can serve future development on the east side of the airport.

4.6.2 Other Area Airports

There are 8 public-use and 12 private-use airports within a 28-mile radius of Hanford Municipal Airport. The greatest interaction is with Visalia Airport, located 11 nautical miles east of the airport. The nearest airline service airport is Fresno-Yosemite International, 28 nautical miles north. One other airport of significance to the local aeronautical setting is Lemoore Naval Air Station. Only Visalia Municipal Airport and Fresno-Yosemite International Airports offer enhanced services, instrument approach capabilities with lower visibility minimums, and longer runways than Hanford Municipal Airport. Planned improvements at Hanford will make its facilities largely comparable to those at Visalia Municipal Airport.

4.6.3 Heliports

Hanford has one heliport located at the Hanford Community Hospital. The Hanford Municipal Airport does not have a designated helipad for helicopter operations.

4.7 Rail Service

4.7.1 Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern California by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad.



The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound train. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to Los Angeles, Sacramento, San Francisco, and many other points in Northern and Southern California. Passengers can transfer to the Amtrak Coast Starlight, which continues north to Portland and Seattle. Trains are accessible to the disabled and provide on-board bicycle racks, checked baggage and food services.

Amtrak Feeder Bus Service is currently provided to and from the Hanford station to Tulare County. This bus service connects Porterville,

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Lindsay and Visalia with the Amtrak trains. This service provides an ideal opportunity for inter-modal connections in support of other regional public and private transportation providers.

Because Amtrak is a national enterprise, coordination with connecting transit service at the Amtrak stations must be done by the local transit operators. Kings Area Rural Transit (KART), Corcoran City Transit, and Orange Belt Stages all coordinate their bus service with the San Joaquin schedules. Amtrak passengers can board feeder bus service provided by Orange Belt Stages as a part of their regular route at Hanford for Santa Maria and other Central Coast destinations. Of the 73 California stations served by Amtrak, Hanford was the 20th-busiest in 2010, boarding or detraining an average of approximately 500 passengers daily.

Hanford has three transportation facilities that will influence the future connectivity of the collector street system. The railroads, San Joaquin Valley Railroad and Burlington Northern and Santa Fe, bisect the community. While the arterial system has developed around these rail lines without breaks in connectivity, the railroads' policy of limiting the number of at-grade crossings will greatly affect the location and layout of collector streets. The Burlington Northern and Santa Fe rail line will affect the collectors in northwest Hanford and in the Hanford Industrial Park. The San Joaquin Valley Railroad will influence the development of collectors west of 11th Avenue and east of 10th Avenue. Of particular importance to Hanford are the future rail crossings at 9th Avenue, Campus Drive (to be constructed in Spring 2014), and a crossing approximately at 12 ½ Avenue. Future improvements to the San Joaquin Railroad trackage must take into consideration these desired crossings. In addition to the rail lines, SR 198 will influence future north/south collectors. Like the San Joaquin Valley Railroad facility, the freeway will influence collector development west of 11th Avenue and east of 10th Avenue.



4.7.2 High Speed Rail

In November of 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the U.S. Department of Transportation (USDOT) through the American Recovery and Reinvestment Act (ARRA) program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.25 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which

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runs along the eastern edge of Hanford, roughly follows a north-south route near the high voltage power lines between 7th and 8th avenues.

4.7.3 Freight Service

Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail accounts for 11%. BNSF and SJVR railroads provide freight service to the Hanford area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 25 and 30 trains per day on the system.

SJVR has a limited schedule of one train per day. Development of new industry along the SJVR right-of-way has prompted renewed investment in the east/west service. SJVR anticipates an increase to 3 round trips per week and in the speed of trains using this route. Planning for improvements must include identifying future surface crossings that are needed to implement the City's circulation system. In the process of improving the SJVR trackage, existing street crossings need to be modernized to ensure safety and adequate operational standards for both rail and vehicular traffic.



CHAPTER 5

OPEN SPACE, CONSERVATION & RECREATION

CHAPTER 5

OPEN SPACE, CONSERVATION, & RECREATION

5.1 Introduction

Hanford's natural and open space environment forms an important part of the city's unique character. In an effort to identify and understand the key natural resources of the city, this chapter is divided into the following sections:

- Soils
- Agricultural Resources
- Mineral and Energy Resources
- Water Resources
- Biological Resources
- Historic and Cultural Resources
- Scenic Resources
- Parks and Recreation

State law mandates that open space elements address four basic areas of concerns: (1) Open space for resource management including agricultural and mineral resources; (2) Open space for outdoor recreation including parks and recreational facilities; (3) Open space for public health and safety including flood prone areas and earthquake fault zones; (4) Open space for the preservation of natural resources, including natural plant communities, habitat for fish and wildlife, and water resources. Added to this, the conservation element is required to address issues such as waterways, soils, wildlife preservation, natural and riparian habitats and scenic, and historical and cultural resource conservation. Recreational



topics addressed in this report include neighborhood and community parks, and trail systems.

5.2 Soils

The surface soils in Kings County were mapped by the U.S. Soil Conservation Service (USDA, 1986), an agency now known as the Natural Resource Conservation Service (NRCS). Hanford lies within an area of the county where the soil is defined as “alluvial fan surfaces”.

The alluvial fan surfaces in the northeastern portion of the county are mantled with very deep, well-drained, saline-alkali soils. These soils include two soil associations: Nord and Kimberlina-Garces.

The Nord association soils are located west and northwest of Hanford in the higher portions of the Cross Creek alluvial fan. Nord soils are currently under cultivation. The vegetation was annual grasses, forbs, and California white oak (*Quercus lobata*). Oaks are still growing in many fields with the crops. Nord soils are used for such crops as irrigated alfalfa, cotton, corn, milo, barley, wheat, sugar beets, tomatoes, grapes, walnuts, peaches and other fruit and nut trees.

The Kimberlina-Garces associations mantle the lower portions of the alluvial fan and are located east and south of Hanford. This soil association is are best suited for salt- and alkali-tolerant, drought resistant crops. Generally, soils within this group present only slight restrictions to building site development.

The Kings County Environmental Resource Management element mapped the County’s soils based on moisture infiltration rates, shrink/swell characteristics, and load carrying capabilities. This evaluation found the soils beneath the existing community to be roughly half Group 1 and half Group 2 soils. These soils classifications are as follows:

Group 1: High to moderate soil infiltration rates. Low shrink/swell behavior. Moderate to severe soil pressure limitations. Moderately well adapted for urban/industrial uses. These soils are found within the Hanford community and extend to the west of the city.

Group 2: Moderate to very slow infiltration rates. Moderate shrink/swell behavior. Highly corrosive to steel pipes. Moderate to severe limitations for urban uses. These soils are found within the existing Hanford community and extend to the east of the city.

5.3 Agricultural Resources

5.3.1 Introduction

Agricultural production is the most important economic base in Kings County, accounting for over \$4.8 billion in production value in 2007. The City's climate, water availability and proximity to transcontinental transportation routes have made it a premier location for agricultural land development for over a century. Most of the land surrounding the urbanized area of Hanford was converted to agricultural use over a century ago, leaving very little undisturbed natural landscape.

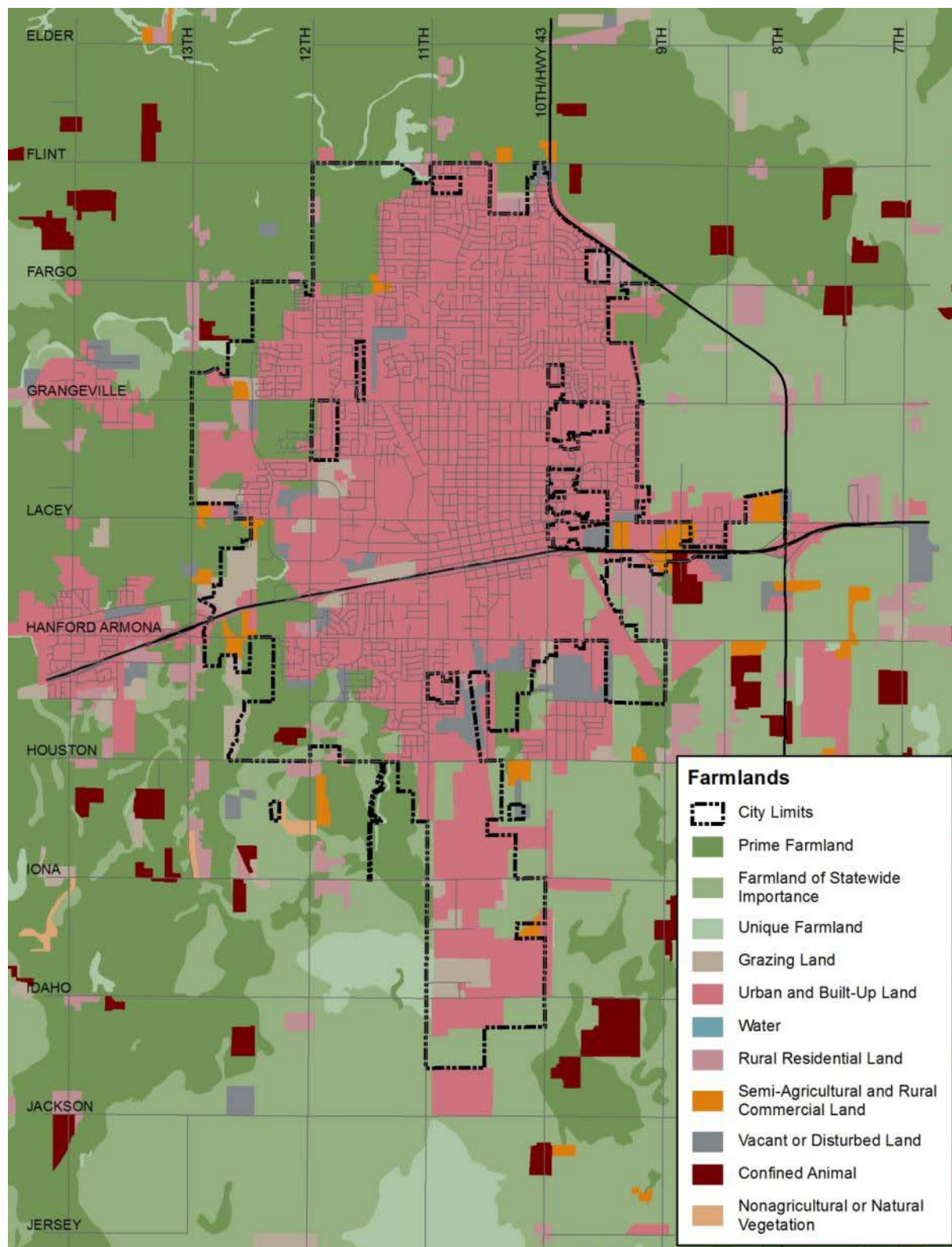
5.3.2 Farmland Mapping

The California Department of Conservation (DOC), under the Division of Land Resource Protection, has developed the Farmland Mapping and Monitoring Program (FMMP) to monitor the conversion of the farmland to and from agricultural use. Data is collected and a series of maps are prepared that identify eight classifications and uses based on a minimum mapping unit size of 10 acres. The program also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. Agricultural land is rated according to several variables including soil quality and irrigation status. Table 5-1 describes DOC's defined categories of farmland, with Prime Farmland being considered the most optimal for farming practices. There are three farmland types in and around Hanford. Figure 5-1 shows the DOC's 2010 mapping of the Planning Area. The following definitions of the different types of farmland are from the DOC.

Table 5-1: Farmland Definitions

FARMLAND DESIGNATION	DESCRIPTION
Prime Farmland	<i>Prime Farmland Land has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained yields of crops when treated and managed, including water management, according to current farming methods. It must have been used for the production of irrigated crops within the last three years. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.</i>
Farmland of Statewide Importance	<i>Similar to Prime Farmland but with minor shortcomings such as greater slopes or less ability to hold and store moisture. Considered to have an excellent combination of physical and chemical characteristics for crop production.</i>
Unique Farmland	<i>Land of lesser quality soils used for the production of specific high-economic value crops. It has the special combination of soil quality, location and growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Unique farmland is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California.</i>

Figure 5-1: Farmland Mapping (2010)



5.0 Open Space, Conservation, & Recreation

Table 5-2: Kings County Farmland Conversion (1984-2010)

Farmland Mapping and Monitoring Program						
CALIFORNIA DEPARTMENT OF CONSERVATION						
LAND USE CATEGORY	ACREAGE BY CATEGORY				1984-2010 NET ACREAGE CHANGED	AVERAGE ANNUAL ACREAGE CHANGE
	1984	1990	2000	2010		
Prime Farmland	149,508	147,203	141,213	130,257	-19,251	-740
Farmland of Statewide Importance	466,040	454,745	430,760	388,891	-77,149	-2,967
Unique Farmland	27,340	26,712	28,450	21,801	-5,539	-213
Farmland of Local Importance *	0	0	6,851	11,138	11,138	428
Important Farmland Subtotal	642,888	628,660	607,274	552,087	-90,801	-3,492
Grazing Land	223,340	223,885	238,485	271,831	48,491	1,865
Agricultural Land Subtotal	866,228	852,545	845,759	823,918	-42,310	-1,627
Urban and Built-Up Land	16,165	25,664	28,938	35,847	19,682	757
Other Land	8,273	12,458	16,018	30,959	22,686	873
Water Area	119	119	66	62	-57	-2
Total Area Inventoried	890,785	890,786	890,781	890,786	1	0
* The Kings County Board of Supervisors adopted a Farmland of Local Importance definition in 1992.						

Table 5-2 shows the acreage of farmland that has been converted between 1984, when mapping began, and 2010. A total of 90,801 acres of farmland (14% of the total) has been converted to other uses during this period. Of those 90,801 acres, 53% was converted to grazing land, 22% was converted to urban land, and 25% was converted to “other” land, which based on the FMMP definitions, is likely confined animal facilities.

5.3.3 The Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to restrict the use of specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal. This is a voluntary program. Landowners enter into contracts with participating cities and counties and agree to restrict their land to agriculture or open space use for a minimum of 10 or 20 years.

The Williamson Act has two types of contracts. Land Conservation Contracts are the more common type. They have a term of a minimum of 10 years, and are renewed for an additional year unless a notice of nonrenewal is filed. Once the notice is filed, the contract completes its

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remaining 10-year term before it expires. This means that landowners with land subject to a land conservation contract need to be planning at least 10 years in advance if they have interest in converting the land to non-agricultural uses. The lesser used type of contract is the Farmland Security Zone contract. These contracts have a life of at least 20 years, and have more restrictions on where they can be placed. Except in extreme circumstances, they are intended to permanently commit the land to agricultural use.

Between 1972 and 2009 the State of California provided subvention payments to counties to partially replace the lost property tax revenue from the program. In 2009, Kings County received a subvention payment of \$2.6 million. This was the fourth largest subvention payment made to a county that year, behind only Fresno, Tulare, and Kern counties. Beginning in 2010, the State severely reduced and then completely eliminated all subvention payments. This represented a significant loss of revenue to Kings County since the reduced property tax assessments continue to remain.

Williamson Act Lands within the Planning Area. There are 17,566 acres of land currently subject to a Williamson Act Contract within the Planning Area (see Table 5-3 and Figure 5-2). Of that amount, all but 2,529 acres are outside the Primary Sphere of Influence (SOI) for Hanford. There are 292 acres currently under non-renewal and scheduled to be removed from the provisions of the Williamson Act between 2014 to 2017. The first amount of land, approximately 74 acres, that is scheduled to be removed from the Williamson Act is located in the northwest portion of the Primary SOI, on the southeast corner of Fargo Avenue and 13th Avenue (Area A in Figure 5-2).

Within the Secondary SOI, there are approximately 5,120 acres of land within the Williamson Act that comprise approximately 58 percent of the total land within the Secondary SOI (8,826 acres). Of that land, approximately 571 acres, 6.4 percent of the Secondary SOI, is scheduled to be removed from the Williamson Act through the non-renewal process between 2015 and 2023. Directly adjacent to the northwest city limits of Hanford, there are approximately 310 acres of land located between 13th and 12th Avenues to the west and east and by Flint and Fargo Avenues to the north and south, respectively, that will be removed from the Williamson Act between 2015 and 2017 (Area B in Figure 5-2).

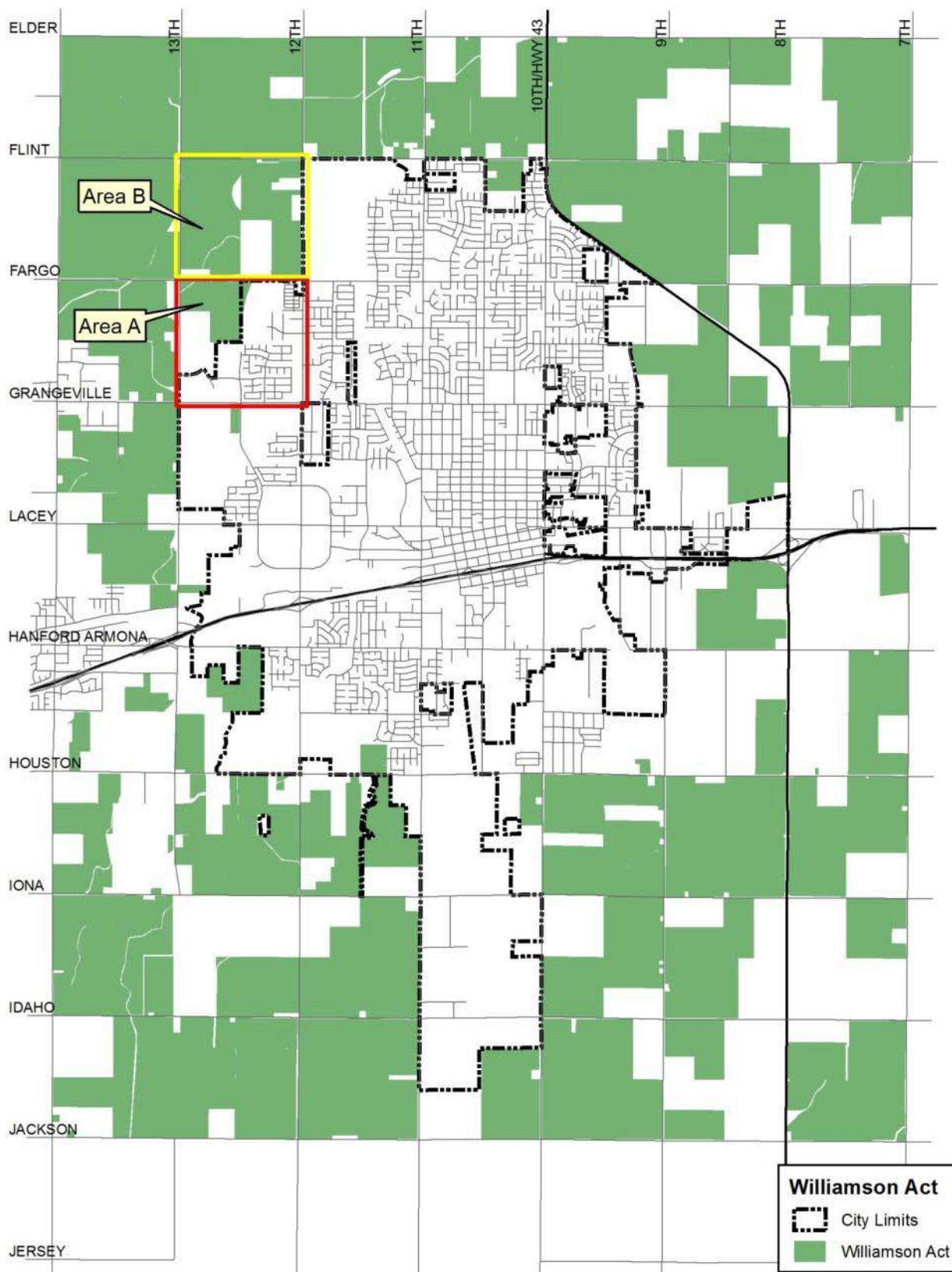
5.0 Open Space, Conservation, & Recreation

Table 5-3: Land within Williamson Act

	<i>Total Area (acres)</i>	<i>Area within Williamson Act (acres)</i>	<i>Percentage Area within Williamson Act</i>	<i>Acres with Notice of Nonrenewal (acres)</i>
<i>Within City Limits</i>	10,935	56	0.5%	43
<i>Within Primary Sphere</i>	5,825	2,473	42.5%	292
<i>Within Secondary Sphere</i>	8,826	5,120	58.0%	572
<i>Within Planning Area</i>	15,244	9,917	65.1%	262
TOTAL	40,831	17,566	43.0%	1,169



Figure 5-2: Williamson Act Lands



5.0 Open Space, Conservation, & Recreation

5.3.4 Kings County Agriculture Land Use Designations.

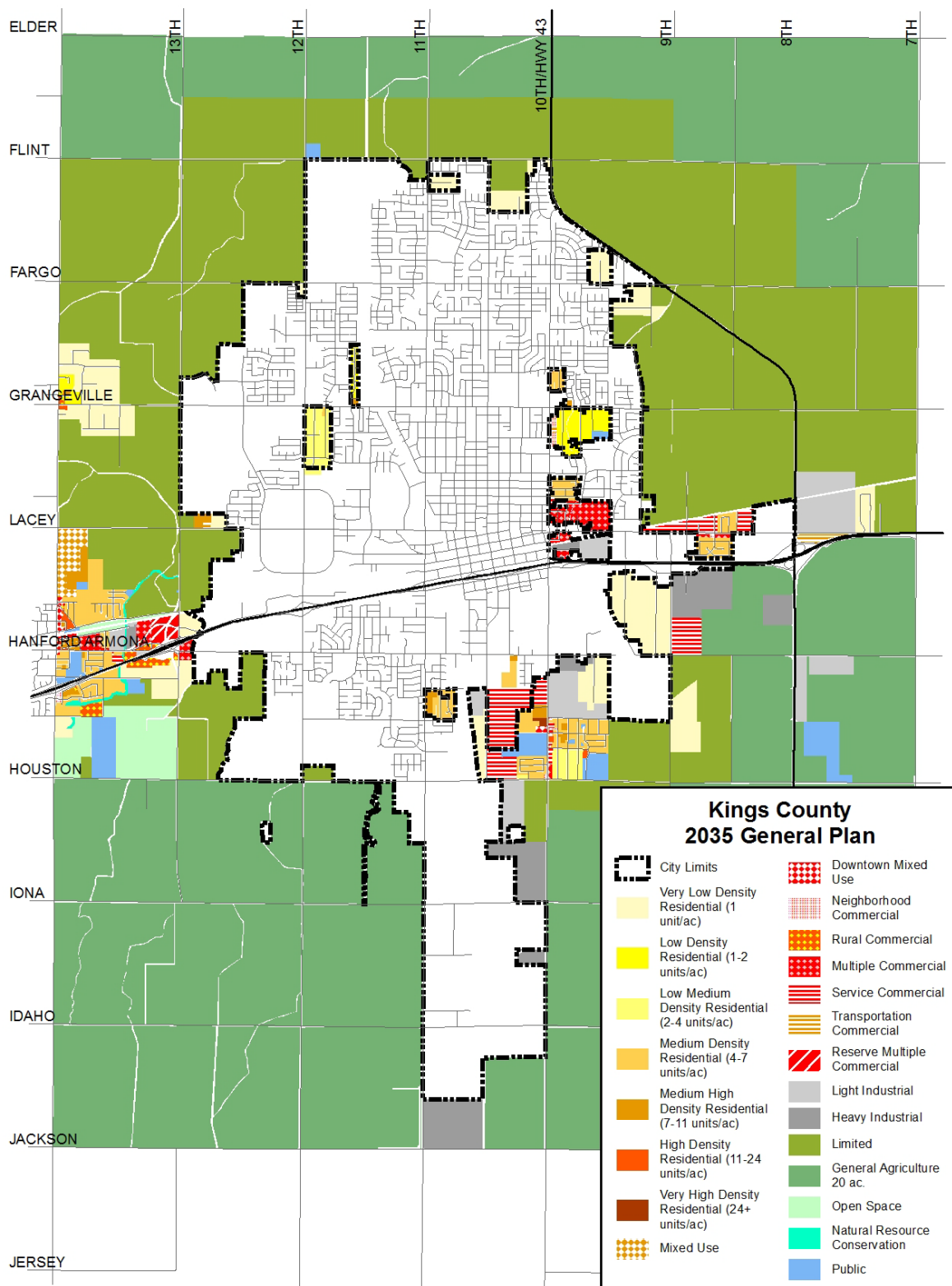
There are three agricultural land use designations in the Kings County General Plan: Limited Agriculture, General Agriculture, and Exclusive Agriculture. The purposes of the three designations are to protect agriculture land from the encroachment of incompatible uses, and to provide appropriate locations for agricultural support business. The major difference between the three designations relate to minimum parcel size, animal keeping, and agricultural service business. Figure 5-3 shows the County's Agricultural Land Use designations within the study area.

Limited Agriculture This designation is applied around urban and rural community areas throughout the county to serve as a buffer between urban and intensive agricultural uses. Permitted activities in the Limited Agriculture areas include field crops, vines, pasture grazing, farm-related homes, farm-related shops, and uses that include the temporary or permanent keeping of animals such as kennels and veterinary hospitals. Examples of excluded uses include new livestock animal concentrations, such as dairies, new intensive agri-service business of a permanent nature, such as cotton gins or other large produce processing activities, farm equipment sales, and service or repair establishments. However, existing agri-service businesses that were established prior to November 16, 2000, may construct new accessory structures that are incidental to the existing use. The minimum parcel size is 10 acres.

General Agriculture This designation is applied throughout the county beyond the Limited Agriculture and urban areas. Permitted activities in the General Agriculture designation are similar to the Limited Agriculture designation, but also include intensive uses such as additional animal concentrations and agri-service businesses. Within the Planning Area, there is a requirement that all land designated General Agriculture have a 20-acre minimum parcel size.

Exclusive Agriculture This designation is applied generally in a three-mile-wide band around NAS Lemoore. The minimum parcel size in the Exclusive Agriculture area is 40 acres. Additional lands located within NAS Lemoore's flight paths and noise contours, outside the three-mile band, are currently under consideration for inclusion into the Exclusive Agriculture land use designation by the 2009 Kings County General Plan Update.

Figure 5-3: County General Plan Land Use for Planning Area



5.0 Open Space, Conservation, & Recreation

5.3.5 Deed-Restricted Agricultural Sites

There are two sites within the Planning Area that will remain in agricultural use due to deed restrictions that have been voluntarily placed on the property by their owners.

Burris Park Foundation Site. Founded in 2007, the Burris Park Foundation performs fundraising and makes expenditures to facilitate the development and implementation of the Outdoor Education Program. Approximately 75 acres south of Grangeville Avenue between Centennial Drive and 12th Avenue was donated to the Burris Park Foundation with the stipulation that it shall remain in agricultural use (currently almonds and pistachios). However, 22-acres may be utilized for an elementary school should the need arise. Currently, the site is planted with pistachio trees and the proceeds from the farming activities are used as a revenue stream for the Foundation.

American Farmland Trust Site. Founded in 1980, American Farmland Trust (AFT) is recognized as a national leader in protecting America's farm and ranch land, promoting healthy farming practices and supporting farms and farmers. AFT acquired an agricultural conservation easement on approximately 73 acres of land in the northern portion of the Planning Area, located south of Flint Avenue and east of Douty Avenue. The conservation easement requires that the land remain only in agricultural use.

5.4 Mineral and Energy Resources

5.4.1 Mineral Resources

Resource extraction involves the removal of natural resources from their place of discovery. The only significant mineral commodities that have been found within the Hanford Planning Area are sand and gravel for road and building construction. At this time there are no known significant deposits, and no active mines.

5.4.2 Energy Resources

Energy can be classified as being either renewable or non-renewable. Renewable resources are those that the supply is unlimited or it can be replenished. This includes solar and wind energy, and, if properly managed, hydroelectric and geothermal power. Nonrenewable resources are those which are limited in supply and which may eventually be depleted. These energy resources include water, oil, and gas. At present, most energy consumed is nonrenewable. There are no resources being used to generate energy from use off-site.

5.4.3 Examples of Recent Conversions from Non-Renewable to Renewable Energy



In December 2012, City of Hanford and Chevron Energy Solutions completed a transformative solar program that reduces energy costs at the City's wastewater treatment plant at 10555 Houston Avenue and will save more than \$7 million over the program's life. The program is expected to cut the City of Hanford's electrical utility purchases by nearly 50 percent at the wastewater treatment plant and offset annual carbon emissions by nearly 1,000 metric tons, an amount equal to removing about 200 cars from the road each year.



In May 2012, Kings County undertook a program to build parking lot shade structures at the County Library and the County Government Center. The panels convert sunlight into a total of about 126 kilowatts during daylight hours to help offset the utility cost at the Library.

In 2013, the City reported that the greatest number of building permits were for solar rooftop panels on homes throughout the city.



Multiple use of the heat generated from natural gas in the production of electricity can be transferred into steam that is used by other industries. GWF has recently constructed a natural gas fired power plant in Hanford and steam from cooling can be made available to neighboring industries for processing needs. This multiple use effort can conserve non-renewable fuels.

5.5 Water Resources

Hanford is located in the Tulare Lake Hydrologic Study Area (TLHSA) as defined by the California Department of Water Resources (CDWR). Encompassing the southern portion of the San Joaquin Valley and adjacent mountain slopes, most surface water in the TLHSA originates as precipitation in the Sierra Nevada Mountain Range.

Hanford's underlying geology is comprised of alluvial deposits. Such deposits form highly productive groundwater aquifers that store vast quantities of water. The San Joaquin Valley groundwater basin has an estimated storage of 570 million acre feet with an estimated useable capacity of 80 million acre feet (DEIR, Hanford Co-generation Project, 1987).

Groundwater has been utilized within the San Joaquin Valley since the early 1900s. Observations in 1916 recorded water levels less than 20 feet below ground surface. Development of irrigated agriculture and reliance on groundwater for urban uses in the TLHSA exceeded recharge as early

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as 1930. Overdraft levels (pumping exceeding recharge) continued to increase until the late 1970s. Since that time, overdraft rates have steadily declined with greater use of surface water resources.

The TLHSA has shown considerable potential for rapid groundwater recharge. This is evident in a reduction of over-drafting and actual increase in groundwater levels during the non-drought period of 1977 to 1986 and again following the break in the drought for the year 1993. This allowed greater reliance on surface water resources, lessened reliance on groundwater, and a general increase in soil absorption that resulted in aquifer recharge.

A significant feature of the aquifers in the Hanford area is a layer known as the E-clay or Corcoran clay. This layer effectively divides the aquifer into two levels, creating an upper and lower aquifer. This layer is located approximately 450 feet below ground surface. Hanford's municipal groundwater is pumped from the lower aquifer, while most private wells pump water from the upper aquifer.

Groundwater in the Hanford area occurs in several ways. Water from natural precipitation, natural and manmade drainage ways and canals, and agricultural irrigation percolates to aquifers. Water also migrates below the ground surface from areas north of Hanford. Finally, Kings County Water District (KCWD) and the City of Hanford are involved in artificial recharge programs that utilize excess surface water.

The City of Hanford has approximately 568 acre feet of water retention and percolation basins. Additionally, the City is planning to add approximately 317 acre feet of drainage basins. Most of these will be located along major drainage channels within the city, and these basins will be designed to provide groundwater recharge as well as flood protection. These basins may also be utilized during dry periods to percolate imported surface waters to recharge aquifers.



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The City of Hanford also recharges the groundwater table through the disposal of treated disinfected wastewater from its wastewater treatment facility. Each day approximately 5 million gallons of water is processed through the facility and discharged as irrigation water for specific types of agricultural crops on land owned outside the City. The City recently purchased land southwest of the City Limits to expand the area available for wastewater reuse and in the process preserved this land for agricultural purposes.



Quality of groundwater within Hanford is acceptable. The Environmental Protection Agency (EPA) and the California Department of Public Health have set the arsenic standard for drinking water at .010 parts per million (10 parts per billion) to protect consumers served by public water systems from the effects of long-term, chronic exposure to arsenic. In order to meet these standards, the City now drills wells up to 1,500 feet deep. Drilling City water wells to this depth and pumping water has substantially increased the cost of providing domestic water for Hanford residents.

Agricultural irrigation water is provided in the vicinity of Hanford by the Kings County Water District (KCWD) and the Kaweah Delta Water Conservation District (KDWCD). In addition to providing agricultural water, both of these districts are involved in active groundwater recharge programs. These programs are carried out through impounding surface water within basins (which recharge local groundwater aquifers), and delivery of surface water (which reduces the reliance on groundwater for agriculture), thereby conserving that valuable natural resource.



The only natural watercourse is Mussel Slough, remnants of which still exist on the city's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Road and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, but remnants still remain in the southern half of the City south of SR 198. The Kings River is about four miles north of Hanford.

5.6 Biological Resources

5.6.1 Biological Setting

Although not common, it is possible that the Planning Area could be inhabited by rare, threatened, or endangered species. There are also resources as such as wetlands, oak trees, and eucalyptus windrows that could be disturbed by new development activity that results from city

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growth. Such disturbance would also have the potential to adversely affect species that inhabit these types of areas, including various amphibians, mammals, song birds, and raptors. Figure 5-3 identifies previous sightings of endangered species within the Planning Area. It also shows the location of two existing natural vegetation areas within the Planning Area.

5.6.2 Flora

Riparian Woodlands. Riparian Woodlands are one of the richest wildlife habitats in the state; however, much has been severely degraded. Less than one percent of the Central Valley's riparian vegetation is in a natural, high quality condition. Vast areas of wetlands (such as the historical Tulare Lake) once occurred in the county. This vast area supported an abundance of wildlife such as Tule Elk, Pronghorn, Grizzly Bears, wading birds, furbearers, pond turtles, frogs, native fishes, and huge numbers of breeding and wintering wildfowl. Today, less than four percent remains.

There are two patches of riparian woodlands identified by the State Department of Conservation mapping program that are within the Planning Area. They are located on the west side of 12th Avenue between Houston and Iona avenues, and along the west side of 13th Avenue, north of Iona Avenue. They are 30 and 14 acres in size, respectively.

Valley Oak Woodland. Valley Oak Woodland habitat has been seriously impacted by agricultural conversion. These oak woodlands, once miles wide, have been largely reduced to large, relic trees scattered on the immediate riverbanks and as shade trees around farmhouses and parks. Valley oak woodland was located along the floodplain of the sloughs and side channels in areas of west Hanford. This habitat is characterized by well-spaced stands of mature valley oak (*Quercus lobata*) with little or no subcanopy.

Valley oak woodland provides food, cover, nesting sites, and dispersal habitat for a wide variety of wildlife. The large oak trees present in this habitat provide nesting opportunities for many birds of prey, including Swainson's hawk. Typical wildlife species in this vegetation community include California ground squirrel, western fence lizard, western scrub jay, California quail, northern flicker, northern mockingbird, mourning dove, American kestrel, and red-tailed hawk.



5.6.3 Fauna



Hoary Bat. The bat is yellowish brown to mahogany brown. The underside is whitish on the abdomen, pale brown on the chest, and yellowish on throat. The bat is about 5 inches in body length and has a wingspan of about 5 inches. Young are born in June. Like other bats, it forages on insects at night. The bat prefers open habitats or habitat mosaics, with access to trees or cover and open areas or habitat edges for feeding. It roosts on dense foliage of medium to large trees and feeds primarily on moths. Hoary bats prey on many insect species that are considered to be pests. It occasionally uses caves for roosting. This species has been found in the urbanized area of Hanford and the Kings County General Plan Update EIR identified the need to avoid disturbing hoary bat breeding colony sites.

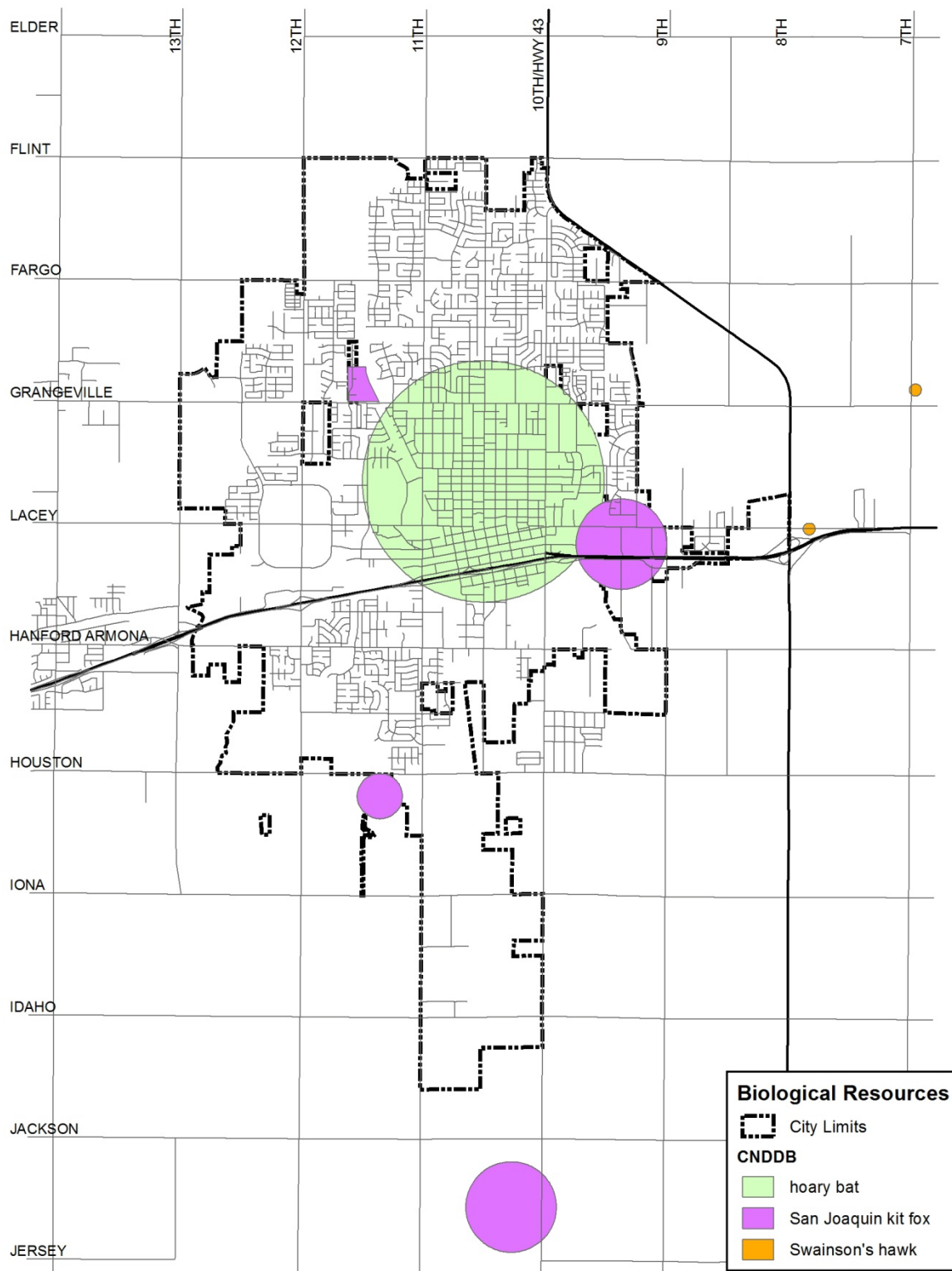


San Joaquin Kit Fox. The delicately built, cat-sized San Joaquin kit fox is the smallest North American member of the dog family. San Joaquin kit foxes have an average body length of 20 inches, an average tail length of 21 inches, and stand about 9 to 12 inches at the shoulder. These slender-built animals are characterized by relatively long legs and large, conspicuous ears. Adult males weigh about 5 pounds, and adult females weigh about 4.6 pounds. This species is mostly nocturnal, and hunts jackrabbits, cottontails, kangaroo rats, ground squirrels, and mice.

The kit fox cannot construct its dens in shallow or hardpan soils, or areas where the water table is high. For ease of digging burrows, it has preferred areas on the western side of the Valley where the soil is loose-textured. During the day it occupies dens; a mated pair may have more than thirty dens over nearly six hundred acres of territory. San Joaquin kit foxes are frequently found on cultivated ground and in pastures, although they probably cannot survive indefinitely in intensely cultivated and irrigated land.

In the 1970s, kit foxes were still denning along Cross Creek from east of Hanford into Tulare County, and individual animals were still seen occasionally in portions of the county north of Hanford. There have not been any recent records from those areas. Agricultural and residential development of the San Joaquin Valley has eliminated most of the San Joaquin kit fox's habitat. By 1979, less than 7 percent of its original habitat remained.

Figure 5-4: Identified Natural Areas and Species Sightings



Sources: Department of Conservation; CA Natural Diversity Database

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Swainson's Hawk. The Swainson's hawk (*Buteo swainsoni*) is a State-listed threatened species in California that was listed in 1983 by the California Fish and Game Commission due to its diminishing habitat and the decreased population numbers across the state. Today, the majority of the population in California resides throughout much of the California Central Valley that extends from Tehama County to Tulare and Kings counties. Kings County provides suitable Swainson's hawk habitat, consisting of large, open grassland and agricultural landscapes. Swainson's hawks are migratory birds of prey that spend their breeding season (roughly March 15th thru September 15th) in the Central Valley and their winters on the plains of southern Brazil and Argentina.

Western Pond Turtle. The western pond turtle has lost most of its habitat in the Central Valley of California to agricultural activities, flood control, and urbanization. Although a few areas still support this turtle, most habitats are now altered by humans. This turtle was originally present in such sufficient numbers in Tulare Lake that it was commercially harvested in the late 1800s. Few extant populations are now known from Kings County. They are still found in the Kings River and there is a population that lives at the Hanford Wastewater Treatment Facility.

5.7 Historical and Cultural Resources

5.7.1 Regulatory Setting

A property may be designated as historic by National, State, or local authorities. In order for a building to qualify for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a locally significant property in the county, it must meet one or more identified criteria of significance. If the designation is for a building, the structure should also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. An explanation of these designations follows.

National Register of Historic Places. The National Register of Historic Places (NRHP) is administered by the National Park Service. Listing in the National Register assists in preservation of historic properties through the following actions: recognition that a property is of significance to the nation, the state, or the community; consideration in planning for federal or federally-assisted projects; eligibility for federal tax benefits; consideration in the decision to issue a federal permit; and qualification for federal assistance for historic preservation grants, when

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funds are available. Properties may qualify for NRHP listing if they meet any of the following criteria:

- Are associated with events that have made a significant contribution to the broad patterns of our history
- Are associated with the lives of persons significant in our past
- Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- Have yielded, or may be likely to yield, information important in prehistory or history

California Register of Historic Resources. The California Register of Historic Resources (CRHR) is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. A resource is eligible for listing on the California Register if it meets any of the following criteria for listing:

- It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- It is associated with the lives of persons important in our past
- It embodies the distinctive work of an important creative individual, or possesses high artistic values
- It has yielded, or may be likely to yield, information important in prehistory or history

5.7.2 Historic Resources

Hanford has three buildings listed on the National Registry of Historic Places. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Resources.

Hanford Carnegie Library. The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many



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Carnegie libraries that were funded by steel magnate Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and re-opened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area.

The second floor exhibits the history of Kings County, the cultural groups that helped build the community, and a look at the early settlers and businesses that help form the community. The first floor includes exhibits on the daily life of Victorian Hanford, Hanford's military history, and a tribute to Amelia Earhart.



Kings County Courthouse. The 1896 Kings County Courthouse was erected after Kings County was formed. Constructed in an eclectic mix of styles in a park in the center of Hanford, it was expanded in 1914. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978. The old courthouse was remodeled in the early 1980s and now houses offices, small shops, and eating places.



Taoist Temple. The Taoist Temple at No. 12 China Alley in Hanford, in Kings County, California, dates from 1893. It was listed on the U.S. National Register of Historic Places (NRHP) in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown, after it moved to the 200-foot long China Alley in the 1890s, after a fire in the previous Chinatown area. China Alley served the second largest population of Chinese in the U.S., behind San Francisco. The temple itself was argued in its NRHP nomination to be valuable "as an example of typical late 19th century indigenous construction, with oriental overtones in keeping with the theme of the original Hanford Chinese settlement and with the buildings still remaining."



China Alley. The National Trust for Historic Preservation named China Alley in Hanford to its 2011 list of America's 11 Most Endangered Historic Places. This annual list highlights important examples of the nation's architectural, cultural and natural heritage that are at risk of destruction or irreparable damage. Not only does the "11 Most" list emphasize the importance of preservation, it also helps local groups rally support for the buildings in imminent danger.

When Chinese immigrants first arrived in Hanford in 1877, they found themselves in an unfamiliar place with no reminders of home, facing cultural barriers, and often out-right racism. Chinese men supplied the

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back-breaking labor that built the railroads and then labored in the increasing acreage devoted to agriculture. Despite segregation and oppression, the Chinese community in Hanford flourished and developed a vibrant Chinatown, known as China Alley, which soon boasted restaurants, herb stores, laundries, gambling houses, grocers and a Taoist temple—all constructed of local California redwood and brick fired on site. A short, densely lined street, China Alley was a vibrant hub where immigrants met to talk politics, share a meal, read Chinese newspapers and play mah-jong. Reaching its peak in the pre-World War II years, China Alley increasingly served a more diverse population, especially as racial barriers were challenged and eased.

The China Alley buildings, many with Chinese vernacular details, are a compelling reminder of Hanford's vibrant Chinese community of the 19th and 20th centuries. While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future.

5.7.3 Archaeological Sites

Native Americans have established many places which they consider sacred. Sacred sites vary in form, ranging from settlements where Native Americans lived to specific places of religious significance. Sacred sites are invaluable to Native Americans because they are part of their cultural beliefs and practices. Due to urban growth and development, however, Native American sacred sites are threatened by destruction. California law requires cities and counties to contact, and consult with California Native American Tribes before adopting or amending a General Plan, or when designating land as open space for the purpose of protecting Native American cultural places. This allows Native American tribes an opportunity to participate in local land use decisions at an early stage in the planning process for the purpose of protecting or mitigating impacts to cultural places. The process of locating cultural places begins with contacting the NAHC (Native American Heritage Commission). Native American sites are confidential and their locations cannot be published. A board certified archaeologist is qualified to review maps and data to identify their locations.



California Native American Heritage Commission

"For the preservation and protection of Native American human remains, associated grave goods, and cultural resources."

5.7.4 Cultural Resources

There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources.



Clark Center for Japanese and Art & Culture. At the Clark Center for Japanese Art & Culture at 15770 10th Avenue, visitors encounter about 1,600 works, including ceramics, sculptures, folding screens, hanging scrolls and a library featuring nearly 7,000 titles on Japanese art. The center also features a changing display of more than 20 bonsai trees.

Temple Theater. The old Chinese school at 514 Visalia Street. in Hanford was built in 1922 for \$3,500. Children from the town's Chinese district were sent to the school to learn Chinese history, language and culture. Known as the Chinese Center for Knowledge, it closed in the late 1940s. Reopened in 1964, the Kings Players at the Temple Theater present live performances annually from March through December.



Fox Theater. Built by William Fox of Fox Theaters in 1929, the Hanford Fox Theatre was designed as an “atmospheric theatre”. This type of theatre, as opposed to the ornate or art deco style, was designed to create the illusion of being located in a romantic far-off place – a Spanish courtyard, complete with twinkling stars and crescent moon in a dark night sky. There are tile covered buildings with lighted windows, balconies and turrets, silhouetted and backlit by the glow of a village beyond. In the shadows rise mountains covered with cypress and palm trees. Greco-Roman columns support the proscenium. Further back are Mediterranean and Spanish renaissance influences, but the overall decor is Mission Revival. The restored 1929 Historic Hanford Fox Theatre, with its 889 seats downstairs, is the largest sloped-floor auditorium in Kings County. The theater is currently used for live performance and movies.



Kings Art Center. Located at 605 N. Douty Street in downtown Hanford, the Kings Art Center's mission is to enhance the lives of Kings County residents and friends by providing a center to experience the visual arts. The Kings Art Center provides hands-on art education coupled with high quality exhibitions of artwork from throughout California as well as from local artists. The Kings County Art League, originally founded in 1946, is a group of working artists and arts enthusiasts who support programming at the Kings Art Center. The League hosts the Kings Art Center's exhibition receptions and organizes two exhibitions each year. The Kings Art Center Guild is a group of art supporters dedicated to raising funds for the benefit of the Kings Art Center.

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Hanford Civic Auditorium. In 1923, construction began on an assembly hall known as the Civic Auditorium. The hall was dedicated in 1924. The main auditorium is utilized extensively by community groups and organizations, and the City Council and Planning Commission meet regularly in the Council Chambers.

Hanford Veteran's Memorial Building. The Veteran's Memorial Building opened in 1926. It was the first building honoring veterans in California that was built under a new state law that authorized the use of public monies for veterans facilities. Since 1981 the building has been used as a seniors center.



5.8 Scenic Resources

Scenic Highways. The California Department of Transportation (Caltrans) has not officially designated any routes within or around the Planning Area as scenic highways. However, SR 198 from Highway 101 to Sequoia National Park is eligible for scenic highway status.

When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. Scenic corridors consist of land that is visible from the highway right of way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. The city or county must also adopt a Corridor Protection Program. There are five legislatively required elements for such a Program:

- Regulation of land use and density of development
- Detailed land and site planning
- Control of outdoor advertising
- Careful attention to and control of earthmoving and landscaping
- The design and appearance of structures and equipment

Scenic Lands. The County has not designated any specific scenic resources within the Planning Area. All designated scenic lands are located in the southwest and along the Kings River in the northern and western areas of Kings County.

Open Space Buffers between Communities. The Kings County General Plan policies recommend that the visual identities of communities be preserved by maintaining open space separations between urban areas.



The County has specifically identified the west side of 13th Avenue between Lacey Boulevard and Front Street (UPRR tracks) as an agricultural open space buffer to maintain physical separation of the urbanized areas of Armona and Hanford. There is no specifically identified separation area between Hanford and Home Garden.

5.9 Parks and Recreation

5.9.1 Regulatory Setting

Quimby Act. The Quimby Act permits local jurisdictions in California to require the dedication of land for parks and/or the payment of in-lieu fees for purchase of park land.

The required dedication and/or fees are based upon the residential density, parkland cost and other factors. Land dedicated and fees collected pursuant to the Quimby Act may only be used for the purpose of developing new or rehabilitating existing park or recreational facilities. The dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons residing within the new development. .

Mitigation Fee Act. The Mitigation Fee Act (AB 1600) permits local jurisdictions to charge fees to mitigate impacts of development including, but not limited to, parks and other recreational facilities. Fees must bear a reasonable relationship to the developers' fair share of the cost of the facilities and must be used solely for the purposes for which they were collected.



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5.9.2 Park Classifications.

The City of Hanford uses a hierarchy to classify the types of parks and park standards that are desirable for various locations in the city. This hierarchy is an adaptation to local conditions of the National Recreation and Park Association Open Space Standards.

Mini-Park or Pocket Park. A Mini-Park is typically under two acres in size and intended to serve the needs of a specific neighborhood within a quarter-mile radius. The recommended size is 0.25 acres per 1,000 population. Pocket parks are usually fully landscaped with trees and turf. More urban-style parks include hardscape. Besides residential neighborhoods, they can also be found in downtown areas to serve the needs of shoppers or employees as places to rest or eat.

Neighborhood Park. This type of park is primarily for children and families. The Neighborhood Park is usually 5 to 7.5 acres in size. A neighborhood park serves a half-mile radius and the recommended size is 1.00 acre per 1,000 population.

Community Park. A Community Park is intended to serve the needs of the entire city especially those living within about a 2-mile radius of the park. Being larger in size, it provides outdoor and indoor facilities that accommodate a much wider range of recreational interests than a Neighborhood Park. Facilities usually include fields and courts for various adult sports. A community park's recommended size is 5.0 acres per 1,000 population.

Regional Park. A regional park is a large open space facility designed for active and passive uses. It can be a large natural open space area, or an improved area with fields and courts that usually include lighting. A regional park serves the entire community and often draw people from outside the community, especially for special events.

Special Use Parks. Special use parks provide a specific type of recreational activity and are meant to serve the entire community. The BMX Track, Harris Street Ball Park and The Plunge/Skate Park site are examples that provide special programmed park spaces.

Dual-Purpose Storm Basin Parks. Some neighborhood, community and regional parks, include storm water detention basins to use the land more efficiently. This allows the site to be used to control urban flooding, recharge groundwater systems and provide recreational use. Careful design can allow the storm basin to be used for recreation when not filled with water.



Indoor Recreation Facilities. Indoor recreation facilities allow for public gathering places for a variety of social and recreational activities. Larger facilities serve the entire community while smaller facilities may serve a large neighborhood or a certain portion of the community. The Civic Center Auditorium, Coe Hall, Longfield Center, St. Brigid's Teen Center, and the Veterans-Senior Center, are examples of indoor recreational facilities.

School Parks. All school sites have limited public access since their primary purpose is to support the educational mission of the school districts that control their use. There are 16 school sites within the Hanford. These facilities are sometimes accessible to the public during school hours in some cases. The schools are evenly distributed however there are no schools within a walkable distance south of Houston Avenue.

5.9.3 Existing Parks and Recreation Facilities

Hanford currently has 21 parks and 5 City-operated indoor facilities. They are listed in Table 5-4. Their locations and service area radii are shown in Figure 5-5. There are nine parks classified as Mini Parks in Hanford. Many of these parks are located in the northern area of town, in newer residential developments north of Grangeville Road, except for Hye Park (located in the east central area of town), Airport Park, and the Longfield Center Grounds (located south of SR 198). Large portions of the city do not include mini parks within the fabric of the older neighborhoods, including the outlying central core, and most of the western half of the city (both north and south of SR 198). Of the City's 11 developed neighborhood parks, nine provide picnic facilities, and ten provide playground apparatus. Specialized recreational facilities (e.g., tennis courts, swimming pool, ball fields) exist at seven of the City's facilities. The most common specialized facilities are lighted ball fields. Community parks are intended for more adult-oriented and organized sport activity.

Two facilities operate as teen centers - Longfield and the Teen Center at Civic Park. The Longfield Center on S. Douty Street has a gymnasium for basketball, racquetball, volleyball, a weight room, and a game room for billiards, video games and ping-pong tables. The gymnasium capacity is 300 and is available for event rentals. "The Party Zone" at the Hanford Teen Center is located at 400 N. Douty Street.

According to a survey identified in the 2009 Parks, Recreation, and Open Space Master Plan, the most highly used parks by Hanford's youth include Freedom Park, Hidden Valley Park, Centennial Park and Coe Park.

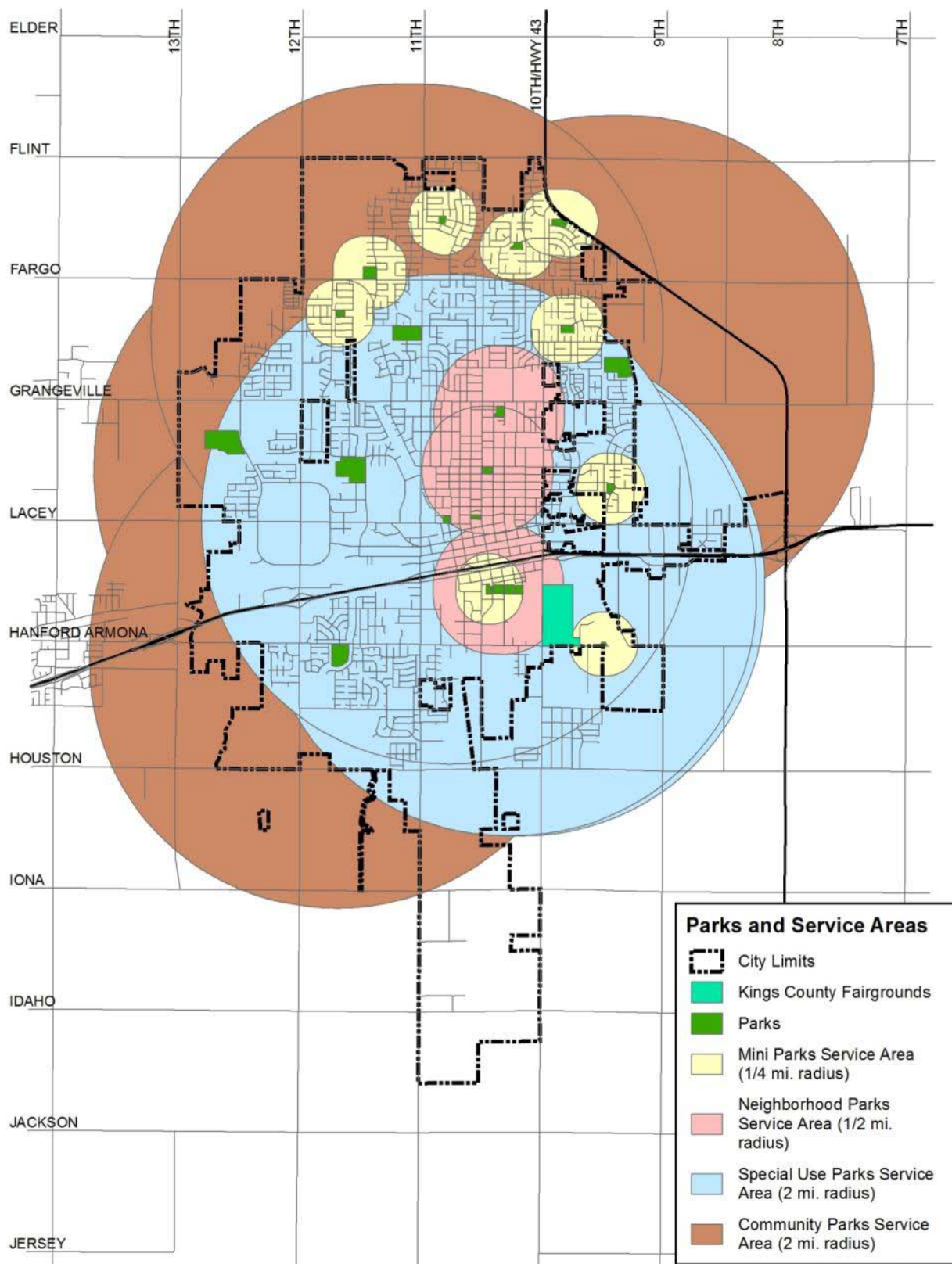
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Table 5-4: Existing Hanford Park and Recreation Facilities

CLASSIFICATION	NAME OF FACILITY	ACRES
Mini-Park	Airport Park	0.9
Mini-Park	Encore Park	1.9
Mini-Park	Hye Park	2.7
Mini-Park	Lakewood Park	2.7
Mini-Park	Longfield Center Grounds	2.2
Mini-Park	Quail Run Park	2.1
Mini-Park	Sherwood Park	3.3
Mini-Park	Stone Crest Park	1.4
Mini-Park	Vineyard Park	1.8
Neighborhood Park	Coe Park	4.1
Neighborhood Park	Earl F. Johnson Park	4.2
Neighborhood Park	Lacey Park	2.7
Community/Special Use Park	Bob Hill Youth Athletic Complex	26.2
Community Park	Centennial Park	14.4
Community Park	Civic and Courthouse Grounds	6.1
Community Park	Freedom Park	16.7
Community Park	Hidden Valley Park	36.0
Regional/Special Use Park	Hanford Joint Use Softball Complex	32.0
Special Use Park	BMX Track	4.7
Special Use Park	Harris Street Ball Park	4.4
Special Use Park	The Plunge and Ford Hill Skate Park	2.0
Indoor Facility	Civic Center	N/A
Indoor Facility	Coe Hall	N/A
Indoor Facility	Longfield Center	N/A
Indoor Facility	St. Brigids' Teen Center	N/A
Indoor Facility	Veterans-Senior Center	N/A
TOTAL ACRES		172.5



Figure 5-5: Park and Recreation Facility Service Area Map



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5.9.4 Other Open Space Areas

Community Gardens. Two community gardens currently operate in Hanford. The City Recreation Department operates the Hanford Community Gardens, located at the corner of S. Douty Street and 2nd Street next to the Longfield Center. The Hanford Community Garden has 30 garden plots available at no cost to the public. The only requirement is that they be well maintained and cared for throughout the year. The Adventist Health Central Valley Network operates the Greenfield Community Gardens located on Greenfield Avenue, near the Kerr Outpatient Center. The one third-acre site features a greenhouse, 30 garden plots, and tool shed.



Medians and Parkways. City of Hanford Parks and Recreation maintains the medians on city streets, as well as a limited number of parkways (the landscaped area between the street curb and the property line). These areas are landscaped, irrigated, and include sidewalks. The city has no natural open space where trails may be located and these strips often provide pedestrian access from neighborhoods to schools, shopping, and jobs.



Park Maintenance Staffing. In 2009, staffing levels were at one employee for every 10.3 acres of park, and City-maintained medians and parkways. Due budget cuts required by the economic downturn, in 2013 staffing levels were at one employee for every 17.3 acres. There is no specific ratio identified as the adequate ratio, and only a few cities have adopted specific ratios: The City of Burbank uses a ratio of 4.39 acres per employee (2009) and the City of Anaheim uses a ratio of 10.52 acres per employee (2009) to provide park maintenance (“Municipal Benchmarks: Assessing Local Performance and Establishing Community Standards” by David N. Ammons).

5.9.5 Regional Parks and Facilities

Hanford residents enjoy the use of three County parks which provide regional recreational opportunities. Burris, Laton-Kingston and Hickey Parks are all located outside the Planning Area, but they do meet some of the need for regional parks for Hanford. In addition, the County Fairgrounds, which is within the Planning Area, is operated by volunteers.

Burris Park. Burris Park is located approximately 12 miles north of Hanford and offers a combination of active and passive recreation including an outdoor education facility. Burris Park is also the home of the Kings County Sportsman’s Club.



Laton-Kingston Park. Laton-Kingston Park is located on the Kings River approximately 10 miles north of Hanford in Fresno County. The focus of the park is primarily passive recreation. The park's beach areas are very popular for sunning and swimming when the Kings River is flowing. Laton-Kingston Park is a 102 acres with 22 acres developed in trees and turf. The park has two picnic shelters, picnic areas, BBQs, tables, a playground, and restrooms.

Hickey Park. Hickey Park is located approximately 8 miles northwest of Hanford. This is the most highly used park in Kings County. This park offers a combination of passive and active recreation.

Kings County Fairgrounds. The Kings County Fairgrounds are located on S. Tenth Avenue between Glendale Avenue and Hanford-Armona Road and west of the Hanford Municipal Airport. The Fairgrounds host the annual Kings Fair in early July. The Kings Speedway hosts stock car and sprint car racing events from February through October and the Swap Meet/Flea Market meets on weekends. The buildings are available to be rented for home shows, weddings, quinceaneras, and other events. Attendance at the Kings Fair is ranges from 33,000 to 40,000 people during the four days that it operates. The equivalent of approximately 100 jobs is created as a result of spending by the Kings Fair. The Kings Fair has been in operation since 1945.

5.9.6 Special Events

Hanford hosts array of special events to attend throughout the year. Many of these events are provided by Main Street Hanford and the Hanford Chamber of Commerce. These events are popular and are attended by residents as well as non-residents. They include:

- Everybody's Irish St. Patrick's Day celebration held in downtown Hanford in March
- Kings Players at the Temple Theater live performances from March through December
- Cinco De Mayo on May 5
- Homecoming Week Parade in mid-May
- Thursday Night Marketplace in early May to late September
- The Kings Fair: during the Fourth of July period
- Cruise Night and Multicultural Festival in early September - classic cars on display, cultural performances, and craft and

5.0 Open Space, Conservation, & Recreation

food booths offering history and a taste of each featured culture

- Blues and Roots Festival in mid-September
- Special Olympics Chili Cook-Off is held in late September - chili booths, food and vendor booths, live entertainment, a beer garden, and car show
- Kings Art Center Annual Gala in late September - semi-formal fund raising dinner for the numerous programs offered at the Kings Art Center
- Renaissance Fair during the first weekend of October
- Witches Night Out in late October - lady's night costume event in downtown Hanford
- Moon Festival during the first Saturday in October - celebrates Chinese history and culture.
- Hanford Christmas Parade during the last week of November - high school marching bands, floats, custom cars, service clubs, youth groups, and local dignitaries.
- Wine & Chocolate Tasting in early December - a holiday season event that includes live music and caroling



CHAPTER 6

PUBLIC FACILITIES & SERVICES

CHAPTER 6

PUBLIC FACILITIES & SERVICES

6.1 Introduction

This chapter describes existing public services and utilities in Hanford. Each type of public service has a unique set of constraints, and each service must adapt to growth and change differently. This chapter describes the capacities and levels of service for various public and private facilities, services, and utilities serving Hanford. The chapter is divided into the following sections:

- Water Supply
- Wastewater
- Stormwater Drainage
- Solid Waste Disposal & Recycling
- Dry Utilities
- Law Enforcement
- Fire Protection
- Emergency Services
- School Facilities
- Other Public Buildings & Services

6.2 Water Supply

6.2.1 Regulatory Setting

Federal Safe Water Drinking Act. Because of the health concerns associated with arsenic, Congress implemented the Safe Drinking Water Act (SDWA). SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many

actions to protect drinking water and its sources. In accordance with the SDWA, all community water systems are required to monitor the arsenic concentrations in their systems.

Arsenic has been a constituent of ongoing concern for the City of Hanford. Some wells have been abandoned because of high arsenic concentrations. New wells have been drilled at much greater depths to obtain better quality water. The EPA Arsenic Rule will greatly impact the City's water supply.

California Administrative Code Title 22. The Safe Drinking Water Act (SDWA) of 1974 gave the United States Environmental Protection Agency (EPA) the authority to set standards for contaminants in drinking water supplies. The EPA was required to establish primary regulations for the control of contaminants that affect public health and secondary regulations for compounds that affect the taste, odor, or aesthetics of drinking water. Under the provisions of the SDWA, the California Department of Health Services (DHS) has the primary enforcement responsibility. California Administrative Code Title 22 establishes the DHS authority and stipulates State drinking water quality and monitoring standards.

California Senate Bill 610. Senate Bill 610 (SB 610) requires projects subject to the California Environmental Quality Act (CEQA) that meet the following criteria to prepare a Water Supply Assessment (WSA):

- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor area.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
- A proposed hotel or motel, or both having more than 500 rooms.
- A proposed industrial, manufacturing or processing plant, or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- A mixed-use project that includes one or more of the projects specified in this subdivision; or

- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project.

Additionally, SB 610 requires that the proponents of a project subject to CEQA identify the public water system(s) that would supply water to the project; and requests that the agency managing the public water system(s) prepare a specified WSA.

Urban Water Management Planning Act. In 1983, the California Legislature enacted the Urban Water Management Planning Act. This Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually shall prepare and adopt an Urban Water Management Plan (UWMP). Water suppliers are required to prepare a UWMP within a year of becoming an urban water supplier and update the plan at least once every five years.

It is the intention of the Legislature to permit levels of water management planning commensurate with the number of customers served and the volume of water supplied. The Act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry and multiple dry years. The Act also states that the management of urban water demands and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

The State Department of Water Resources (DWR) has designed its urban planning assistance program to assist urban water suppliers to meet the requirements of the Act. Program staff assists urban water suppliers with preparing comprehensive and useful UWMPs, implementing water conservation programs and understanding the requirements of the Act.

6.2.2 Existing Conditions

The City of Hanford water system is a groundwater system. Groundwater in the Hanford area is contained in both an unconfined and confined aquifer lying beneath the city. No surface water is used by the water system. Water is pumped from 13 deep wells; wells are drilled to a minimum depth of 1,500 feet. The well depth is determined by the water quality. The groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition to natural water recharge, the City of Hanford, in cooperation with the Peoples Ditch Company and the Kings County

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Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the drainage and slough basins located throughout the city to help replenish groundwater in surplus years. Other sources of groundwater recharge in the area include percolation from storm water basins, local waterways, and agricultural irrigation.

The DWR has subdivided California into 10 separate hydrologic regions that correspond to the State's major drainage basins. Hanford is located within the Tulare Lake Hydrologic Region. The City's water supply consists solely of groundwater from the Tulare Lake Groundwater Subbasin. This section summarizes the groundwater basin underlying the city.

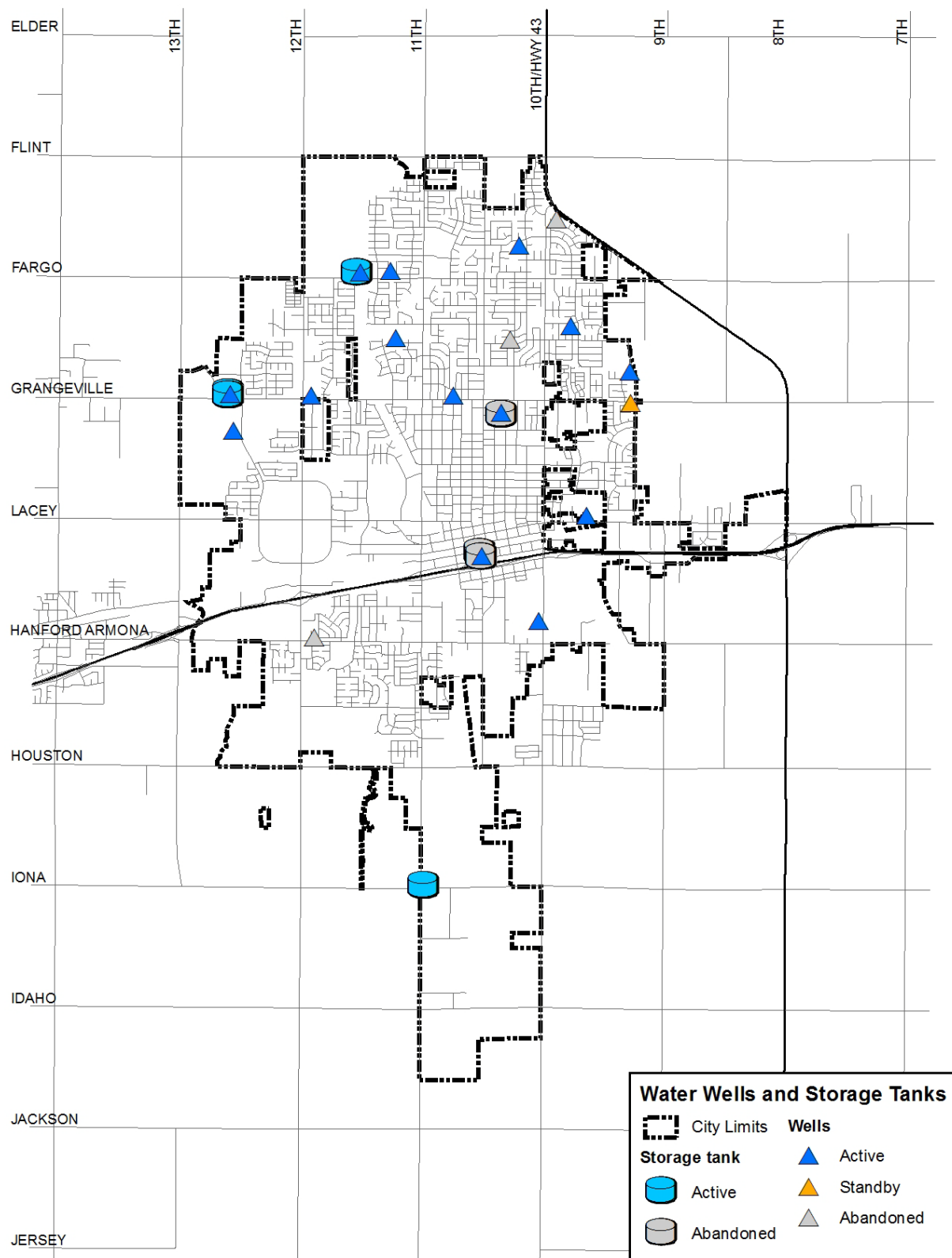
Hanford's water wells and storage tanks are shown in Figure 6-1. Hanford's water distribution system includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately one mile grid. Expansion of the system will require continued looping of lines and expansion of fire flow reserve facilities. There are few, if any, system constraints for future development.



Groundwater Basin Description. The groundwater underlying the city is located within the San Joaquin Valley Groundwater Basin. This basin contains multiple interconnected subbasins that transmit, filter, and store water. Hanford is specifically located within the Tulare Lake Groundwater Subbasin. According to the DWR, the Tulare Lake Subbasin covers a surface area of approximately 524,000 acres (818 square miles) in Kings County. It is bounded on the south by the Kings-Kern county line, on the west by the California Aqueduct, the eastern boundary of Westside Groundwater Subbasin, and Tertiary marine sediment of the Kettleman Hills. On the north, it is bounded by the southern boundary of the Kings Groundwater Subbasin, and on the east by the westerly boundaries of the Kaweah and Tule Groundwater Subbasins.

The southern half of the Tulare Lake Sub-basin consists of lands in the former Tulare Lakebed in Kings County. The Tulare Lake Groundwater Sub-basin is not an adjudicated groundwater basin. DWR has assigned the sub-basin a 'Type B' groundwater budget, which means that enough data is available to estimate groundwater extraction to meet local water needs, but not enough data is available to characterize the groundwater budget.

Figure 6-1: Existing Water Wells and Storage Tanks



City of Hanford Arsenic Reduction. The City's requirement to ensure that naturally-occurring arsenic levels in the ground water meet federal and State Environmental Protection Agency (EPA) mandated levels within timeframes as approved by those agencies was met in December of 2010. The recommendations of the arsenic reduction study reduce naturally occurring arsenic levels to the new EPA standards. In cooperation with the State Health Department, the City took older wells off-line and replaced them with new and deeper wells to reduce the level of arsenic in the water supply system.

Prior to 1958, the California Water Services Company operated the water system in Hanford. The City of Hanford purchased the system in 1958. Hanford relies on ground water for domestic water supply. Deep wells approximately 1,500-feet and below the Corcoran clay layer, provide generally good water quality. The City currently meets the Maximum Contaminant Level (MCL) for arsenic in all water wells and has been in compliance since 2010. Arsenic is a naturally occurring element that is found in the underlying sediments of the San Joaquin Valley.

The City maintains 206 miles of main lines and 15,870 service connections. The City has established an ongoing program to replace undersized and aging water mains with larger lines that have the capability to deliver more water and consistent pressure as demand increases. The city has constructed 6 new deep water wells, rehabilitated 2 deep wells, and eliminated 6 old wells with poor water quality. In an effort to use the most cost efficient wells in the system as primary producers, a sophisticated computer control system was installed in 1992. The system is currently being upgraded and is anticipated to be fully functional in spring of 2014.

The City's water system consists of 13 supply wells, 1 standby well, 3 elevated storage tanks (all 3 of which are abandoned), 1 existing 0.5 million gallon ground level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the city (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility).

Kings County Water District. The Kings County Water District (KCWD) manages surface water supply east of the city and area groundwater. It is a legal entity formed to provide water management in the northeast portion of Kings County. Since 1954, the KCWD has been responsible for monitoring groundwater levels, implementing

6.0 Public Facilities & Services

programs to recharge groundwater, and managing water replenishment and waste throughout the county.

6.2.3 Planned Improvements

The City's Five-Year Capital Improvement Program for ongoing facility improvements planned for the system includes:

- Replace undersized mains, extensions, and in-fill on the major main distribution grid in various city locations.
- Install new deep water well and associated equipment to provide for additional delivery capacity and service reliability.
- Upgrade existing small mains and older mains that do not meet the City standards for fire protection or delivery of water to consumers.
- Install system (well sites and tank sites) system security measures such as security cameras, anti-climb fencing, lighting, hatch intrusions shut down systems and perimeter alarms in compliance with U.S. Bureau of Homeland Security.
- Modify the current Supervisory Control and Data Acquisition (SCADA) system alarm structure to allow for flexibility in the types and locations of alarms.
- Continue the water conservation program through education and cooperation.

6.2.4 Water Conservation Ordinance

During the past drought years of 1976 and 1977, the City adopted a Water Conservation Ordinance for water use and conservation. The City has required water meters on all new construction since 1976. The Public Works Department implements the ordinance to conserve water use in residential areas. The ordinance limits the watering of lawns to specific days of the week, depending on street address, and requires water meters on all new services, residential, commercial, and industrial. Likewise, remodels in excess of \$5,000 or installation of a swimming pool require the installation of a water meter. In addition, the City regularly participates in educating the public on water conservation, such as providing tips on the efficient use of water, or assistance in replacing ultra low-flush toilets in older homes.

These water conservation measures have reduced average per capita per consumption to 205 gallons per day. Given water supply issues for urban as well as agricultural uses that have surfaced in the San Joaquin Valley, it is not likely that there will be a relaxation in the water conservation efforts of the City.

The City no longer participates in a water meter conversion program. Property owners are responsible for all flat rates to meter conversion costs.

6.3 Wastewater

6.3.1 Regulatory Setting

NPDES Wastewater Permits. In 1987, the Clean Water Act was amended to establish the National Storm Water Program and the National Pollutant Discharge Elimination System Permits (NPDES) regulatory program. The State and Regional Water Boards identify the sources of pollutants that threaten the quality of the State's waters and regulate those sources by imposing requirements to control the discharge of pollutants. The Water Boards issue waste discharge requirements (permits) to individual or groups of dischargers, using information on water quality conditions, the type and characteristics of the discharge, and applicable water quality standards and implementing provisions established in policy, plans, regulations, and laws. One of the types of permits issued is the NPDES (National Pollutant Discharge Elimination System) permit for wastewater. Wastewater facilities are issued permits based on the volume of wastewater discharged. A wastewater discharger with design flow of at least 1 million gallons per day (MGD), or has a pretreatment program, is issued a major NPDES permit; a wastewater discharger with a design flow of 1 MGD or less is issued a minor NPDES permit.

National Pretreatment Program. The National Pretreatment Program is a cooperative effort of federal, State and local regulatory environmental agencies established to protect water quality. The program is designed to reduce the level of pollutants discharged by industry and other non-domestic wastewater sources into municipal sewer systems, and thereby, reduce the amount of pollutants released into the environment through wastewater. Limits may be met by the non-domestic source through pollution prevention techniques (product substitution recycle and reuse of materials) or treatment of the wastewater.

Hanford, is required to have pretreatment programs because their total design flows are greater than 5 million gallons per day (5 mgd) and they

receive industrial pollutants that could pass through or interfere with wastewater treatment operations.

6.3.2 Existing Conditions

Hanford's existing wastewater system includes a treatment facility south of Houston Avenue and east of 11th Avenue, and 21 sanitary sewer lift stations at various locations throughout the city. The City has plans for pump replacements or upgrades at each of its locations within the next several years.

Wastewater Treatment Plant. The City's wastewater treatment facility provides for treatment, disposal, and reuse of effluent which meets all of the State's discharge requirements, for the entire city of Hanford. The City's plant treats nearly 1.75 billion gallons of sewage each year. The facility is a major part of the City's effort to keep the environment clean and to provide a water resource for agricultural irrigation and reuse.

The latest treatment plant expansion was completed in 2004, increasing the City's treatment capacity from 5.5 to 8.0 mgd, equivalent to an additional service for 8,000 new single-family dwellings. The expansion included a new influent pump station, head works, grit removal, oxidation ditch, and irrigation pump station, as well as several modifications to existing buildings and structures.

A one mega-watt solar array was installed in 2012 to produce approximately one-half the electricity needed annually to operate the facility.

Irwin Street Trunk Main. There may eventually be some capacity issues with the Irwin Street trunk main south of the Downtown East Precise Plan area. Sections of that line are in poor condition, with adverse grades, inadequate size, and near capacity. The City reports that it intends to upgrade this line sometime in the future, if and when needed. City staff's review of capacity for a new land use with a large waste discharge shows some concern about being able to provide service without upgrading the sanitary sewer system prior to construction of that land use. The Public Works Department is monitoring that line's performance continuously and providing the maintenance necessary to maximize capacity. If the line ever failed to adequately function, the City would do whatever is necessary to upgrade it so as not to inhibit redevelopment or new development. The Public Works Department has studied the matter and believes the amount of redevelopment proposed in the recently approved Downtown East Precise Plan area can be accommodated without further expansion of the subject trunk line.

Effluent Reclamation. The City has initiated a program to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and recharge of groundwater supplies for agriculture. The City has obtained a "Master Reclamation Permit" from the Regional Water Quality Control Board for this purpose. Approximately 70-80% of the influent to the wastewater facility is treated, disinfected and reused for agricultural irrigation. Under the regulation of the Regional Water Quality Control Board, this treated wastewater can be used for limited agricultural purposes. At the present time, the City has an agreement with the Lakeside Ditch Company to take the effluent and transport it to agricultural users (the effluent may be mixed with the company's surface water supply when available). The reuse of treated disinfected wastewater accomplishes two important water conservation efforts: 1) the additional supply from the City extends the surface water irrigation season; 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater. The City maintains the option of irrigating land it owns. To ensure long-term feasibility of effluent reuse and preserve agricultural land, the City acquired approximately 1,600 acres of land southwest of the community. This land, when connected to the wastewater treatment facility by a pipeline is capable of accepting reusable treated disinfected wastewater for agricultural purposes.

The new irrigation pump station allows the City to discharge secondary treated disinfected effluent to Lakeside Ditch Company for crop irrigation of over 10,000 acres through a reclamation permit issued by the Regional Water Quality Control Board. Staff is currently in the process of developing a new long-term reclamation project agreement with Lakeside Ditch Company.

As of 2013, the City's Wastewater Treatment Plant capacity appears to be adequate for the medium and long term. Unless water quality regulations change dramatically there will be a continued reliance on reuse of wastewater for agricultural irrigation. The limitations on agricultural crop irrigation reflect State and federal water quality standards used for irrigation. The City has moved forward in the preservation of farmland, with the acquisition of approximately 1,600 acres of land for reuse of treated wastewater. Advantages of reusing treated wastewater are the rich nitrogen content which lowers the fertilizer demand, lower cost of water, and year-round availability.

Satellite water reclamation plants may provide opportunities for reducing demand on existing collection systems or the need to install new collection systems. Satellite water reclamation plants are more

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expensive to construct because they produce high quality reclaimed water. Cost effectiveness of this type of plant is achieved when other capital and operation and maintenance costs are avoided. Those avoided costs include: the cost of installing long runs of interceptors, substituting the cost for municipal water to irrigate large open space areas (like golf courses or extensive greenbelt and linear parkways) by the use of reclaimed water. Substantial water conservation is also achieved with the use of reclaimed water for irrigation.

Because the City recycles disinfected secondary effluent on agricultural farmland, this recycled water use does not directly offset potable water use, and therefore will not aid the City in meeting its 2020 per capita water use target identified in the 2010 Urban Water Management Plan. However, the City's recycling program does reduce the amount of water used by farmers in the area that would otherwise come from surface water and/or groundwater sources.

6.3.3 Capabilities

The City's wastewater treatment facility is designed to a capacity of 8 million gallons per day (mgd) and is expected to provide for growth to 2018. The next planned upgrade will increase the capacity to 10.5 mgd.

While the capacity of the wastewater treatment plant is not an immediate constraint to growth, the capacity of the collection and transportation system is a major constraint in some areas of the City's Planning Area.

To allow growth east of the existing city a major new interceptor line must be installed to connect this area with the wastewater treatment plant. Extending the collection system will be expensive. Extending a traditional collection system appears to be a long-term cost-effective solution to providing sewer service. The public investment in the City's wastewater treatment facility can be maintained and there is efficiency in operating and maintaining a single facility, especially with the organized reuse of treated wastewater already in place.

However, there are other options available to the City to provide for additional capacity in the collection system when needed. Water reclamation plants have been used in other communities where extension of collection systems has been impractical or there is a need for a source of irrigation water. These satellite tertiary wastewater treatment systems produce reclaimed water for irrigation of open space or potentially certain agricultural crops. Strategic location of such plants, where there are cost advantages, can provide an alternative to extension of sewer interceptors and provide irrigation water for extensive open space needs. The wastewater collection system is basically a gravity

system with lift stations as necessary. A gravity system is the most cost effective and energy conservative system to operate. Major lines are in a north-south orientation directed toward the wastewater treatment plant. The 1990 Sewer System Master Plan recommended system improvements to accommodate buildout within the Planning Area of the city. The growth rate assumptions and projected residential densities are consistent with projections contained in this Background Report. Recommended actions to expand the collection system have been implemented by the City with the adoption of resolutions creating the 12" Avenue and the 9" Avenue Sanitary Sewer Area of Benefit Districts and establishing facility improvement fees for each of the districts.

6.3.4 Planned Improvements

The City's Five-Year Capital Improvement Program for planned civic improvements includes the following:

- Upgrades to sewer lift stations 41, 52, 53, and 69;
- Deposit of funds for 2018 expansion of the Waste Water Treatment Plant.

6.4 Storm Water Drainage

6.4.1 Regulatory Setting

Clean Water Act. The Clean Water Act (CWA) is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical and biological integrity of the nation's waters so they can support "the protection and propagation of fish, shellfish and wildlife and recreation in and on the water." The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States.

NPDES Stormwater Permits. In 1987, the CWA was amended to establish the National Storm Water Program and the National Pollutant Discharge Elimination System Permits (NPDES) regulatory program. This two-phased stormwater program was established, incorporating a prioritized approach to stormwater management. Phase I of the program requires discharges from Municipal Stormwater Systems

serving populations over 100,000 to be covered under a NPDES permit. Phase II of the program reduced the population threshold to 10,000 and reduced the area of construction disturbance that requires permit coverage from five-acres to one-acre. NPDES permits cover industrial and municipal discharges, discharges from stormwater systems in larger cities, stormwater associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, and other mining and agricultural operations.

6.4.2 History of Flooding and Flood Zones

Hanford is located within a 500-year Flood Zone as defined by the Federal Emergency Management Agencies Flood Insurance Maps. Five-Hundred Year Flood describes the flood that has a 0.2 percent chance of being equaled or exceeded in any year. Areas subject to the 500-year flood have a moderate to low risk of flooding. As expected, no floods have occurred in the area during recent years and therefore, there has not been a need to impede or place building restrictions upon development. A floodplain map of the region is located in Chapter 7: Health and Safety.

6.4.3 Existing Conditions

Adjacent Waterways. The nearest major waterway to Hanford is the Kings River. It runs southwest about 5 miles north of the city. The second closest waterway is a branch of the Kaweah River system, which flows westward. It is located about 25 miles east of Hanford.

Irrigation Ditches. The major irrigation ditches that flow through the city are Lakeside Ditch and the Peoples Ditch. These ditches are operated and maintained privately by Lakeside Water District and the Peoples Ditch Company, respectively.

Water for the Lakeside Ditch is supplied by the Kaweah River system to the east and flows southwesterly on the east side of town. The ditch then continues southward for agricultural irrigation.

Water for the Peoples Ditch is supplied by the Kings River. Agricultural irrigation is the primary use of this ditch, but it also serves as a storm water outfall during high storm water flow periods. North of the city, the Ditch splits into two parts, the East Peoples and Central Peoples Ditches. The East Peoples Ditch flows southward through the center of the city ending at a basin just south of State Highway 198. The Central Peoples Ditch is the main ditch of the two and flows southward along the west side of the city. The ditch continues to the southwest corner of



the city where it discharges to the Weidman Basin or flows into the New Deal Ditch which continues towards Stratford.

Much of the storm water discharging into the People's Ditch first runs through a series of basins before reaching it. These basins allow for sediment fallout and groundwater recharge.

Storm Drainage System. The Storm Water Management Plan (SWMP) provides a 5-year comprehensive plan designed to enhance and protect storm water quality in the City of Hanford and the surrounding areas. The SWMP incorporates measurable goals, control measures and public programs to minimize the amount of pollutants discharged through the storm water system.

The existing drainage infrastructure within the boundaries covered by the SWMP includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures.

The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated storm water in drainage basins.



Stormwater Basins. The City of Hanford, in cooperation with the Peoples Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the city to help replenish the groundwater. Some of this acreage is located within the City's park facilities.

6.4.4 Storm Water Quality

Storm Water Management Plan. The City of Hanford has developed a Storm Water Management Program (SWMP) to comply with State and federal regulations. Storm water originates from rainfall – whatever doesn't soak into the ground runs off into the City's basins and ditches. Storm water starts off relatively free of pollutants, but as it flows over the landscape it picks up substances from roads, parking lots, and lawns and carries these pollutants directly into the basins and ditches. Many of these pollutants are harmful to the plants and animals that live in or adjacent to streams and ponds. The SWMP contains activities to reduce the amount of pollution in the storm water runoff.

Best Management Practices (BMPs). The purpose of the SWMP is to implement management tools known as Best Management Practices (BMPs). These are designed to reduce the discharge of pollutants from the Municipal Separate Storm Sewer Systems (MS4s) to the “maximum extent practicable,” to protect water quality, and to satisfy the appropriate water quality requirements of the Clean Water Act. The target objective will be gauged using a series of Measurable Goals contained in the City’s SWMP.

The City's SWMP consists of a list of 6 general BMPs:

1. Public Education and Outreach
2. Public Participation and Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Storm Water Runoff Control
5. Post Construction Storm Water Management in New Development and Redevelopment
6. Pollution Prevention / Good Housekeeping for Municipal Operations

Public Education and Outreach. Best Management Practices for this measure include establishing ‘pet waste’ control display signs at parks to encourage the proper disposal of pet waste in public areas; a storm water quality section being developed and added to the City’s website for public information and education; mass mailings containing a storm water quality message being distributed to local residents biannually; and informational storm water flyers available to the public during City events and on display at city offices and participating retailers.

Public Involvement /Participation. Best Management Practices for this measure include the adoption of SWMP ordinances meant to enhance and enforce the City’s position on SWMP; City volunteers who participate in stenciling storm drain inlets, culverts, headwalls, and other drainage structures annually; implementation of an oil and automobile coolant recycling program and hotline; a weekly green waste pickup program; and, a regular schedule of street sweeping in coordination with Community Development Department, Neighborhood Clean Up.

Illicit Discharge Detection and Elimination. Best Management Practices for this measure include updating a storm sewer map and database to monitor cleanups and address complaints of illicit fluid and solid waste dumping; an inter-department task force assigned to respond to notices of sewage spills, leaks, or dumping of illicit fluid and solid waste; a 24-hour emergency response system for public reporting of

illicit discharges and dumping; a program to track and enforce the prohibition of illicit discharges and illegal dumping using the website, new ordinance and a priority action list; training programs for building and construction inspectors, and any other related municipal staff; and, an ordinance prohibiting non-storm water discharges will be developed.

Construction Site Storm Water Runoff Control. Best Management Practices for this measure include the provision of training programs for plan checkers, building and construction inspectors, and any other related municipal staff regarding new municipal water quality control measures and requirements; adoption of a program establishing tiered enforcement, BMP standards, standard SWPPP reviews, and Notice of Intent (NOI) submittal requirements; a standard inspection checklist with measures to establish priority areas of concern; and, the outreach handouts to contractors, including annual (or more often) information training opportunities.

Post Construction Storm Water Management in New Development and Redevelopment. Best Management Practices for this measure include the development of technical criteria and guidance for structural and non-structural BMPs appropriate for the City of Hanford and, the training of department staff involved with implementing, maintaining and tracking post-construction requirements and conditions of approval.

Pollution Prevention/Good Housekeeping for Municipal Operations. Best Management Practices for this measure include a survey of all departments and facilities for any activities that may contribute pollutants to the storm water system in order to develop and implement facility pollution prevention plans; identification of areas and corrective actions for preventing or reducing pollutant runoff from municipal operations; a training program and seminars for all municipal staff on how to reduce or eliminate storm water pollution from their activities; ongoing visual inspections and evaluation of litter in public areas; and, a SWMP suggestion box placed at the cooperation yard for employee feedback.

6.4.5 Planned Improvements

The City's Five-Year Capital Improvement Program for planned civic improvements includes the following:

- Expansion of Scott Street basin north of Hanford-Armona Road
- Increase capacity of main branch of People's Ditch
- New catch basin installation in Downtown East area

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- Upgrade pump at N. Harrison Road
- Storm drain improvements at Osprey Street and People's Ditch
- Increase capacity of the Brown Street Main for the downtown area
- Replace main at Magnolia Street and Amber Way
- Install new pump at Stonecrest Basin
- Provide additional capacity for the Sand Slough at Houston Avenue
- Install storm drain pipeline to connect E. Glendale Avenue to Hansen Basin
- Upgrade pump station at Lamplight Estates (Freedom Park Basin) and replace main
- Install pump at Mussel Slough / YMCA Basin

6.5 Solid Waste Disposal & Recycling

Nearly every human activity leaves behind some kind of waste. Households create ordinary garbage, industrial and manufacturing processes create solid and hazardous waste, and construction activities leave behind large chunks of debris and inorganic materials. In 2006, U.S. residents, businesses, and institutions, produced more than 251 million tons of municipal solid waste, which is approximately 4.6 pounds of waste per person per day. In addition, American industrial facilities generate and dispose of approximately 7.6 billion tons of industrial solid waste each year.

Cities generally measure their progress on waste reduction and re-use with a measurement called the "diversion rate". Hanford's diversion rate, most recently calculated in 2006, is 53%, which is about the statewide average. This level also meets the 50% required rate under state law since 2007.

The Kings County Waste Management Authority (KCWMA) was formed in September 1989 by agreement between the cities of Hanford, Lemoore, Corcoran, and the County of Kings in order to provide a regional approach to waste management activities in Kings County. The name was changed to Kings Waste Recycling Authority (KWRA).



KWRA, which is managed by the KCWMA, operates a solid waste disposal and recycling facility at 7803 Hanford-Armona Road, near SR 43 and SR 198, in the southeastern portion of the city. The facility does not accept hazardous waste except for specified days when it permits local residents to drop off their household waste that is considered hazardous (e.g., batteries, paint, used motor oil, cooking oil, etc).

6.5.1 Regulatory Setting

Assembly Bill (AB) 75. AB 75 was passed in 1999, and the State Agency Model Integrated Waste Management Act (Chapter 764, Statutes of 1999, Strom-Martin) took effect on Jan. 1, 2000. The act mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to be taken to achieve the required waste diversion goals. Current statutes require all State agencies and large State facilities to divert at least 50 percent of their solid waste from disposal facilities on and after Jan. 1, 2004. State law also requires all businesses that generate 4 or more cubic yards of waste weekly to recycle. The California Department of Resources Recycling and Recovery (CalRecycle) assists agencies in their implementation of waste prevention, reuse, and recycling programs to reduce waste. These statutes spurred California to the success it now enjoys: a diversion rate equivalent of 65%, and a beverage container recycling rate of 82%. The City of Hanford has instituted a "greenwaste" collection mixed recyclable collection program for single family residential customers.

Assembly Bill 341. California's Legislature and Governor Brown, through enactment of AB 341, (Chapter 476, Statutes of 2011) has directed CalRecycle to propose a plan for the next step in the evolution of California's solid waste stream management. The law establishes a policy goal for California that not less than 75% of the solid waste generated shall be source-reduced, recycled or composted by 2020. It also requires CalRecycle to provide a report to the Legislature by January 1, 2014 detailing strategies to achieve that policy goal. Instead of focusing primarily on local diversion, the law calls for the State and the Department of Resources Recycling and Recovery (CalRecycle) to take a statewide approach to decreasing California's reliance on landfills.

CalRecycle's recommendations will be presented as a report to the Legislature in January 2014. The report will reflect strategies already being implemented, as well as any that CalRecycle proposes to reach the statewide goal. The City of Hanford will revisit this issue in the General Plan Update process when the report is issued.

1995 Integrated Waste Management Plan. The City of Hanford and Kings County have cooperatively developed the Integrated Waste Management Plan (1995). This Plan contains the mandatory elements of a Source Reduction and Recycling Element (SRRE) and a Household Hazardous Waste Element (HHWE). In addition, this document contains a Siting Element and the Non-Disposal Facility Element for Hanford. This Plan has been accepted by the California Integrated Waste Management Board.

6.5.2 Solid Waste Collection and Processing

The KWRA is a key element that helps the City of Hanford meet the State's recycling goals. Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover recyclable materials, including: wood/green waste processed for compost, ferrous/metallic items, plastic and glass, newspaper, scrap paper, junk mail, magazines, paperboard, and cardboard.

The KWRA does not operate an active landfill. Waste is hauled by transfer trucks from the Material Recover Facility (MRF) to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills, approximately 45 miles west of the MRF. A combined MRF and Transfer Station (TS) was constructed near the old landfill southeast of Hanford. The MRF and TS facility includes a small but complete Household Hazardous Waste collection station.

KWRA operates the MFR and TS as an enterprise function, with all revenue coming from solid waste disposal fees and sale of recovered recyclable materials and compost. Responsibilities of the KWRA include the siting, permitting, financing, construction and operation of landfills, and a MRF and TS. Additional responsibilities include all activities and waste diversion goals required by the State and the closure, post-closure monitoring and liabilities of all identified former landfills in Kings County. The closed 95-acre KWRA landfill southeast of Hanford began operation in 1973. The facility reached capacity in March of 1992, and its closure was completed in 1998.

6.6 Dry Utilities

6.6.1 Gas and Electric Service

Pacific Gas & Electric Company (PG&E) and Southern California Edison Company (SCE) both supply electricity to Hanford. Within the Study Area, PG&E provides power to sites that are located south of Iona Avenue and north of Flint Avenue via 12 kv and 70 kv lines. SCE

supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66 kv lines.

The City may want to consider undergrounding overhead utilities within alleys to become more pedestrian friendly in nature and to attract redevelopment. The City would have the option of declaring an Underground District and utilizing Rule 20A funds, if available, for SCE's facilities. Undergrounding may also take place without declaring Underground Districts by utilizing a Rule 20C option, the entire cost of which the City would be responsible for paying. The cost to underground private utilities is extremely expensive. For example, the subject of using available Rule 20A funds was brought up during the Downtown East Precise Plan project in 2011-2012. The suggestion was to consider an undergrounding of the overhead utility in the alley between 7th and 8th streets from Harris to China Alley. The City receives approximately \$100,000 annually from SCE. A project of this size is estimated to cost \$1.5-2 million.

6.6.2 Communication Systems

AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access.

6.7 Law Enforcement

6.7.1 Existing Conditions

The Hanford Police Department (HPD) currently operates out of a single station located at 425 North Irwin Street. In 2002, the General Plan found that "this facility, while adequate for current programs and community demands, offers little room for expansion to meet increasing needs of the police services. As growth continues in Hanford additional sworn officers and support staff will be required." In 2002, the population of Hanford was 43,600. In January 2013, the population was 55,470, an increase of nearly 12,000 residents.

For cities with a population the size of Hanford that are not surrounded by larger urban areas, a ratio of 1.1 to 1.2 sworn officers per 1,000 resident is typically employed. Table 6-1 shows the ratio for Hanford and number of other surrounding cities.

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Table 6-1: Police Officers per 1,000 Residents - Hanford and Neighboring Cities

Police Officers per 1,000 Population	
<i>Avenal</i>	<i>2.37 (2013)</i>
<i>Corcoran</i>	<i>.76 (2011)</i>
<i>Fowler</i>	<i>1.64 (2010)</i>
<i>Hanford</i>	<i>.99 (2013)</i>
<i>Kingsburg</i>	<i>1.22 (2011)</i>
<i>Lemoore</i>	<i>1.17 (2010)</i>
<i>Selma</i>	<i>1.32 (2011)</i>
<i>Tulare</i>	<i>1.17 (2013)</i>
<i>Visalia</i>	<i>1.07 (2010)</i>

The HPD employs 55 sworn officers, for a ratio of .99 police officers per 1,000 Hanford residents. As of November, 2013, the HPD consists of one Chief of Police, 2 Captains, 3 Lieutenants, 4 Sergeants, 31 Patrol Officers, 3 Traffic Officers, 4 School Resource Officers, 4 investigators, 2 Gang Task Force (GTF), and 1 Narcotics Task Force (NTF).

The HPD's actual average response times are 6:30 minutes for Priority 1 Incidents with an average of 32 Priority 1 Incidents per day and a response time of 17:19 minutes for all incidents with an average of 144 incidents per day. The department seeks to maintain a response time of less than 2:30 minutes. The HPD dispatches both for police and fire services.

The 8,600-square-foot police station on Irwin Street was built in 1976, with a projected 20-year life span. It's now in its 37th year. HPD has had to expand into two nearby 2,000-square-foot buildings to house its investigations and records divisions. The department stores thousands of pieces of evidence in eight locations throughout the three buildings. Additionally, the department faces increased calls for service caused in part by AB-109 prison realignment and growing problems with gangs and drugs. Hanford's population has grown by more than 2,000 residents since 2009, when the HPD received 169,995 calls for service. That number is projected to reach 185,287 in 2013. Despite the growing need, the number of sworn officers has been reduced from 57 to 55. If local staffing was comparable to a city like Tulare, Hanford would have about 10 additional officers.

Table 6-2: Highest Crime Areas (2012)

Rank	Boundaries	Number of Incidents
1	Elm St, 7th St, 10th St, Douty St	4,649
2	Elm St, Lacey Blvd, Irwin St, Douty St	4,127
3	Lacey Blvd, 9th Ave, 10th Ave, Grangeville	3,783
4	Lacey Blvd, Hwy 198, 11th Ave, Douty St	3,131
5	Hwy 198, Hanford-Armona Rd, 10 1/2 Ave, 11th Ave	3,055
6	Grangeville, Elm St, 10th Ave, Douty St	2,705
7	Lacey Blvd, Hwy 198, Campus Dr, 12th Ave	2,528
8	Hwy 198, Hanford-Armona Rd, 11th Ave, 11 1/2 Ave	1,636
9	Lacey Blvd, Hwy 198, Campus Dr, 12th Ave	1,469
10	Lacey Blvd, Hwy 198, 12th Ave, 12-1/2 Ave	1,413
11	Cortner St, Grangeville, 11th Ave, Heron Dr	1,330
12	Elm St, Lacey Blvd, Irwin St, 11th Ave	1,290

Recently Adopted Ordinances. Currently, Lacey Park and the Civic Square are areas where the homeless tend to congregate. Hidden Valley is another park that has seen an increase in homelessness. An ordinance that went into effect in March, 2013 has been effective at reducing the number of shopping carts piled with possessions. The ordinance makes it illegal to possess a shopping cart. In October, 2013, the City Council approved an ordinance making it unlawful to loiter or remain in any park between 10 p.m. and 6 a.m. without a permit. The ordinance is meant to prevent people from sleeping in the park overnight. There are currently five homeless shelters in Hanford.

Region V - California Fire and Rescue Mutual Aid System. The state is divided into six mutual aid regions to facilitate the coordination of mutual aid. Through this system the Governor's Office is informed of conditions in each geographic and organizational area of the state, and the occurrence or imminent threat of disaster. Hanford is located within Region V, which includes seven counties – Kings, Kern, Tulare, Madera, Fresno, Mariposa, and Merced.

The Mutual Aid System is an agreement in which two or more parties agree to furnish resources and facilities and to render services to each and every other party of the agreement to prevent and combat any type of disaster or emergency. The Mutual Aid System was established in 1961, and has been used to restore order during emergencies, including civil unrest and to provide assistance to local agencies during other

6.0 Public Facilities & Services

unusual events. The Mutual Aid System is based on four organizational levels: cities, counties, regions and the State. California is divided into six Law Enforcement Mutual Aid Regions. The County Sheriff is a key role player within the system. Each sheriff serves as the Regional Mutual Aid Coordinator.

In previous years, the City of Hanford has assisted neighboring municipalities such as Tulare and Fresno and vice versa through the mutual aid system. Planned events, such as concerts, parades, fairs, etc. are the responsibility of local agencies. Any requirement for additional public safety presence must be addressed through contractual arrangements.

Voluntary Mutual Aid. Mutual aid is voluntary when an agreement is initiated either verbally or in writing. When in writing, which is preferable, the conditions may be enumerated as to what and how much of a department's resources may be committed. The California Fire Service and Rescue Emergency Mutual Aid Plan provides a practical and flexible pattern for the orderly development and operation of mutual aid on a voluntary basis between cities, cities and counties, fire districts, special districts, county fire departments, and applicable State agencies. Normal fire department operating procedures are utilized, including day-to-day mutual aid agreements, and plans which have been developed by local fire and rescue officials. Currently, the City of Hanford provides voluntary mutual aid to Kings County for the unincorporated areas of the County in and around Hanford. Hanford currently shares mutual aid with the following jurisdictions: Lemoore, Visalia, Fresno, Kings County, and NAS Lemoore.

6.7.2 Crime Prevention Programs

Citizen's Police Academy. The purpose of the Citizen's Police Academy is to enhance police/community relations. The HPD believes the success of crime prevention and detection lies primarily with a strong relationship and partnership with the community. The HPD believes the better the community gets to know the men and women of the police department the more they can accomplish together.

The Hanford Citizen's Police Academy is designed to give members of the community an overview of what police work is really like. The Citizen's Academy is a miniature version of the police training academy. Participants receive classroom training in subjects that vary from criminal law to undercover operations.

After successful completion of the Citizen's Academy citizens have the ability to apply for a position on the HPD's Citizens on Patrol program.

This organization is an all-volunteer program made up of members of the community who donate their time to make a difference in the community. Some of the duties that the Citizens on Patrol perform are parades, area checks, subpoena services, requests for assistance, parking citation, assist officers with calls for service, and they also may donate their time to represent the HPD at an event.

Crime Free Multi-Family Housing Program (CFMHP). On July 20, 1998, the HPD began the Crime Free Multi-Housing Program. The Crime Free Multi-Housing Program is a state-of-the-art, crime prevention program designed to reduce crime, drugs, and gangs on apartment properties. This program, first developed at the Mesa Arizona Police Department in 1992, consists of three phases that must be completed under the supervision of the local police department. Property managers can be individually certified after completing training and the property becomes certified on successful completion of all three phases. The Crime Free Program Coordinators provide local training and certify apartment properties in their community. Fully certified properties have reported reductions in police calls for service up to 70% over previous years. The benefits of a Crime Free Multi-Housing Program include:

- A stable, more satisfied tenant base and an increased demand for rental units with a reputation for active management
- Lower maintenance and repair costs. Increased property values
- Improved personal safety for tenants, landlords, and managers
- Reduced exposure to civil liability

Junior Police Academy. The Junior Police Academy (JPA), was originated by the National Association of Veteran Police Officers (NAVPO), and is currently being taught in over 2,000 locations throughout the United States. Hanford is proud to say that Hanford High is the first school district to offer this course in the Central Valley. The program strengthens the partnership between the school and the HPD.

All parties involved, the students, school district, and the HPD have received benefit from this program. The students have gained valuable experience and training in law enforcement, knowledge of how and why police do what they do, learned about our laws and our system of courts,

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and are exposed to the forensic science and technology used in modern law enforcement.

Neighborhood Watch. The Neighborhood Watch program is a program dedicated to improving the quality of life in Hanford's neighborhoods. It is citizens and police working in partnership. Basically a Neighborhood Watch is a cohesive body of concerned citizens addressing issues that concern their neighborhood. It is about empowering the citizens to help reduce their chances of being victimized by crime through education and teamwork. It involves neighbors getting to know each other, and citizens being trained to recognize and report suspicious activities in their neighborhoods.



Problem Oriented Policing Program. The Problem Oriented Policing (P.O.P.) program, was funded through a grant received from the Department of Justice and was instituted within the HPD in 1997. The P.O.P. program is designed to enhance the overall image of the HPD through formal and informal contact with the community; to enhance the quality of life for all citizens; and to exchange communications and ideas between citizen groups, service clubs and neighborhoods with crime prevention, criminal enforcement and a reduction of the crime rate being the ultimate result.

This specialized unit focuses on community involvement through creative partnerships with citizens to perform problem identification, crime analysis, and selective enforcement. The purpose of the unit is to identify specific crime-related problems within the community, target and address the issues, and to work with the community to eradicate crime.

Ride-Along Program. In the spirit of enhancing police relations with the community, citizens are encouraged to participate in the HPD's Ride-Along program. The purpose of the program is to provide first hand insight into the police operations of the city. Contemporary law enforcement demands require a close working relationship and cooperation between police and the community.

School Resource Officer Program. The purpose of the School Resource Officer (SRO) is to enhance the overall image of the HPD and the school district through formal and informal contact with students. This program helps to create and encourage desirable behavior on the part of the youth of this community. It helps to promote a safe environment in and around the schools to exchange wholesome communications and ideas between students, parents, faculty and police officers. The ultimate goal is crime prevention, good citizenship and healthy relationships between all parties.

Gang Resistance Education and Training (GREAT). The G.R.E.A.T. Program is a school-based, law enforcement officer-instructed classroom curriculum. The program is intended to reduce delinquency, youth violence, and gang membership. G.R.E.A.T. has developed partnerships with nationally recognized organizations, such as the Boys & Girls Clubs of America and the National Association of Police Athletic Leagues. These partnerships encourage positive relationships among the community, parents, schools, and law enforcement officers. Lessons focus on providing life skills to students to help them avoid using delinquent behavior and violence to solve problems. The program consists of four components: a 13-session middle school curriculum, an elementary school curriculum, a summer program, and families training.

Kings County Gang Task Force. The HPD is proud to be part of the Kings County Gang Task Force in conjunction with other agencies in Kings County. The mission of the Kings County Gang Task Force will be to significantly diminish the gang violence in Kings County and apprehend the responsible offenders, thereby increasing public safety.

Kings County Narcotics Task Force. The mission of the Kings County Narcotic Task Force is to significantly diminish the availability and use of illegal drugs in the County of Kings and apprehend the responsible offenders, thereby increasing public safety.

Graffiti Abatement Program. Victims of graffiti vandalism will have the graffiti removed by the City at no cost as long as they complete the Authorization for Graffiti Removal Waiver form with the City.

Hanford P.A.L The Hanford Police Activities League (PAL) was established is a city-wide, after-school crime prevention program to provide outreach to local youth and build positive relationships between youth, police officers, and the community. The mission of Hanford P.A.L. is to foster a bond with mutual trust and understanding between police officers and youth through interaction in a non-confrontational setting. A variety of educational and recreational programs and activities are offered to youth ages 7 to 17 years, with an emphasis placed on reaching those who are "at-risk". Currently, the HPD does not have a Police Athletic League (PAL) officer. The objectives of the PAL program are:

- Provide youth an opportunity to grow under the sustained guidance of dedicated adults
- Instill in youth a respect and understanding for law enforcement officers and for the laws they uphold

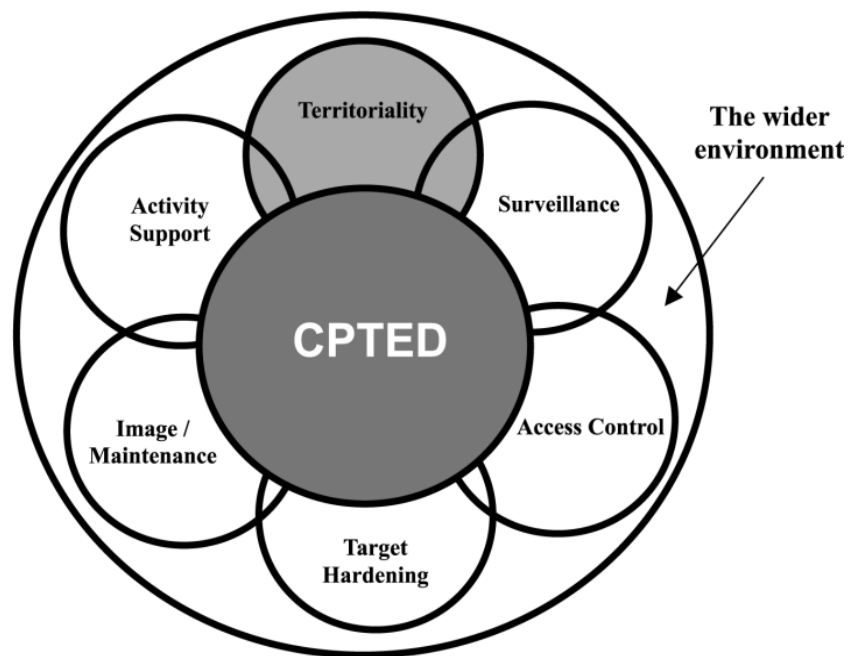
- Assist youth in developing self-esteem and provide them with skills to help stay them in school
- Involve police officers, parents, and community volunteers in personal commitments of time, talents, and energy to the youth of the community

6.7.3 Crime Prevention through Environmental Design

Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. It seeks to dissuade offenders from committing crimes by manipulating the physical environment in which those crimes might occur. As of 2012, most implementations of CPTED occur solely within the built environment. Changing the areas we reside in to deter criminals from committing acts in our communities is the main goal of CPTED. With urban design and the planning that goes into the creation of new, and reformation of older, communities, citizens in these neighborhoods and places of business can feel safer at all hours. The three most common built environment strategies applied in CPTED are natural surveillance, natural access control, and natural territorial reinforcement.

Natural surveillance increases the perceived threat of apprehension to a criminal, who believes he can be seen. Natural surveillance can be implemented by designing sites in such a way as to maximize visibility and foster social interaction among legitimate users of both private and public space. Natural access control attempts to limit the opportunity for crime by taking steps to clearly differentiate between public space and private space. It is accomplished through the conscientious placement of entrances and exits, fencing, lighting, and landscaping, so as to limit access or control flow of ingress and egress to an area.

Finally, territorial reinforcement promotes social control through a heightened definition of space and ownership. An environment designed to clearly



delineate private space creates a sense of ownership. “Owners” typically have a vested interest and are more likely to challenge intruders. This also creates an environment where “strangers” or “intruders” stand out and are more easily identified.

Proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime. Safe, clean, and attractive neighborhoods promote bustling public spaces. When places are active with people and provide clear visibility into and out of public spaces, potential offenders are less likely to commit crimes because of all the “eyes-on-the-street.” Bad behavior is deterred due to the higher risk of getting caught.

6.8 Fire Protection

6.8.1 Regulatory Setting



California Fire Code. In accordance with California Code of Regulations, Title 8, Division 1, Chapter 4, the California Division of Occupational Safety and Health (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all fire fighting and emergency medical equipment.

California Uniform Fire Code. The Uniform Fire Code (UFC) contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the UFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards, safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other fire-safety requirements for new and existing buildings.

6.8.2 Existing Facilities and Programs

The Hanford Fire Department provides service from two fire stations. Station 1 is located at 350 W. Grangeville Boulevard and Station 2 at 10553 Houston Avenue. Hanford is divided into two fire response districts: Station 1 covers the city limits north of SR 198 and Station 2 covers the city limits south of SR 198.

Hanford Fire Department is expected to surpass 5,000 calls for service between the two stations in 2014. In 2013, firefighters responded to 4,749 calls. Of those, just 26.67% had response times of five minutes or

less, the time necessary to prevent the chances of a fire flashover or irreversible brain death if a person has stopped breathing.

Fire and Rescue Personnel. The following guidelines are identified in the International City/County Management Association (ICMA) Yearbook (2011). ICMA identifies leading practices to address the needs of local governments and professionals serving communities globally. The Yearbook recommends 1.02 firefighters per 1,000 population. With that recommendation, the Hanford fire department would have 55 fire suppression personnel. Currently, the department has 27 fire suppression personnel, which is a ratio of .49 firefighters per 1,000 population.

NFPA 1710 is a standard concerning engine and ladder company crew size to respond with the appropriate number of firefighters in the minimum amount of time to fires and medical emergencies. The standard calls for 4 firefighters to arrive at a fire scene within 5 minutes, 90% of the time. The 5-minute standard includes 1 minute to get into turnout gear. The standard also calls for 14 or 15 people to arrive at a “Full Alarm Assignment” within 9 minutes, 90% of the time. The 9-minute standard includes 1 minute to get into turnout gear. Currently the Hanford Fire Department can put a maximum of 7 firefighters on an emergency incident at any given time.

As previously noted, the Fire Department’s current ratio of firefighters to population is .49 per 1,000 residents. The national average is 1.3 per 1,000 and the statewide average is .92/1,000. The neighboring city of Tulare currently staffs .70 firefighters per 1,000.

Response Time and Station Location. In June 2006, Matrix Consulting Group was hired by the City of Hanford to conduct a fire station location study. The study provided an assessment of the current station network and an evaluation of current and future station needs. The study looked at 5 to 15 year population projections with estimated total increases of more than 38,000 residents and nearly 3,000 calls for service. The optimal performance level is that the Hanford Fire Department should reach approximately 90% of the total calls for service within four minutes of drive time by the arriving unit and the second unit should reach approximately 90% of the total calls for service within eight minutes of drive time. At the time of the study, Hanford had two station locations: 1) Grangeville and Redington and 2) Houston Avenue between 10-½ and 11th avenues. Performances of these two stations are projected to reach 66% of calls for service within four minutes and 75% of calls in eight minutes (by two stations). At the time of the study, Matrix recommended that the City should build a station at

Grangeville and Vintage by 2008, a second station at Hanford-Armona Road by 2010, and a fifth station at Lacey Boulevard and 9¼ Avenue by 2016. As of 2006, no additional stations were constructed. The study also stated that these “timeframes should be adjusted for the rapidity of development” within each of the planning study areas. Shortly after the study, development slowed within Hanford due to the economic recession.

The Matrix study also mentions the future growth of 1,700 residential units with a projected population of approximately 5,160 new residents in the northwestern section of Hanford. The five station scenario noted above does not cover this area.

It should also be noted that the Hazards Management Element of the Hanford General Plan (2002) indicates that two additional fire stations are needed to maintain acceptable standards based on population and area of growth considered by the 2002 Land Use Map. Two sites were identified as desirable locations for a future fire station: 1) 12th Avenue at Woodland and 2) Florinda at 9-1/4 Avenue.

Two additional stations would place the majority of the city within that five-minute zone. The new stations would also prevent delays caused by passing trains. There are about 50 trains a day that pass through Hanford, any of which could cause a delay in response time.

In comparison, Tulare has one station for each 18,600 residents while Hanford has one fire station for each 27,700 residents.

To date, two properties for future fire stations have been purchased. The City currently owns sites at Centennial Drive and Berkshire Lane and Florinda Street at 9-1/4 Avenue planned for future fire stations.

Service Call Origination. The highest percentage of current service calls to the Hanford Fire Department originate in an area south of Grangeville, west of Tenth Avenue, north of Center Street, and east of Douty Avenue. A second highest percentage of calls also originate from 11th Avenue between Pepper Drive and Fargo Avenue. A high percentage of calls also originate from the Lacey corridor from 12th Avenue to the western city limits, the downtown core, and 11th Avenue between Grangeville and Hidden Valley Park.

The Hanford Fire Department responds to approximately 4,400 emergency and non-emergency incidents per year. Emergency medical calls make up the majority of the responses.

If a fire overwhelms the first arriving on scene crews, a general alarm or mutual aid with neighboring fire departments is activated, which

summons all off duty personnel and/or neighboring fire departments to the incident.

The Hanford Fire Department is capable of responding to other situations such as hazardous material incidents, high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management. Crews are on duty 24-hours a day, 365 days per year.

6.9 Emergency Services

6.9.1 City Emergency Services Facilities

The Hanford Fire Department provides emergency services to Hanford and the other communities and adjacent unincorporated lands in its service area. Emergency services provided by the department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management.

Fire Prevention. The Fire Prevention Division is responsible for controlling hazards in the community that would lead to loss of life or property by fire, hazardous materials incidents or any other emergency situation that may occur. To accomplish this task the Fire Inspector along with the Fire Chief develops public safety codes, adopts codes and ordinances, completes development plan reviews, maintains the Fire Prevention division records, enforces various codes and performs public safety educational programs.

Another effective tool used against fire and life loss is the Public Education Program. The Inspector and suppression personnel present safety programs to the community. Fire and Burn Safety, Holiday Safety, CPR, Earthquake/Disaster Preparedness and Poison Safety are some of the topics the Hanford Fire Department offers. The fire department performs over 200 presentations each year.

The Hanford Fire Department enforces the 2013 California Fire Code, 2010 California Building Code, the Hanford Municipal Code, and the State of California Health and Safety Code. Inspection of occupancies may be performed annually, bi-annually, monthly, or quarterly depending on the type of inspection and type of building use. Plans for new buildings are checked for proper adherence to the adopted codes prior to construction.

Emergency Preparedness. The City of Hanford has the responsibility to plan for and respond to disasters resulting from hazards that are known to threaten our City. In view of this fact, the City of Hanford

has established an emergency management program to provide overall planning and coordination for emergencies. The Emergency Preparedness Division through the Emergency Preparedness Plan will ensure the most effective and economical allocation of resources for the maximum benefit and protection of its population in times of emergency.

The Emergency Preparedness Division will develop and update as needed an Emergency Operations Plan (EOP) which will provide specific guidance to departments and employees during disasters, develop contingency plans, as necessary and within political and budgetary constraints. The Emergency Preparedness Division will also develop and maintain competent program staff, adequate funding, and the familiarization of other City personnel with their disaster responsibilities.

The Emergency Preparedness Division through the Emergency Operation plan and training will establish the emergency organization, assigns tasks, specifies policies and general procedures and provides for coordination of planning efforts of the various emergency staff and service elements in compliance with the Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS).

6.9.2 Private Emergency Transport Facilities

Ambulance service is provided by American Ambulance. American Ambulance is the sole 911 provider for the exclusive operating area of Kings County and Fresno County. American Ambulance employs over 550 personnel and maintains almost 100 ground and air ambulance vehicles. Other area services offer only non-emergency medical transport.

6.10 School Facilities

6.10.1 Regulatory Setting

California Department of Education Standards. The California Department of Education has published the Guide to School Site Analysis and Development to establish a valid technique for determining acreage for new school development. Rather than assigning a strict student/acreage ratio, the guide provides flexible formulas that permit each district to tailor its answers to accommodate its individual conditions.

6.0 Public Facilities & Services

Education Code Section §17620. Section 17620 authorizes any school district to levy a fee on development projects within the district for the construction or reconstruction of school facilities (subject to the limitations set forth in Government Code §65995), provided the district can show justification for levying the fees.

Government Code Section §65995. This section governs the consideration of impacts and mitigation related to schools conducted pursuant to CEQA. It limits the County to charging no more than the statutorily required impact fees authorized under §17620 to offset school impacts, unless the school district conducts a School Facilities Needs Assessment and meets specific conditions. Section 65995 states that the payment of a fee, pursuant to Education Code §17620 and in the amount specified in §§65995.5 or 65995.7 of the Government Code, will fully and adequately mitigate the provision of school facilities related to new development. This section also prohibits the County from disapproving a project based on the inadequacy of school facility fees, or the project applicant's refusal to provide school facilities mitigation.

6.10.2 Existing School Facilities

There are six elementary school districts and one high school district within the Planning Area. The district boundaries are shown in Figures 6-1 and 6-2. There are also private schools that are affiliated with religious organizations.

Hanford Joint Union High School District. The Hanford Joint Union High School District (HJUHSD) educated 2,811 students in 2009 from three comprehensive high schools - Hanford High School and Hanford West High School along with Earl F. Johnson Continuation School, and Hanford Adult School. A third comprehensive, state-of-the-art high school - Sierra Pacific High School - opened on August 13 2009 with 217 freshman students.

Hanford High School and Hanford West High School each serve approximately 1,700 students. Earl F. Johnson High School serves about 250 students. Hanford Adult School serves a wide variety of students through its many and varied programs. Sierra Pacific High School is the only HJUHSD school currently open for Intra-District transfers. Sierra Pacific High School was built because two existing comprehensive high schools, Hanford High School and Hanford West High School, were over their enrollment capacities. The second phase of Sierra Pacific High School will include additional buildings such as an administration building, a second academic building, a wrestling room, a pool an aquatics center, maintenance facilities, library and media center



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according to student growth and the need. All three high schools are located north of SR 198.

Hanford Elementary School District. In 2013, Hanford Elementary School District had an enrollment just over 5,800 students. The following are the schools in the District. They are all within the Planning Area.

- Hamilton Elementary School
- Lee Richmond Elementary School
- Lincoln Elementary School
- Martin Luther King Elementary School
- Monroe Elementary School
- Roosevelt Elementary School
- Simas Elementary School
- Washington Elementary School
- John F. Kennedy Junior High
- Woodrow Wilson Junior High
- Jefferson Elementary School



Pioneer Union Elementary School District. The following schools are in Pioneer Union Elementary School District. They are all within the Planning Area.

- Pioneer Elementary School
- Frontier Elementary School
- Pioneer Middle School

Kings River-Hardwick Union Elementary School District. This District operates one elementary school, Kings River-Hardwick Elementary School. It is located on Excelsior Avenue, outside and north of the Planning Area.

Kit Carson Union Elementary School District. This District operates one elementary school, Kit Carson Elementary School. It is located of 7th Avenue, just outside and east of the Planning Area.

Lakeside Union Elementary School District. This District operates one elementary school, Lakeside Elementary School. It is located on Jersey Avenue, south and outside of the Planning Area.

Armona Union Elementary School District. This District operates three schools: Only the charter school is within the Planning Area.

6.0 Public Facilities & Services

- Armona Elementary School
- Parkview Middle School
- Crossroads Charter School

Private Schools. The following are private schools in Hanford:

- St. Rose-Thomas McCarthy Catholic School
- Western Christian School
- Hanford Christian School
- Heritage Christian Academy

6.10.3 Planned School Facilities

The planning and preferred siting of future schools will need to be determined as a component of the General Plan Update process. The consultant team, the CAC, and the City of Hanford will work closely with the school districts to identify goals and policies for new school locations. As of 2013, no new schools have been identified.



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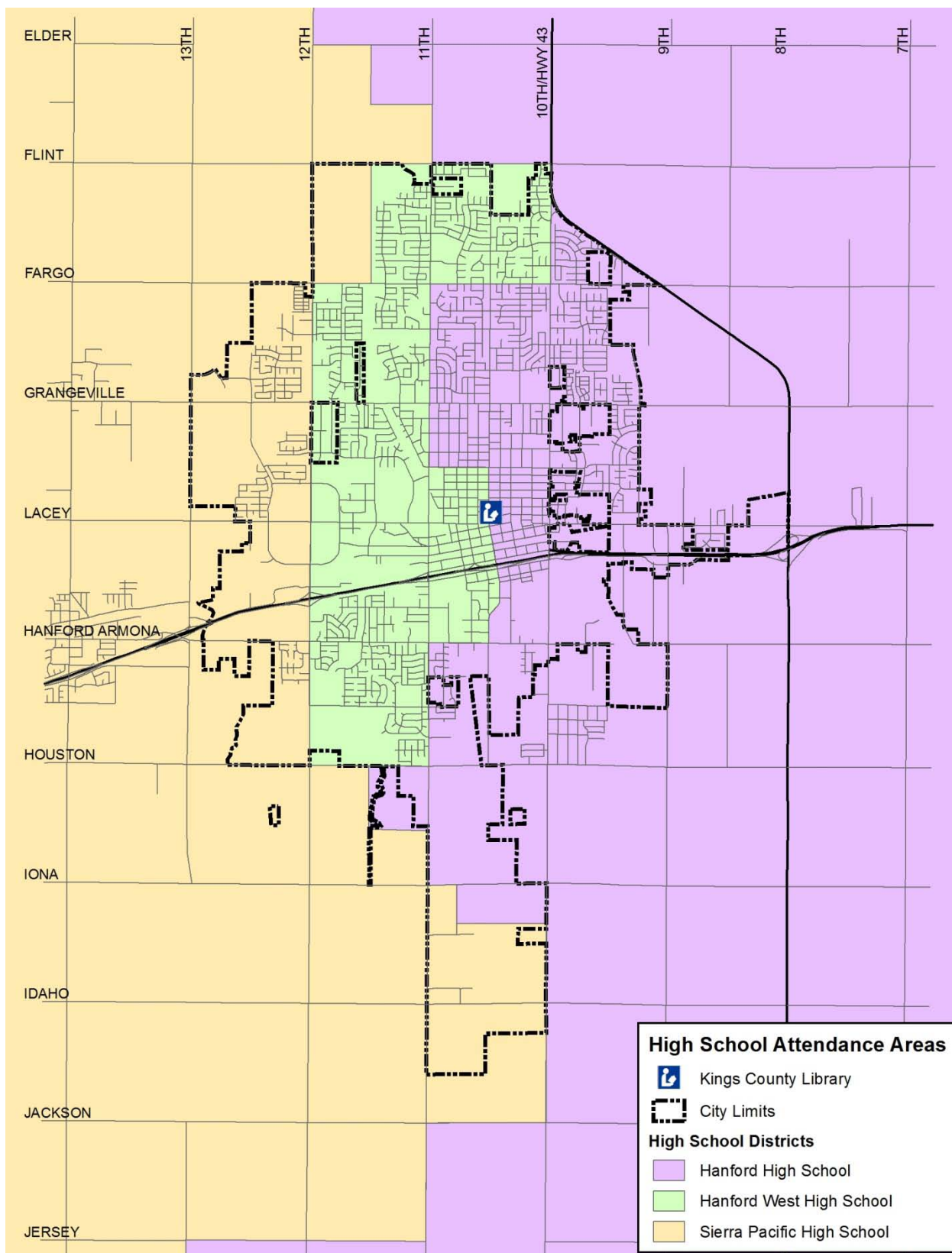
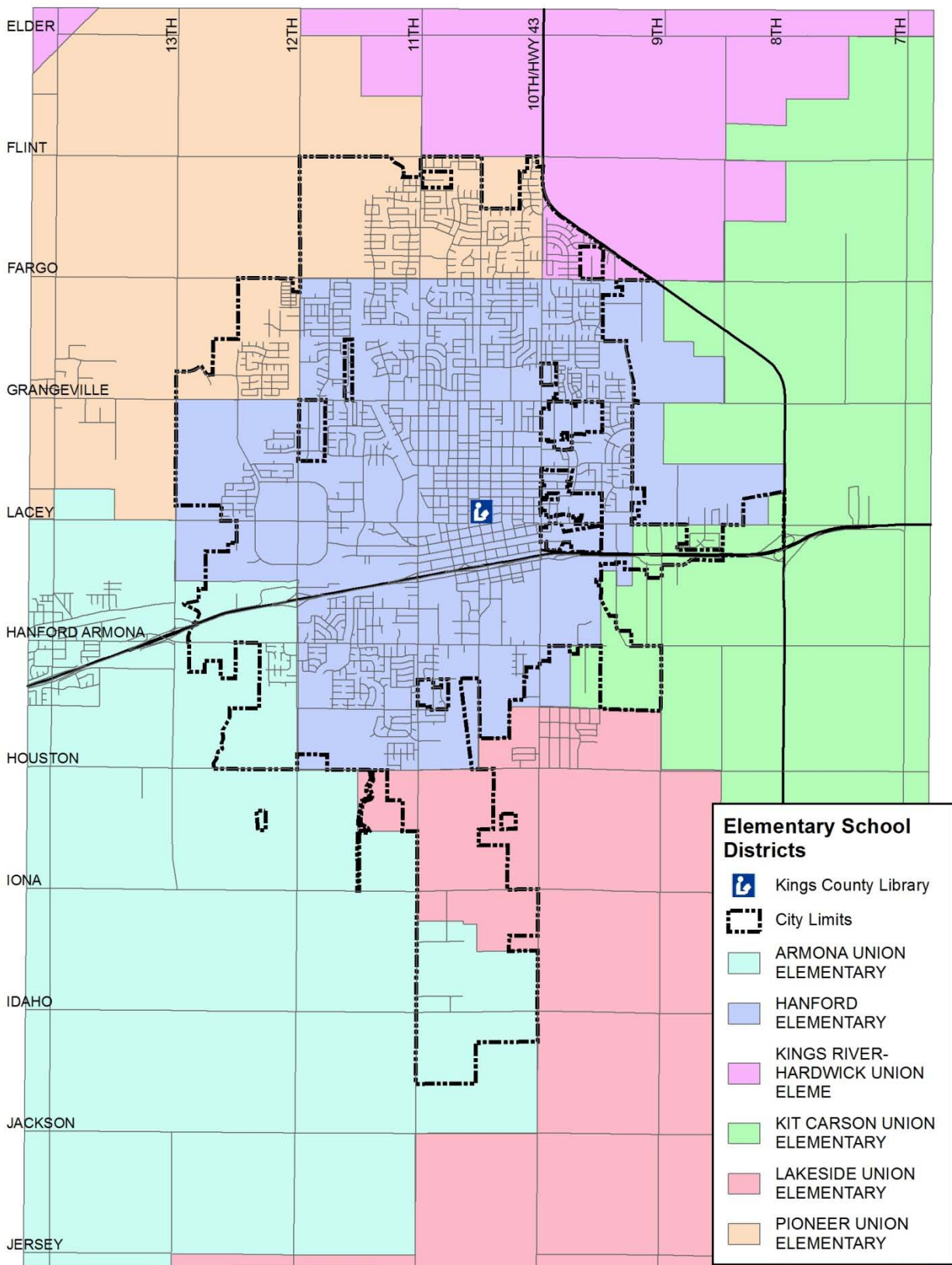
Figure 6-2: High School Attendance Area Map

Figure 6-3: Elementary School Districts Map



6.11 Other Public Buildings & Services

6.11.1 Regulatory Setting

California libraries rely on a variety of federal, State, and local sources, as well as private contributions. Federal funds come primarily in the form of grants to individual libraries that meet specified criteria. At the state level, the Public Library Fund (PLF) provides per capita allocations to public libraries and the California Library Services Act (CLSA) provides partial reimbursements for direct and interlibrary loans. County library systems are divided into two separate categories for purposes of local operational funds: 1) general fund libraries and 2) libraries with a dedicated property tax rate. Hanford's library is a County Dedicated Property Tax Library. Twenty-four counties imposed a separate property tax for libraries before Proposition 13 (1978). This property tax rate still generates revenues, all of which are dedicated to county library services.

County Ordinance 633. On June 21, 2005, the Kings County Board of Supervisors adopted Ordinance 633, which enabled public facilities fees to be levied on new development within the county. The fee structure was based on a Public Facilities Impact Fees report and was established to maintain existing levels of service through the year 2025. The public facilities fees are allocated to specific uses for protection and public services including: Countywide Public Protection, Sheriff, Fire, Library, and Animal Control. The City of Hanford also has a development impact fee that is applicable within the Primary Sphere of Influence of the City. The County collects this City impact fee whenever new construction occurs within those territories that are subject to the impact fee.

California Library Services Act. California public libraries are supported through funded programs of the California Library Services Act, designed to encourage interlibrary cooperation. In 1964, the Public Library Services Act was passed which for the first time allowed for the creation of cooperative ventures with state funds. During the period from 1964 to 1978 many of the current members of the San Joaquin Valley Library System (SJVLS) participated in the services of the Library System. With the passage of the California Library Services Act in 1978—which replaced the Public Library Services Act—SJVLS gained increased funding with more stability. SJVLS was organized under its present structure in 1979. The member libraries at that time are Coalinga-Huron, Fresno County, Kings County, Madera County, Porterville, Tulare County and Tulare Public.

6.0 Public Facilities & Services

County Service Area Law Government Code §25210. Establishes authority and procedures for county boards of supervisors to use county service areas as a method to finance and provide needed public facilities and services in unincorporated areas. The Hanford Branch of the Kings County Library system provides library services to the nearby unincorporated areas such as Armona, Grangeville, and Home Garden. County libraries are organized under the County Free Library Law. In addition, the County Service Area (CSA) Law allows for the creation of a separate legal entity for library services, or a mechanism to provide financing flexibility within an existing county library system.

6.11.2 Existing Conditions

Kings County's first library was a public reading room, established in Hanford in 1891. Books were donated by the citizens of Hanford and funds were raised by sponsoring socials and concerts. In 1902, the Library Trustees met with the City Trustees to propose making an application to Andrew Carnegie for funds to build a new library. The city agreed to procure the land for the building and to provide an annual budget of \$1,500 (Hanford Daily Journal, September 19, 1902). The application was successful, and the reading room was replaced in February 1906 when the City library was opened--built with a gift of \$12,500 from Andrew Carnegie. Designed in the Romanesque style, this building served as the public library until 1968. The building still stands, and after a renovation in 1974 became the local museum.

Six years after the opening of the City Library, the County Library was established by a resolution of the Board of Supervisors in November of 1912. Initially the County Library operated from the second floor of the Hanford Carnegie Library, and from 1912 to 1935, the Hanford City and Kings County libraries operated as a consolidated system. The Hanford City Library resumed its independent status in 1935, and the County Library was moved to the basement of the courthouse. The County Library was later relocated to a small frame structure on Lacey Blvd near Redington Street. The current library opened in August 1968. Partially funded by a Library Services and Construction Act, Title II Grant, this new facility became the home of both the Hanford City and Kings County libraries. In July 1975 these two libraries were again consolidated, and the Hanford library became a branch of the Kings County Library. The Hanford Branch of the Kings County Library system is located in downtown Hanford at 401 N. Douty Street.



6.11.3 Service Area Standards

Although no ratio or standard is required to be met for the number or size of a library based on the population that may use it, currently, in the State of California, County dedicated tax libraries, with their relatively large boundaries, serve a median of 279,000 people. City libraries, with relatively smaller boundaries, serve about 69,000 people. Hanford currently falls within each potential service area. For county dedicated tax libraries, the approximate number of library staff members per 10,000 population averages 2.5. The library currently employs a staff of 16.2 employees. The library is currently adequately staffed based on existing average ratios in the State of California.

6.11.4 Adventist Health Medical Center and Hanford Community Medical Center



The Adventist Health Medical Center and Hanford Community Medical Center are located along the West Lacey Boulevard Retail Corridor. Adventist Medical Center-Hanford (AMC-H) is a 142-bed acute-care hospital in Hanford, replacing the former Hanford Community Medical Center. AMC-H serves 19 communities in Kings, Tulare, Kern and southern Fresno counties. The medical center oversees a network of primary care physicians, community care clinics, and residency programs. In 2012, Kings and Tulare county patients gained access to a comprehensive center for treatment of non-healing wounds, with the opening of Adventist Health/Wound Healing Center on Mall Drive in Hanford.

CHAPTER 7

HEALTH & SAFETY

CHAPTER 7

HEALTH & SAFETY

7.1 Introduction

The protection of public safety and property from natural and human-made hazards are concerns that will be addressed in the Hanford General Plan. Some of these hazards occur naturally, such as earthquakes or drought. Other hazards, like floods, sometimes result from human alteration of the natural environment or from building in locations subject to flooding. Additional hazards are completely human-made, including structure fires and exposure to hazardous materials.

The Health and Safety Element will establish goals and policies that work to protect the community from risks of injury, loss of life and property, and environmental damage associated with natural and manmade hazards. This element will also include methods to reduce criminal behavior through environmental design and response objectives for fire and police operations and emergency services. Although it is not possible to prevent or mitigate all hazards and safety issues, their destructive effects can be reduced or avoided through careful planning.

To assist in the development of General Plan goals and policies that protect and enhance public safety, this section identifies the hazards that the Hanford may reasonably expect to face in the future. The chapter is divided into the following sections:

- Hazard Mitigation Planning
- Natural Hazards
- Manmade Hazards
- Noise
- Public Health and Fitness
- Environmental Justice

7.2 Hazard Mitigation Planning

The Federal Disaster Mitigation Act of 2000 requires all local governments to create a disaster plan in order to qualify for funding for hazard mitigation planning projects. During fiscal year 2005-2006, the President directed the Secretary of the Department of Homeland Security to develop and administer a National Incident Management System (NIMS), which provides a consistent nationwide approach for federal, state, local, and tribal governments to work together more effectively and efficiently to prevent, prepare for, respond to, and recover from disasters.

7.2.1 Kings County Hazard Multi-Jurisdiction Hazard Mitigation Plan (KCMHMP)

The Kings County Multi-Jurisdiction Hazard Mitigation Plan (KCMHMP), October 2007, includes all of the cities in the county, as well as unincorporated areas. Hazard Mitigation Plans are updated every five years. The City of Hanford participated in the development of this plan and has adopted the multi-jurisdictional plan. The KCMHMP identified eight natural hazards that significantly affect the planning area.

- Drought
- Earthquake
- Extreme Heat
- Flood
- Dam Failure
- Fog
- Freeze
- Tornado

The three goals identified in the KCMHMP are:

1. Reduce impacts of natural hazards to human life, property, and the environment
2. Minimize impacts of natural disasters to agriculture and the economies of communities
3. Implement identified mitigation actions

7.2.2 Regulatory Setting

Hanford Emergency Plan, 2006. The Hanford Emergency Plan defines the responsibilities of the City staff in emergency situations and provides for the powers and duties of the Disaster Council. Chapter 2.44 - Emergency Services - of the Hanford Municipal Code provides for the preparation and carrying out of plans for the protection of persons and property within the city in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the city with all public agencies, corporations, organizations and affected private persons. Hanford has adopted Section 6-3 of the Kings County Code of Ordinances providing for disaster council membership. The Disaster Council develops and recommends for adoption emergency and mutual aid plans, agreements, and necessary ordinances and resolutions by the Kings County Board of Supervisors and the city councils of Avenal, Corcoran, Hanford, and Lemoore.

City of Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation. In 1998, the City of Hanford adopted floodplain management regulations. The purpose of Chapter 15.52 of the Hanford Municipal Code is to minimize public and private losses due to flood conditions by restricting certain uses and requiring certain protections in areas of special flood hazards as identified in FEMA Flood Insurance Rate Maps (FIRM). FIRMs have been created for all of Kings County. The ordinance states that flood hazard areas in Hanford may be subject to periodic inundation that could result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, public expenditures for flood protection and relief, and impairment of the tax base. These flood losses are caused by uses that are inadequately elevated, not flood-proofed, or not protected from flood damage.

International Building Code. Municipal Code Chapter 15.04 – Building and Construction. The City of Hanford has adopted the standards of the International Building Code 2012 edition. The purpose of the International Building Code is to provide minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures within the city.

7.3 Natural Hazards

7.3.1 Drought

Drought is a gradual phenomenon that differs from typical emergency events. Many natural disasters, such as floods or earthquakes, occur rapidly with little time to prepare for disaster response. Droughts occur slowly, often over a multiyear period, and it is hard to determine when a drought begins or ends. Impacts of drought are typically felt first by those most reliant on annual rainfall, such as ranchers engaged in dryland grazing, rural residents relying on wells in low-yield rock formations, or small water systems lacking a reliable source. The drought issue is further compounded by water rights specific to a state or region. Water is a commodity regulated under a variety of legal doctrines.

Droughts are generally widespread events that can affect all of Kings County and surrounding counties. Impacts include water restrictions on domestic supplies, agricultural and livestock losses, and increased costs for water. Secondary effects include increased groundwater pumping that can contribute to land subsidence problems and degraded water quality.

Four multiyear droughts are on record for the last 57 years, which averages to one event every 14 years, or about a 7 percent chance of occurrence in any given year. Based on these probabilities, drought will continue to occur occasionally in the future.

Hanford's primary base economy is services, government, and agriculture. According to the Kings County Economic Development Corporation, agriculture represents an annual 2012 gross value of \$2.22 billion in Kings County. Assuming a future drought causes a 20 percent loss of that total value, losses could be in the vicinity of \$443 million. Costs would be associated with 1) economic damage to major crops, 2) lost revenues from the fallowing of land, and 3) costs associated with increased groundwater pumping and lowering of the water table.

Urban Water Management Plan, 2010. The California Water Code requires urban water suppliers to prepare and adopt Urban Water Management Plans (UWMPs) for submission to the California Department of Water Resources (DWR). The purpose of the UWMP is to maintain efficient use of urban water supplies, continue to promote conservation programs and policies, ensure that sufficient water supplies

7.0 Health & Safety

are available for future beneficial use, and provide a mechanism for response during water drought conditions. This plan is to be updated every 5 years. Hanford last updated its UWMP in 2010.

Hanford relies on a groundwater system for municipal water. When drought events deplete the aquifer, water quality decreases and water treatment costs increase. The UWMP assesses the city's vulnerability to different drought scenarios and plans for the actions to be taken during water shortages.

Water Conservation and Water Meter Program. The City of Hanford has a water conservation program that limits the use of outdoor watering through regulating the timing and types of outdoor water use. Water meters are required on services for all new construction, remodels in excess of \$5,000, or installation of a swimming pool.

Water Efficient Landscape Design and Irrigation Ordinance Municipal Code, Chapter 12.08. Assembly Bill 1881 (2006) imposed new requirements on local jurisdictions to adopt by January 1, 2010, either an updated model ordinance to be developed by DWR, or their own water-efficient landscaping ordinances that are at least as effective at conserving water as the DWR model ordinance. Hanford adopted the DWR regulations to establish standards and procedures for landscape designs and installations which are publicly and privately owned and maintained. The intent of these regulations is to develop guidelines for landscapes which utilize reasonable amounts of water and maintain design freedom. The regulations call for reduced water consumption, responsible landscape design, water efficient landscape irrigation practices, and responsible landscape maintenance.



7.3.2 Earthquakes

Earthquakes can cause structural damage, injury, and loss of life, as well as damage to infrastructure networks such as water, power, gas, communication, and transportation lines. Other damage-causing effects of earthquakes are surface rupture, fissuring, settlement, and permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, and dam failure.

The degree of earthquake damage depends on many interrelated factors. Among these are the Richter magnitude, focal depth, distance from the causative fault, duration of shaking, type of surface deposits or bedrock, presence of high groundwater, topography, and the design, type, and quality of building construction.

Background Report

Geographic Extent and Potential Magnitude. No major fault systems are known to exist in Kings County. Minor surface rupture could occur in areas of minor faulting, which occur primarily in the southwestern part of the county. Ground shaking is the most likely damaging effect of an earthquake for Hanford. Shaking was felt in Hanford during the Coalinga earthquake with a magnitude of 6.4 in 1983.

The San Andreas fault is located less than four miles west of the Kings County line. Another large known fault, the White Wolf fault, is located to the south near Bakersfield and produced a 7.7 magnitude earthquake in 1952.

There have not been any damaging earthquakes greater than magnitude 6.0 recorded in Kings County in over 200 years, though several have been very close. Geologic studies estimate that over the past 1,400 to 1,500 years, large earthquakes have occurred at about 150-year intervals on the southern San Andreas fault. As the last large earthquake on the southern San Andreas fault was the Fort Tejon earthquake in 1857, that section of the fault is considered a likely location for an earthquake within the next few decades (USGS 1997.)

Soils in Hanford do not have significant liquefaction potential. Hanford is located in a stable geologic formation, so the effects of ground shaking on soil stability should be minimal.

The community's vulnerability is increased due to its large number of unreinforced masonry buildings, many of them historic properties. There are estimated to be 58 unreinforced masonry buildings in Hanford including many of significance to the community, such as the Kings County Courthouse, Masonic Temple, Episcopal Church, and the Hanford Elementary School District offices.

There are four seismic zones in the United States ranging from I to IV; the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV. Stronger construction standards for buildings in Zones III and IV have been adopted in the International Building Code. Most of Kings County is in Zone III. HAZUS estimates that much of the damage to critical facilities and infrastructure will be similar for both scenarios. Hospitals are expected to retain functionality, as are most essential facilities, including schools, police stations, and fire stations. Damage to transportation systems is not predicted.

HAZUS

The Federal Emergency Management Agency's (FEMA's) Methodology for Estimating Potential Losses from Disasters.

Earthquake Mitigation. To mitigate this hazard, building codes in California have been steadily strengthened over the past 80 years as the understanding of seismic shaking has improved. Current California building codes include provisions for considering the potential shaking from earthquakes, including stronger shaking near faults and amplification by soft soils. The building code has been the main mitigation tool for seismic shaking in most buildings. Hospitals, schools, and other critical facilities are subject to additional mitigation measures.

Older construction and unreinforced masonry buildings are more vulnerable to shaking during earthquakes. Historic buildings can be more susceptible because they have weakened with age and were built before the use of building codes.

7.3.3 Extreme Heat

Extreme heat is defined as temperatures that hover 10 degrees or more above the average high temperature for the region and last for several weeks. Extreme heat is largely a public health issue and a livestock issue in agricultural areas. The elderly, small children, invalids, persons on certain medications, and persons with weight and alcohol problems are particularly susceptible to heat waves. The exposure of farm workers to extreme temperatures is also a major concern.

The National Weather Service has a system in place to initiate alert procedures (advisories or warnings) when the Heat Index (HI) is expected to have a significant impact on public safety. The expected severity of the heat determines whether advisories or warnings are issued. A common guideline for the issuance of excessive heat alerts is when the maximum daytime HI is expected to equal or exceed 105°F and the night time minimum HI is 80°F or above for two or more consecutive days.

The climate in Hanford is hot and arid, and is susceptible to extreme heat. The recorded temperatures at the Hanford weather station (1927-2005) reveal the highest temperature on record is 116°F. The average high is 95°F in Hanford in the summer. On average, there are 103 days over 90°F in the summer in Hanford. The hottest months are July and August. Temperatures of 101°F or above are on record for every month from May through October.

In the Hanford area, the agricultural industry is most at risk to extreme temperatures. Hot and cold temperature extremes damage crops,

affecting the economy and potentially resulting in lost farming jobs. Field workers, landscapers, and other outdoor workers are susceptible to heat exhaustion and heat stroke. Elderly residents who live alone and have limited mobility are also vulnerable during heat waves. Problems with power loss and water distribution also occur during periods of extreme heat. Power outages and rolling brownouts can result when high temperatures increase air conditioner use. Power outages can prevent water pumping stations from operating. During 2005-2006, Kings County received USDA emergency designations twice for heat waves. Extreme heat is likely to occur on an annual basis in the future.

Kings County has adopted an Extreme Heat Emergency Plan that identified cooling stations to avoid extreme heat conditions. The sites include the Hanford Mall, Hanford Branch Library, the Kings County Government Center, and the Salvation Army. The City of Hanford has also identified a cooling shelter with a back-up generator for local residents to find comfort at the Kings County Government Center located on West Lacey Boulevard.

7.3.4 Flood

The primary indicator of potential flooding is the presence of a floodplain as defined by the Federal Emergency Management Agency (FEMA). A floodplain is defined by FEMA as the area of land adjacent to a water course that may be submerged by flood water during a 100-year storm. These areas are delineated on FEMA Flood Insurance Rate Maps (FIRM) that delineate areas subject to 100-year and 500-year floods. In 2008, FEMA updated the FIRM for the Hanford area. The 2008 FIRM indicate that the Hanford Planning Area is not located in a flood hazard area. However, Hanford is located within a 500-year flood zone. Areas subject to the 500-year flood have a moderate to low risk of flooding. As expected, no floods have occurred in the area during recent years and therefore, there has not been a need to impede or place building restrictions upon development. Hanford has several natural drainage courses and irrigation canals, but 100-year flooding is not a known hazard. Figure 7-1 shows their location.

The major irrigation ditches that run through Hanford are the Peoples Ditch and Lakeside Ditch. These ditches are operated and maintained privately by the Peoples Ditch Company and Lakeside Water District respectively.

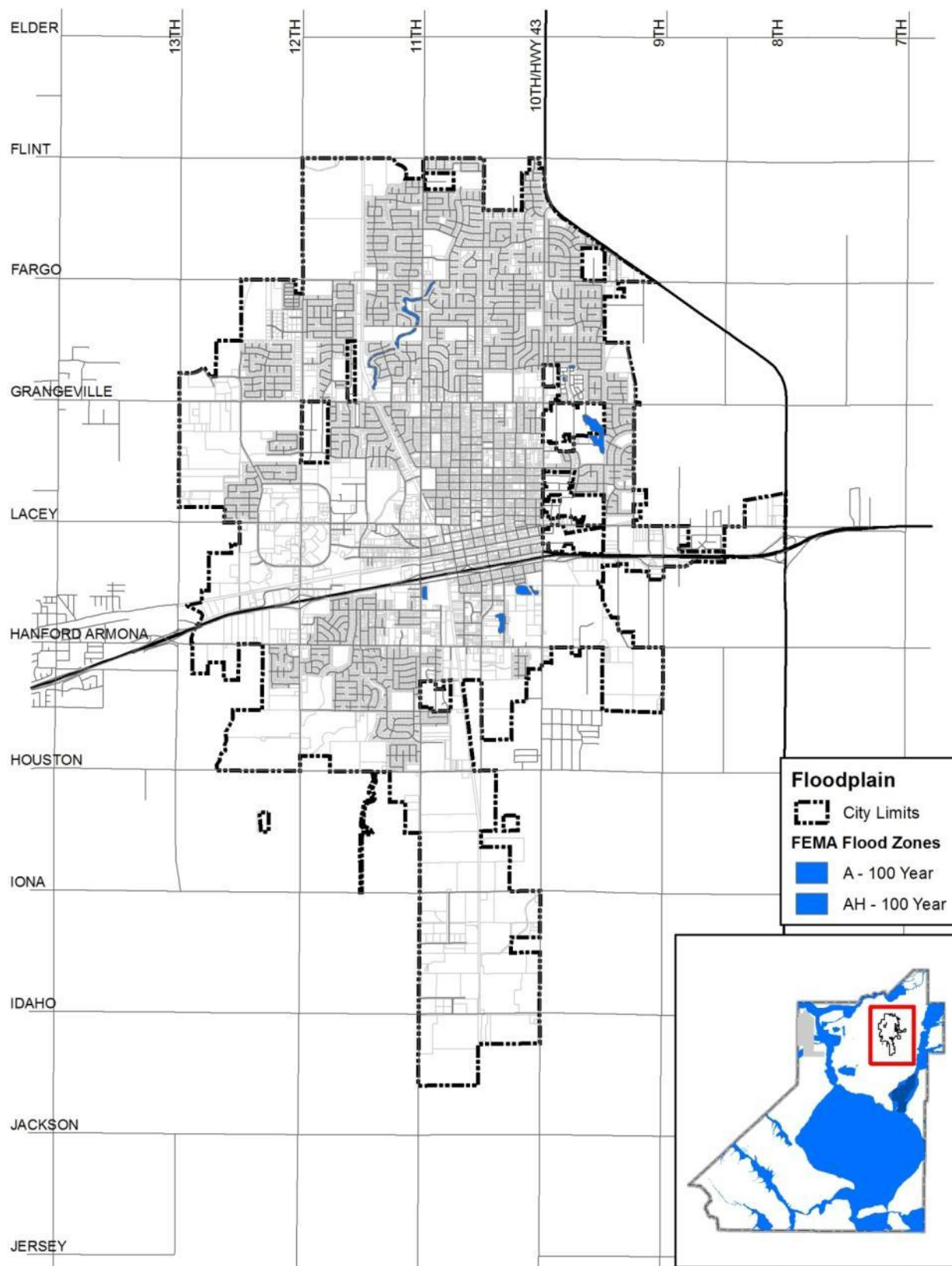
7.0 Health & Safety

Peoples Ditch is supplied by the Kings River and flows southward. The primary use for this ditch is for agricultural irrigation, but it also serves as a storm water outfall during high storm water flow periods. North of the city, the Ditch splits into two parts, the East Peoples and Central Peoples Ditches. The East Peoples Ditch flows southward through the center of the city, ending at a basin just south of the SR 198. The Central Peoples Ditch is the main ditch of the two and flows southward along the west side of the City and continues to the southwest corner of the city where it discharges to a basin or flows into the New Deal Ditch that continues towards Stratford. Much of the storm water discharging into People's Ditch first runs through basins before reaching it.

The east branch of Peoples Ditch is a manmade facility, which is part of the water delivery system that diverts water from the Kings River and distributes it to agricultural areas south of the Kings River. The Flood Insurance Study for Hanford (1987) concluded that the Peoples Ditch is not a flood hazard. The city's Flood Damage Prevention Ordinance is based on this study and the 1987 Flood Insurance Rate Map (FIRM).

The Lakeside Ditch is supplied by the Kaweah River system to the east and flows southwesterly on the east side of town. The ditch then continues southward for agricultural irrigation. The Flood Insurance Study concluded that the Lakeside Ditch is not a flood hazard.

Figure 7-1: Flood Map



7.3.5 Dam Failure

Dam failure results in a different kind of flooding. Dams are manmade structures built for a variety of uses, including flood protection, power supply, agriculture and domestic water supply, and recreation. Dam failures can result from any one or a combination of the following causes: prolonged periods of rainfall and flooding resulting in excess overtopping flows, earthquake, improper design and/or maintenance, inadequate spillway capacity, internal erosion, or failure of upstream dams. Failed dams can create floods that are catastrophic to life and property due to the tremendous energy of the released water. A catastrophic dam failure could easily overwhelm local response capabilities and require mass evacuations to save lives.

Pine Flat Dam, located east of Fresno, and Terminus Dam, located east of Visalia, are the two dams in the region which, if breached, could cause flooding of significance to areas in and around Hanford. If Pine Flat Dam failed while at full capacity, its floodwaters would arrive in Kings County within approximately five hours.

The inundation area for the failure of Terminus Dam covers the area of Hanford east of the BNSF railroad tracks. The inundation area for the failure of Pine Flat Dam is much larger, covering the northern third of Kings County.

The Hazard Mitigation Plan (MHP) for Kings County concludes that dam inundation is not a significant hazard due to the very low probability of dam failure.



7.3.6 Fog

Fog results from air being cooled to the point where it can no longer hold all of the water vapor it contains. Rain can cool and moisten the air near the surface until fog forms. The San Joaquin Valley has a unique fog problem called Tule fog. Tule fog is radiated out of the ground and can develop into several layers of fog that can be thousands of feet thick. The fog develops when calm, stable air conditions combine with moisture in the ground and a chilling factor.

The Tule fog season in Kings County is typically December through February. Fog typically forms rapidly in the early morning hours. Tule fog can last for days, sometimes weeks.

Fog contributes to transportation accidents and is a significant life safety hazard. The Spatial Hazard Events and Losses Database (SHELDUS)

What is SHELDUS?

Spatial Hazard Events and Losses Database for the United States

Background Report

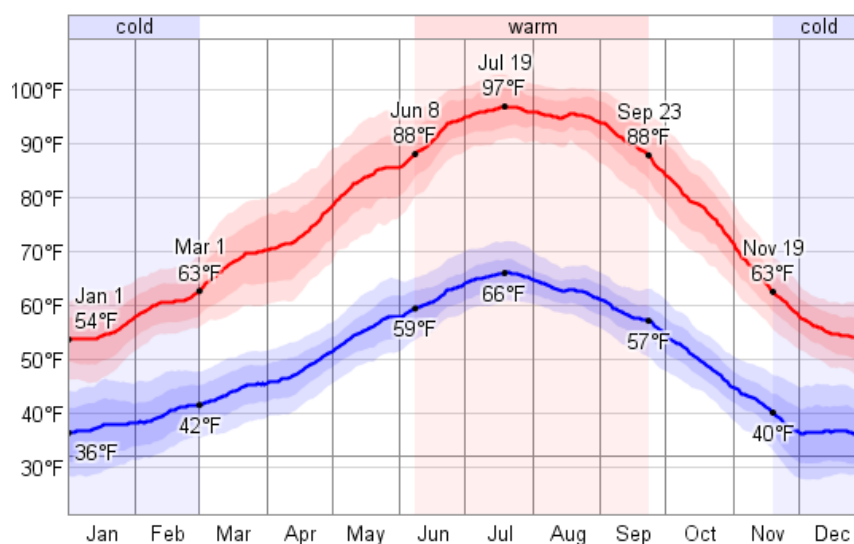
database recorded 13 incidents of damaging fog, responsible for 4 deaths, 23 injuries, and approximately \$200,000 in property damage. These accidents can cause multiple injuries and deaths. Other disruptions from fog include delayed emergency response vehicles and school closures. Highways and busy intersections during traffic rush hours become hazardous areas during severe fog events.

Fog occurs every year in Kings County, and damaging fog events have occurred every three years on average since 1962. It is highly likely that fog will occur on an annual basis and that damaging fog events will continue to occur every few years. Fog advisories are used to delay school and bus schedules until later in the morning when the fog has lifted. A well-maintained traffic signage and striping system can help drivers negotiate fog events.

7.3.7 Freeze

Extreme cold temperatures can have large impacts on crops in the Hanford area. The growing season is roughly 257 days per year, and the frost-free period usually extends from mid-February to mid-November (Figure 7-2.) While most permanent crops require this cooler dormant season, prolonged freezing temperatures can damage or destroy crops, affecting the economy and agricultural jobs in the Hanford area. Water infrastructure is also at risk as freezing can cause line breaks and frozen valves that disrupt the distribution system.

Figure 7-2: Average Temperatures in Hanford



7.0 Health & Safety

At the Hanford weather station, temperatures drop to 32°F or less an average of 35 days in a year. The lowest daily temperature recorded in Hanford was 15°F. The only recorded snowfall in Hanford was two inches occurring in January 1962. The last extended period of extreme cold hit Kings County in January 2007, causing a state of emergency declaration and a federal disaster declaration. The SHELDUS database recorded six incidents of freezes and severe cold between 1970 and 2005 which caused millions of dollars in crop damage in Kings County.

Past freeze events have caused private and City-owned water pipes and valves to break. Freeze protection requirements for fire protection equipment have been enforced using the current fire codes.

In the past, severe freezes have occurred every few years. Seven damaging freezes are recorded for the last 36 years, which is an average of once every five years or a probability of 19 percent in any given year. Therefore, the probability of future occurrence is likely.



7.3.8 Tornadoes

Based on the National Climatic Data Center (NCDC) data and tornado behavior, there is the potential for tornadoes in the eastern parts of Kings County around Hanford, Lemoore, and Corcoran. The National Weather Service can predict the weather patterns that produce tornadoes and issue tornado warnings or watches when warranted. Most tornadoes last less than 10 minutes though some have been observed to last an hour. Tornadoes in California are rarely severe; however, even small tornadoes can be damaging if they hit a populated area. Because the likelihood is small and the duration typically short, the expected average damage from a tornado in Kings County is considered to be slight.

The SHELDUS reported six occurrences of tornadoes and several funnel clouds on record between 1960 and 2005 in Kings County. All of these events occurred between October and April. Most of the tornados did not result in property damage. However on November 22, 1996, a tornado caused approximately \$250,000 in damage at Naval Air Station Lemoore.

7.3.9 Summary of Hazard Potential

Table 7-1 summarizes the potential magnitude, spatial extent, probability of occurrence, and level of threat to both the general population and the built environment for each of the identified hazards in Hanford.

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Table 7-1: Hazard Profile Summary

Hazard	Probability of Occurrence	Spatial Extent	Potential Magnitude of Hazard	Threat Level to General Population and Built Environment
<i>Dam Failure</i>	<i>Unlikely</i>	<i>Extensive</i>	<i>Critical</i>	<i>Low</i>
<i>Drought</i>	<i>Occasional</i>	<i>Extensive</i>	<i>Critical</i>	<i>High</i>
<i>Earthquake</i>	<i>Occasional</i>	<i>Extensive</i>	<i>Critical</i>	<i>High</i>
<i>Extreme Heat</i>	<i>Highly Likely</i>	<i>Extensive</i>	<i>Limited</i>	<i>Medium</i>
<i>Flood</i>	<i>Occasional</i>	<i>Significant</i>	<i>Limited</i>	<i>Low</i>
<i>Fog</i>	<i>Highly Likely</i>	<i>Extensive</i>	<i>Limited</i>	<i>Medium</i>
<i>Freeze</i>	<i>Likely</i>	<i>Extensive</i>	<i>Limited</i>	<i>Medium</i>
<i>Tornado</i>	<i>Occasional</i>	<i>Limited</i>	<i>Limited</i>	<i>Low</i>

Source: Kings County Multi-Hazard Mitigation Plan, October 2007.

Population growth and new development in Hanford increase vulnerability to hazards. Modern structures built to code are more resistant to earthquake shaking. The risk of flooding in future development should be minimized by the floodplain management programs of the County and its municipalities, if properly enforced. As the population grows, so do the water needs for household, commercial, industrial, recreational, and agricultural uses. Vulnerability to drought will increase with these growing water needs.

Table 7-2 depicts Hanford's total exposure to hazards in terms of population and the number and values of structures. Although the potential magnitude of hazards in Hanford's planning area are less than in other parts of the county, the highest concentration of population and structures can be found here. This includes many structures of historical significance, as well as cultural significance, such as the Ruth and Sherman Lee Institute for Japanese Art. Hanford is less socially vulnerable than other parts of Kings County based on demographic factors, including a more affluent population. However, there is a higher proportion of population over 65 (10 percent), which the City should plan for in its outreach and response efforts.

Table 7.2: Exposure to Hazards

Hazard	Population	Structures	Value of Structures
<i>Earthquake Exposure</i>	<i>55,470</i>	<i>14,080</i>	<i>\$1,991,860,304</i>
<i>Flood: Zone A6 Exposure</i>		6	\$2,549,083
<i>Flood X-500 Exposure</i>		6	\$2,549,083

Source: Kings County Assessor's data, FEMA Q3, and AMEC

7.3.10 Identified Hanford Mitigation Actions

The City of Hanford identified and prioritized the following mitigation actions based on the risk assessment in the 2007 Kings County Multi-Jurisdictional Hazard Mitigation Plan.

1. Complete seismic retrofits of two of City's water storage tanks. The City of Hanford has two water storage tanks holding a combined capacity of 800,000 gallons that are in need of seismic retrofit. Depending on the magnitude of the earthquake, it is possible that the tanks and pipeline connections to the tanks could sustain catastrophic damage. In addition, fire risk is greatly increased after earthquakes due to damaged natural gas lines and electrical lines. Without access to water for firefighting, the community is at great risk to a catastrophic loss due to fire.
2. Develop a GIS database of unreinforced masonry (URM) buildings. The city of Hanford has 58 URM buildings in the downtown core of the city. The Hanford Fire Department has developed a list of the URM buildings for use during an emergency. The creation of a GIS database of URM buildings with all of the basic building information attached would greatly enhance the response of emergency management personnel during an event and could be used to develop a program for retrofitting these buildings over time.
3. Retrofit 58 unreinforced masonry (URMs) buildings in downtown Hanford. Occupancies of these buildings are retail, professional services, businesses, apartments, and historic buildings. The cost to reinforce these buildings may exceed the property value of the buildings. Property and

What is GIS?

GIS stands for Geographic Information System. It organizes data spatially so that it can be projected and displayed on a digital map. Most of the map exhibits in this report were prepared using a GIS.

business owners are sometimes unable or unwilling to contribute financially toward building reinforcement or replacement due to the lack of funds or failure to see the risk to themselves and the public. The likelihood is great that most of the buildings downtown would be destroyed or severely damaged by a localized earthquake.

4. Adopt the latest International Building Codes to improve disaster resistance of future buildings. The International Building Codes are on a three-year revision cycle. The State of California reviews and modifies the codes. After the review and modifications, the State adopts the codes as required. After the State adopts the code, the City of Hanford also reviews and adopts the codes. The latest revised International Building Code was completed in 2012 and adopted by the City of Hanford.
5. Assess vulnerability of critical facilities, including police/fire stations, hospitals, schools, and others, to identify and prioritize projects for multi-hazard risk reduction. In order to ensure that all of the Hanford's critical facilities are not vulnerable during a large-scale emergency, the City of Hanford's planning, building and fire departments shall complete a vulnerability assessment of all critical facilities within the city, which will include the police/fire stations, hospitals, schools, and county facilities, to identify and prioritize projects for multi-hazard risk reduction.

7.4 Manmade Hazards

7.4.1 Structure Fires

Due to the large proportion of older buildings in downtown Hanford, there is a higher risk for structure fires. Reducing fire hazards, maintaining appropriate fire services, and providing fire prevention information will help to reduce the risk of loss from fires. In addition, the sooner a seriously injured or sick person receives help, the more likely he or she is to survive. Hanford's early history involved a number of citywide fires that eventually led to the incorporation of the city so that it could provide itself with better fire protection.

7.4.2 Hazardous Waste and Toxic Materials Transport

Hazardous materials are substances that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness or pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed. Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas.

Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. Hazardous materials and hazardous wastes are classified according to four properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases).

There is a large variety of hazardous materials that are generated, stored, transported, treated and disposed of throughout the county. These hazardous materials are potential threats to human health and the environment. Health and environmental risks associated with hazardous materials and hazardous wastes are related to releases that can occur at facilities (fixed site) or along transportation routes (off-site). Large quantities of hazardous materials are transported along SR 198, SR 43, and freight rail lines that pass through Hanford, making it susceptible to hazardous spills, releases, or accidents. Currently, 200,000 HAZMAT materials pass through Hanford annually. Releases can occur as a result of human carelessness, technological failure, intentional acts, and natural hazards. Hazardous materials releases can directly cause injuries and death and/or contaminate air, water, and soils. Some hazardous materials present a radiation risk.

Used motor oil, paint, solvents, lawn care and gardening products, household cleaners, gasoline, and refrigerants are among the diverse range of substances classified as hazardous materials. Nearly all businesses and residences generate some amount of hazardous waste. Certain businesses and industries generate larger amounts of such substances including gas stations, automobile service and repair shops, printers, dry cleaners, and photo processors. Hospitals, clinics, and laboratories generate medical waste, which is also potentially hazardous.

Pursuant to AB 2948, Kings County adopted a County Hazardous Waste Management Plan. The Plan was developed in compliance with the many federal, State, and local government laws which apply to management of hazardous waste. Under State law, all industries and agricultural operations that store or handle specified quantities of hazardous materials must provide the County with a hazardous materials business plan detailing the location and quantities of their hazardous materials.

Proper storage, use, disposal, and transport of hazardous materials are necessary to reduce the risk of contamination to surface and groundwater, land resources, air, and environmentally sensitive areas. Serious injuries, loss of life and economic disruption can occur as a result of accidents related to hazardous materials. Informing residents about these dangers, minimizing exposure to hazardous materials, ensuring that County permitting requirements are met, and promoting awareness of emergency preparedness are all measures that will help to reduce the risks associated with hazardous materials.

7.4.3 Brownfields

A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. The City has identified the Ultramar site as a brownfield site, located south of 3rd Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue. Ultramar, a subsidiary of Valero, operated a refinery from the 1930s until 1987. Underground oil plumes from the refinery have spread northeast from the site. Ultramar still maintains offices, decommissioned storage tanks, and equipment, as well as a remediation system that pumps and treats contaminated groundwater. The company has been cleaning up the site since 1995. As of 2010, nearly one half million gallons of petroleum hydrocarbons have been removed from the subsurface as deep as 100 feet.

7.5 Noise

7.5.1 Introduction

Noise is usually defined as unwanted sound. It consists of any sound that may produce physiological or psychological damage and/or interfere with human communication, work, rest, recreation, and sleep.

Noise has become an environmental pollutant that threatens quality of life. Extreme levels of noise can cause pain and hearing loss. In addition, continuous exposure to noise pollution is associated with hypertension, increased blood pressure, and impaired reading comprehension and long term memory in children.

The regulation of mobile and stationary noise sources is important for the well-being of people, communities and animals. Reducing transportation noise to acceptable levels is critical to the siting of housing.

7.5.2 Regulatory Setting

There are a number of existing federal and state regulations in place to protect people from excessive noise.

Federal Highway Administration (FHWA). The FHWA has developed noise abatement criteria that are used for federally funded roadway projects or projects that require federal review. These criteria are discussed in detail in Title 23 Part 772 of the Federal Code of Regulations (23CFR772).

Environmental Protection Agency. The EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. Although these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA has set 55 dBA Ldn as the basic goal for residential environments. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have generally agreed on the 65 dBA Ldn level as being appropriate for residential uses. At 65 dBA Ldn activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

California Department of Transportation (Caltrans). Caltrans has adopted policy and guidelines relating to traffic noise that are outlined in the Traffic Noise Analysis Protocol (Caltrans 1998b). The noise

NOISE TERMINOLOGY

CNEL. *Community Noise Equivalent Level (CNEL) is the average sound level over a 24 hour period, with a penalty of 5 dB added between 7 pm and 10 pm. and a penalty of 10 dB added for the nighttime hours of 10 pm to 7 am.*

dBA. *Acceptable noise level as measured in decibels.*

Ldn. *Day/Night average sound level.*

Leq. *Equivalent Continuous Noise Level (Leq) is the preferred method to describe sound levels that vary over time, resulting in a single decibel value.*

Sensitive Receptors. *Sensitive receptors are those locations or areas where dwelling units or other fixed, developed sites of frequent human use occur.*

VdB. *Vibration velocity level in decibels*

abatement criteria specified in the protocol are the same as those specified by FHWA.

Governor's Office of Planning and Research (OPR). OPR has developed guidelines for the preparation of the noise element of the general plan that include land use compatibility guidelines for noise exposure. A noise element shall identify and appraise noise problems in the community for all of the following sources:

1. Highways and freeways
2. Primary arterials and major local streets
3. Passenger and freight railroad operations
4. Commercial and general aviation, and all other ground facilities and maintenance functions related to airport operation
5. Local industrial plants
6. Other ground stationary sources identified by local agencies as contributing to the community noise environment

7.5.3 Noise Sources and Associated Sound Levels

Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, at educational facilities it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at an interior noise level of 45 dBA. Some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Commercial and retail facilities require very little speech communication and therefore are generally allowed in noisier environments. Some industrial areas generate loud noises that would interfere more with communication than all but the highest exterior noise levels.

For a better understanding of the sound level of typical noise sources, Table 7-3 provides a comparison of the types of noise sources that individuals are likely to be familiar with and the sound level associated with each.

Table 7-3: Sound Levels and Relative Loudness of Typical Noise Sources

Noise Source or Activity	Sound Level (dBA)	Subjective Impression	Relative Loudness (human judgment of different sound levels)
Jet aircraft takeoff from carrier (50 ft)	140	Threshold of pain	64 times as loud
50-hp siren (100 ft)	130		32 times as loud
Loud rock concert near stage, Jet takeoff (200 ft)	120	Uncomfortably loud	16 times as loud
Firecrackers; Jet fly over (1,000 ft)	110		8 times as loud
Jet takeoff (2,000 ft)	100	Very loud	4 times as loud
Heavy truck or motorcycle (25 ft); Orchestra (10 ft)	90		2 times as loud
Garbage disposal, food blender (2 ft), Pneumatic drill (50 ft)	80	Moderately loud	Reference loudness
Vacuum cleaner (10 ft), Passenger car at 65 mph (25 ft); Gas lawn mower (100 ft); Normal speech (3 ft)	70	1/2 as loud	
Large store air-conditioning unit (20 ft); Heavy traffic (300 ft)	60	1/4 as loud	
Light auto traffic (100 ft)	50	Quiet	1/8 as loud
Bedroom or quiet living room, Bird calls	40		1/16 as loud
Quiet library, soft whisper (15 ft);	30		Very quiet
High quality recording studio	20		
Acoustic Test Chamber	10		Just audible
Lowest Threshold of Human Hearing	0		Lowest Threshold of Human Hearing

Noise Standards and Compatibility Guidelines. The State of California's noise insulation standards are codified in the California Building Code. These noise standards are applied to new construction for the purpose of providing suitable interior noise environments. The regulations specify that acoustical studies must be prepared when multi-family housing is proposed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that hotels, motels, dormitories, apartment houses and dwellings other than detached single-family dwellings have been designed to limit interior noise in habitable rooms to acceptable noise

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levels. The acceptable interior noise limit for new construction in habitable rooms is 45 dBA CNEL.

Land uses that generate significant noise should be separated from sensitive receptors. The noise compatibility guidelines in Table 7-4 are used for evaluating land use noise compatibility when reviewing proposed land use development projects. A “compatible” land use indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference. Evaluation of land use that falls into the “conditionally compatible” noise environment should have an acoustical study. For land uses indicated as “conditionally compatible,” structures must be capable of attenuating exterior noise to the indoor noise level. For land uses indicated as “incompatible,” new construction should generally not be undertaken.

Table 7-4: Land Use/Noise Compatibility Guidelines

Affected Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	<60	60-65	65-70	70-75	75+
Residential					
• Single-Family, Senior Housing, Mobile Homes		45*	45*	45*	
• Multi-Family			45*	45*	
• Mixed Use			45*	45*	45*
Commercial					
• Automotive, Service Commercial					
• Office					
• Shopping Center					
• Visitor Accommodations			45*	45*	45*
Industrial					
Institutional					
• Infrastructure					
• Worship Facilities, Educational Facilities, Community Centers, Libraries, Museums, Cultural Centers		45*	45*	45*	
Open Space, Parks and Recreation					
• Community and Neighborhood Parks					
• Golf Courses, Athletic Fields					

*Internal Noise Level

Level of Compatibility	Indoor or Outdoor	Attenuation Standards
Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.
	Outdoor Uses	Activities associated with the land uses may be carried out.
Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level. Conventional construction, but with closed windows and fresh air supply systems will normally suffice.
	Outdoor Uses	Best practices for reducing noise interference should be incorporated to make outdoor activities acceptable.
Normally Incompatible	Indoor Uses	If new construction or development does proceed, a detailed acoustical analysis is needed to identify the noise reduction requirements and needed noise insulation features shall be included in the design.
	Outdoor Uses	Feasible noise mitigation techniques shall be analyzed and incorporated to make the outdoor activities acceptable.
Incompatible	Indoor Uses	New construction should not be undertaken.
	Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

Noise Ordinances. To control noise from fixed sources, which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures. The City of Hanford currently does not have a citywide Noise Ordinance, however it has set noise standards for the industrial park in the Kings Industrial Park Performance and Development Standards . The cities of Visalia, Tulare, Corcoran, and Lemoore all currently have a Noise Ordinance.

7.5.4 Noise Sources in Hanford

The major noise sources in Hanford are related to vehicle traffic on highways and major arterial roads. Other noise sources include rail transportation, industrial activities, and the Kings Speedway at the Kings County Fairgrounds.

Highways and Freeways. Highway noise is related to such factors as vehicle speed, traffic volume, degree of exhaust muffling, roadway condition, and composition of the traffic itself--trucks producing more noise, and noise of a different character, than passenger cars. Noise levels can vary greatly over time. For example, due to daily commute patterns, highway noise measured at a distance of 100 feet from the roadway may range between 50 and 90 decibels depending upon the time of day and amount of traffic.

Traffic noise is usually highest in urban settings where roadways are most densely located. Both SR-198 and SR-43 produce substantial traffic noise with decibel levels of 69 to 70 for SR 43 and SR 73 to 74 for SR 198 within the Hanford city limits.

Arterials and Major Streets. As the city builds-out traffic will increase on arterial and collector streets. As this traffic increases so will the noise associated with the traffic. As noise increases additional means of mitigating noise impacts on residents will be required. The most common means of noise mitigation along arterial and collector streets are setbacks, noise barriers, and building insulation.

7.0 Health & Safety

Railroads. Local railroad lines include an east-west Union Pacific Railroad (UP) line and a north-south Burlington Northern Santa Fe (BNSF) line. The east-west UP tracks are currently used by the San Joaquin Valley Railroad Company, which operates two trains of approximately 5-10 cars each per day, five days per week, at approximately 10-20 miles per hour. The BNSF is located in the central portion of the city in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight trains per day. Most north-south rail traffic moves through the county at approximately 50 miles per hour.

In order to quantify train activity and the associated noise levels along the BNSF tracks, continuous noise monitoring of railroad activity on the BNSF tracks was conducted in 2007 for the Noise Element of the Kings County General Plan. According to the monitoring, the highest noise levels resulting from trains occur in areas near at-grade rail crossings where trains are required to sound their warning whistles. Train warning whistles can generate noise levels of approximately 100 to 105 dBA at a distance of 50 feet. Ground-borne vibration levels may exceed the Federal Transportation Administration's vibration impact criteria (72 to 80 VdB depending on the frequency of events) and may affect sensitive land uses within approximately 100 to 200 feet of the tracks.

As of early 2014, the California High Speed Rail Authority has been moving forward on an alignment for the High Speed Train that would run through the far easterly portion of the Planning Area. High-speed trains are generally quieter than conventional trains. Because high-speed trains are electrically powered, they generate the same noise at about 150 mph as a commuter train generates at 79 mph. Grade-separated tracks will eliminate the need for bells or horns. A train moving at 220 miles per hour - the top speed of California's planned high-speed trains - will be heard for about four seconds. By comparison, a 50-car freight train traveling at 30 miles an hour can be heard for 60 seconds. A high-speed train traveling 125 mph will produce an hourly equivalent sound level of about 73 decibels from a distance of 100 feet - less than a commuter train with a blowing horn.

Airports. The Hanford Municipal Airport generates noise that impacts surrounding areas. The average annual aircraft operations in 2005 were approximately 7,600 with 30% of those being single-engine propeller aircraft and 70% being itinerant operations. Annual operations are

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forecasted to be 13,800 and the number of based aircraft is expected to be 128 by the year 2025.

The Kings County Airport Land Use Compatibility Plan contains noise compatibility criteria that are an important consideration when making land use decisions within the airport spheres of influence. Their Airport Compatibility Zone Map is shown in Figure 7-2.



Del Monte Foods. Del Monte Foods is located at 10652 Jackson Avenue just south of the Hanford City Limits. Noise generation at the facility was quantified through a series of noise level measurements in 2007. At the property just south of the facility, noise measurements yielded an average noise level of 64 dBA at an approximate distance of 615 feet from what appeared to be the center of noise generation. At the property just east of the facility, noise measurements yielded an average noise level of 63 dBA at an approximate distance of 700 feet from what appeared to be the center of noise generation.



Penny-Newman Milling Company. Penny-Newman Milling Company is located at 10188 Kansas Avenue south of Hanford. The facility reportedly generates 168 truck trips per day. Noise producing equipment at the facility include: 2 boilers, feed blending mixers, tractors, and skip loaders. Currently, the facility is significantly set back from any neighboring properties.

Solid Waste Disposal. Kings Waste and Recycling Authority (KWRA), which is managed by the Kings County Waste Management, operates a solid waste disposal and recycling facility at 7803 Hanford-Armona Road near SR 43 and SR 198 in the southeastern portion of the city. Solid waste disposal and transfer facilities require heavy equipment and produce loud truck noise. At transfer stations the most significant noise sources are trucks and front loaders. The access roads leading to landfills and transfer stations may also be significant sources of noise due to the large volume of vehicles they carry. Noise impacts are generally limited to daytime.

Figure 7-3: Airport Compatibility Zone Map





Agriculture. The operation of heavy agricultural equipment may be a major source of noise during the growing season. Maximum noise levels generated by farm-related tractors and stationary diesel engines typically range from 57 to 85 dB at a distance of 50 feet. Such levels generally do not last more than a few hours at a given location unless a stationary piece of equipment such as a pump motor is involved. Crop dusters vary in horsepower ratings and altitude flown but may register around 85 decibels at 600 feet. There are numerous agricultural uses within the County protected by the King's County's Right-to-Farm Ordinance. The Ordinance recognizes that "...agricultural activities and operations, including but not limited to, equipment and animal noise; are conducted on a 24-hour a day, seven-day-a-week basis..." in the agricultural areas of the county.

Auto Racing. From March through November each year, weekend auto racing events are held at the Kings Speedway at the Kings County Fairgrounds in southeast Hanford. Noise levels generated by auto racing events can reach 95 decibels per auto at the track.

General Automotive/ Commercial Land Uses. Noise sources associated with service commercial uses, such as automotive repair facilities, wrecking yards, tire installation centers, car washes, transfer yards, and loading docks, are found at various locations throughout Hanford. The noise emissions of these types of uses are dependent on many factors and are difficult to quantify precisely without individual study. Noise generated by these uses contributes to the ambient noise environment in their immediate vicinity, and should be considered where either new noise-sensitive uses are proposed nearby or where similar uses are proposed in existing residential areas.

7.6 Public Health and Fitness

7.6.1 Introduction

More than 50% of our health is determined by where we live and work. Communities can be developed in such a way that promotes good health. Throughout the state numerous examples of communities coming together to develop innovative solutions that create healthier communities and improved health outcomes are increasing. Components of healthy living include walkable streets, convenient and accessible parks, increased opportunities for social interaction, and land use policies that promote healthier living.

7.0 Health & Safety

7.6.2 Obesity

Adult obesity is defined as having a Body Mass Index (BMI) of 30 or higher. Obesity is a risk factor for numerous health ailments to individuals of any age. Obese adolescents face a risk of developing serious health problems including Type 2 diabetes, high blood pressure, high blood lipids, asthma, sleep apnea, cancer, and orthopedic problems. Unhealthy eating habits and lack of physical activity are the primary causes of obesity.

Body Mass Index is a measure of body fat based on a comparison of height and weight.

The California Health Interview Survey (CHIS) conducted in 2003 revealed that 16.1% of adolescents, 67.5% of non senior adults, and 59.2% of seniors were considered overweight and obese in Kings County. Rates of overweight and obesity have also gone up for children and adolescents. In a 2010 study by the Lucile Packard Foundation for Children's Health revealed that the percentage of public school students in grades 5, 7, and 9 with BMIs in the overweight or obese ranges was 40.5% for Hanford.

According to the "County Health Status Profiles 2006" prepared by the California Department of Health Services, Kings County has the highest age-adjusted death rate from diabetes in California. Obesity and physical activity are two of the risk factors that increase an individual's chances of developing Type 2 diabetes.

7.6.3 Asthma

Asthma is a chronic inflammatory lung disease characterized by recurrent episodes of breathlessness, wheezing, coughing, and chest tightness, called exacerbations. Exacerbations can be triggered by exposures and conditions such as respiratory infections, house dust mites, animal dander, mold, pollen, exercise, tobacco smoke, and indoor and outdoor air pollutants. Although there is no cure for asthma, exacerbations can be reduced with appropriate management, which includes proper use of medications and provision of a healthy physical environment.

Rates of asthma are highest among children who live in Fresno and Kings Counties, where over 24% of children ages 0-17 have been diagnosed with asthma, compared with 15.8% Valley wide.

Asthma prevalence increased dramatically during the last three decades. According to 2005 data from the California Health Interview Survey, the prevalence rate of asthma in Kings County among children 17 and under is 24.7%, the second highest in the state.

Asthma is more common among African American and American Indian children than it is among Latino, Asian or White children in the

San Joaquin Valley. Over 1 in 3 African American and American Indian children have been diagnosed with asthma, compared with 1 in 6 White children, 1 in 8 Latino children, and almost 1 in 10 Asian children. Where children live also seems to be a factor in asthma diagnosis.

Research offers support in defining the relationship between environmental factors and respiratory conditions of children. There is evidence of an association between air pollutants and increased respiratory disease and symptoms in children with asthma, impaired lung function and growth in children, and increased hospitalizations and emergency room visits for children with asthma. Chronic exposure to particulate matter has already been associated with increased mortality in adults from respiratory disease and lung cancer, and there is now evidence to suggest that it may be associated with increased mortality from respiratory causes in infants. Compromised air quality is a major contributing factor in the frequency and severity of asthma symptoms in children with asthma and is associated with potentially deadly consequences for children and adolescents affected by this condition. These findings have important implications for the San Joaquin Valley considering that ozone and particulate matter air pollution in the Valley is among the worst in the State.

7.6.4 Valley Fever

Valley Fever, or coccidioidomycosis, is a pulmonary infection of human and other mammals caused by inhalation of the spores of the fungus *Coccidioides immitis*, which grows in the soil of the Southwestern United States. The fungus is prevalent in the soils of the San Joaquin Valley, including Kings County. Transmission of Valley Fever occurs mostly through naturally occurring winds, as well as dust storms blowing dust containing Valley Fever fungus spores from the surrounding foothills into cities. *Coccidioides immitis* is most prevalent in undisturbed soils. Since Hanford is surrounded by disturbed agricultural land; the risk of infection is considered low.

Seventy percent of the reported cases of Valley Fever in California from 1991 through 1993 occurred in the San Joaquin Valley, according to a 1994 report by the U.S. Centers for Disease Control and Prevention. People who work in dusty fields or construction sites are most at risk, as are certain ethnic groups and those with weak immune systems. Newcomers and visitors passing through the region may also be more susceptible. The number of reported cases of Valley Fever rose by 537 cases between 1990 to 2011. Studies have established that persons over

the age of 55, and those in an immune-compromised state are at higher risk for developing Valley Fever. African-Americans and Filipinos are generally five to 10 times more likely to contract life-threatening forms of the illness.

7.7 Environmental Justice

7.7.1 Introduction

State law defines environmental justice as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. As of 2008, Hanford has an ethnically diverse population with 50% White, 5% African-American, 2% American Indian, 2% Asian, 6% Multiracial, and 39% Hispanic. Additionally, the city has a substantial number of residents who are considered low income. Approximately 13.3 percent of the city population was below the federal poverty level in 2007. As of October 2013, the city had an unemployment rate of 12.9 percent compared to the statewide average of 8.7 percent. These statistics provide ample evidence of a significant environmental justice population in the city.

7.7.2 Healthy Eating Opportunities

In coordination with the County Public Health Department, city and county planning efforts are carrying forward an increased awareness of how the built environment impacts the health and well being of residents. Nationwide and locally, there is an increasing number of youth and adults that are experiencing health complications related to obesity and diabetes. The increasingly sedentary life style of these at risk age groups has been a catalyst for government agencies to look toward new ways of facilitating a comprehensive approach to improving the health of city and county residents by increasing opportunities for healthy foods such as fresh fruits and vegetables in the communities.

Specific policies can help facilitate integration between food producers and consumers, and remove many of the typical barriers to direct selling of produce. For urbanized areas, the USDA has defined a “food desert” as a low income area that is further than one mile from a market selling fresh food. Kings County has adopted policies that provide for access to healthy food choices.

***The Central California
Regional Obesity
Prevention Program***

CCROPP is dedicated to creating environments that support healthy eating and active living. CCCROPP advocates for new and improved policies to make opportunities for healthy foods available.

7.7.3 Relationship of Health to Access to Parks

Research has also shown that the availability of opportunities to engage in physical activity is positively correlated with the amount of physical activity people engage in. Therefore, the availability of parks and recreation services are vital to increasing physical activity across all age sectors and plays a key role in reducing obesity rates. When evaluating the availability of these opportunities, one must consider their accessibility and proximity to residents in addition to their mere existence. Physical barriers, safety concerns and distance to parks and facilities often prevent residents from using the facilities and programs. Research has found that larger sizes of parks and open spaces do not increase how often or how much people use them, but rather the distance to the park or open space is the greatest determining factor.

"...the availability of parks and recreation services are vital to increasing physical activity across all age sectors and plays a key role in reducing obesity rates."

Although today's youth continue to participate in outdoor activities, they are still not meeting recommended weekly activity levels. Even with higher overall outdoor recreation participation and a higher percentage of participants that take part in an outdoor activity at least twice a week (37%) than other age groups, outdoor activity among youth makes up only a small portion of the CDC recommended 60 minutes of physical activity on most, preferably all, days of the week. Unfortunately, national trends for outdoor activity show that young adults are even less active than youth. The frequency of outdoor activity starts to drop off from youth to young adulthood (around age 18) – the percentage of young adults who take part in outdoor activities twice a week or more drops to 25% for young adults, a 30% decrease from youth rates.

Hispanics in California have fewer people that meet the recommended activity levels, but are more active than Hispanics nationwide. Hispanic activity levels are significantly lower than the average in all age categories at the state level and nationally, except for the 18-24 age range. Additionally, more so than other children in America, Hispanic youth are statistically more obese and unhealthy. Nearly 25% of Hispanic children aged 12-18 are overweight, compared to 12.9% of Whites and 21.8% of Blacks.

According to the 2009 Parks, Recreation, and Open Space Master Plan, many residents would like to see more recreational/fitness activities provided to youth, in order to introduce them to a healthy and well-balanced lifestyle and to fight the obesity epidemic facing the country. The prevalence of obesity, especially childhood obesity, has nearly tripled over the past 25 years, so that more than 1 in 6 children between

7.0 Health & Safety

the ages of 6 and 19 are obese today. The availability of neighborhood facilities for physical activity may be particularly relevant for youth, who are unable to drive and whose activity is often limited to the immediate distance they are able to walk or bicycle. Parks and recreation agencies can play a huge role in combating this epidemic.



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AGENDA STAFF REPORT

MEETING DATE: 12/1/2020	AGENDA SECTION: B
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SUBJECT:

Police: Second Reading of Ordinance No. 20-14, replacing Section 8.24 of the City's Municipal code, in its entirety, thereby adopting the new Shopping Cart Regulations.

RECOMMENDATION:

That the City Council, by motion, conduct the Second Reading of Ordinance No. 20-14, Repeal Section 8.24 of the Hanford Municipal Code in its entirety and introduce and adopt Municipal Code Section 8.24 of Title 8 (Shopping Cart Regulations). This new code will allow for an improved method of collection of abandoned and removed shopping carts in the City of Hanford..

BACKGROUND:

At the November 17, 2020 City Council meeting, Council received a presentation of the new shopping cart ordinance and approved the Introduction of the this ordinance.

Lost, Stolen and abandoned shopping carts have been a constant complaint in the City of Hanford. These carts create traffic hazards, blight, are difficult to clean up and can be a health and safety issue for our community.

The current ordinance that we have coupled with the regulations outlined by the state. Make it difficult for the Hanford Police Department to enforce carts removed off of the premises of a business. It would take a full-time person only doing the job of cart retrieval, notification, citation and cart collection to make our current guidelines workable. Since August of 2020 the Hanford Police Department's Community Enhancement Officer has collected 964 shopping carts representing 29 businesses in our city. These carts are often damaged, full of trash and in difficult to reach places.

Due to the difficulty in the retrieving, storing, identifying, notifying and returning the carts. The Hanford Police Department has had to focus solely on retrieving and returning of the carts. We believe that this new ordinance will help us to fully enforce the municipal code with our current employees. The new shopping cart regulations will do the following.

8.24.020 - Establishes definitions related to the section.

8.24.030 - Establishes that all businesses will have prevention plan, such as;

Employee training

proactive measures

Mandatory shopping cart retrieval in a timely manner

Community outreach measures

Shopping Cart identification

The business may be exempt from this plan if they choose to contract with qualified cart retrieval company or the Hanford Police Department for retrieval services.

8.24.040 - Requires all carts to be identifiable.

8.24.050 - Requires all carts removed off premise to receive written authorization from store limited to 12 hours.

8.24.060 - Governs the retrieval, impounding and disposal of collected carts.

8.24.070 - Sets forth the issuance of citations for the violation of this chapter.

8.24.080 - Appeal of citation process

We believe that this new ordinance will assistance us in the enforcement of this problem. Some unique language in this ordinance will allow the City to partner with the stores in the collection of their carts.

The Hanford Police Department provided notification to approximately 30 businesses of this ordinance. They were provided the ordinance and a meeting date should they wish to discuss it. Three business chose to show up to the meeting. No business that attended the meeting shared a single concern regarding this ordinance.

Should Council approve this ordinance, we would again visit the affected businesses and work with them to accomplish one of three tasks.

1. Submission for approval of an Abandoned Cart Prevention Plan (ACPP) or
2. Proof of contract with a qualified company that provides retrieval services or
3. Proof of contract with the City of Hanford for retrieval services. The price for retrieval services will be brought to council in a future resolution.

Once this is accomplished we believe we should begin to see a reduction of carts in the City and have an enhanced ability to remove or dispose of them.

FISCAL IMPACT:

Potential revenue of \$5000.00 to \$10,000.00.

ATTACHMENTS:

Ord No 20-14 Shopping Carts Final

ORDINANCE No. 20-14

AN ORDINANCE ADDING CHAPTER 8.24 TO TITLE 8 OF THE HANFORD MUNICIPAL CODE TO ESTABLISH STANDARDS AND REGULATIONS FOR SHOPPING CARTS

The City Council of the City of Hanford does ordain as follows:

Section 1. Chapter 8.24 of Title 8 of the Hanford Municipal Code is deleted in its entire and restated as follows:

CHAPTER 8.24

SHOPPING CARTS REGULATIONS

8.24.010 Findings and purpose.

8.24.020 Definitions.

8.24.030 Abandoned cart prevention plan (ACPP).

8.24.040 Cart identification signs.

8.24.050 Permission for cart removal from business premises required and unauthorized possession prohibited.

8.24.060 Impound and disposal of carts; enforcement; and remedies.

8.24.070 Administrative Citations.

8.24.080 Appeals.

8.24.010 Findings and purpose.

The City Council finds that abandoned shopping carts on public and private property create conditions that reduce property values, promote blight and deterioration, and result in a public nuisance. This chapter is intended to ensure that measures are taken to prevent the removal of the shopping carts from the owner's premises and to facilitate the retrieval of abandoned shopping carts in a manner consistent with state law.

8.24.020 Definitions.

The following definitions apply for the purposes of this chapter:

"Abandoned cart" shall mean any cart that has been removed, without the written consent of the owner, from the owner's business premises or parking area of the retail establishment on which the cart owner's business premises are located and is located on either public or private property.

"Business premises" means the interior of a cart owner's commercial establishment, adjacent walkways, any loading area, and the parking area, as defined herein. The owner's business premises may include a multi-store shopping center with shared areas of parking and public access.

"Cart identification sign" means a sign or engraved surface which is permanently affixed to a shopping cart containing all of the information specified in Section 8.70.040.

"Cart owner" or "owner" means the owner or operator of a commercial establishment which provides carts for use by its customers for the purpose of transporting goods of any kind.

"Cart retrieval service" means a third party commercial service in the business of retrieving and returning shopping carts.

"Director" shall mean the City of Hanford Community Development Department Director, the Chief of Police, or their respective designees.

"Enforcement Officer" means any officer or employee of the city designated with the authority to enforce the applicable provisions of the City of Hanford Municipal Code.

"Individual cart identification number" means a number unique to each cart owned or provided by a cart owner.

"On-site cart containment program" means one or more of the following measures:

1. Physical containment system.
2. An on-site security guard to deter individuals who attempt to remove carts from the business premises.
3. Bollards and chains around the business premises to prevent cart removal, if permitted by the applicable zoning and the site plan, and if approved by the fire marshal.
4. Obtaining a security deposit from customers for the on-site use of shopping carts.
5. The rental or sale of carts that can be temporarily or permanently used for the transport of goods.
6. Any other measure approved by the director as a means to contain carts on the premises.

"Parking area" means a parking lot or other property provided by a commercial establishment for use by a customer for parking an automobile or other vehicle. In a multi-store complex or shopping center, "parking area" includes the entire parking area used by or controlled by the complex or center.

"Physical containment system" means one of the following, as approved by the director:

1. Disabling devices on all shopping carts which prevent them from being removed from the business premises by locking the wheels or otherwise preventing the movement of the carts.

2. Any other system of equipment approved by the director, which physically contains shopping carts on the premises.

"Shopping cart" or "cart" means a basket which is mounted on wheels or a similar device provided by the operator of a commercial establishment for the use by customers for the purpose of transporting goods of any kind. A cart sold by a commercial establishment to a retail customer for that customer's personal use is not a shopping cart for the purposes of this chapter.

8.24.030 Abandoned cart prevention plan (ACPP).

A. Owners of all businesses that provide shopping carts for customer use shall develop, implement and comply with the terms and conditions of an abandoned cart prevention plan or "ACPP," as defined in this chapter, to prevent the unauthorized removal by any person of any shopping cart from the owner's premises and, if illegally removed, to proactively retrieve their shopping carts in a timely manner. The ACPP shall be submitted to the director within sixty (60) calendar days of written notification by the director that such plan is required. The City Council, by resolution, will establish fees for the processing of ACPP applications and administration of ACPPs. A new owner of a business is required to submit an application to the director with either a new plan, or adoption of the approved plan submitted by the previous owner.

B. An ACPP shall include the following elements:

1. Name of Business/Owner. The name of the owner and the business name, the physical address where the business is conducted, the name, address and phone number(s) of the on-site responsible party and current e-mail address and facsimile number.

2. Community Outreach. A description of a community outreach process under which the owner shall cause notice to be provided to customers that the removal of shopping carts from the premises is prohibited and is a violation of state and local law. This notice may include, but is not limited to, flyers distributed at the premises, warnings on shopping bags, signs posted in prominent places near door and parking lot exits, direct mail, announcements using intercom systems at the premises, web site or other means demonstrated to be effective to the reasonable satisfaction of the director. Any and all posting of signs shall comply with the provisions of the City of Hanford Municipal Code.

3. Shopping Cart Identification. Signs and shopping cart identification information which conform to this ordinance and California Business and Professions Code Section 22435.1, as may be amended.

4. Loss Prevention Measures. A description of the on-site cart containment program that the shopping cart owner will utilize. A cart owner may, however, be exempted from this requirement if he/she/it provides proof of one of the following:

a. Proof of contracting with a qualified cart retrieval service and submits information to the director which demonstrates to the satisfaction of the director that the qualified cart retrieval service will: (i) actively locate shopping carts within the city limits of Hanford five (5) days per week, eight (8) hours per day; and (ii) respond to complaints from the public in a manner which results in the retrieval of shopping carts within forty-eight (48) hours after receiving complaint(s);

b. Proof of contracting with the City of Hanford Police Department for cart retrieval services provided by the city's Community Enhancement Officer at a rate designated by resolution of the City Council; or

c. Signed contract with the city agreeing to allow the city's immediate disposal of any cart recovered away from the cart owner's premises or parking area.

5. Employee Training. A description of an ongoing employee training program that shall be implemented by the owner and that shall be designed to educate new and existing employees on the ACPP and conditions contained therein no less frequently than annually.

6. Proactive Efforts to Locate Abandoned Shopping Carts. A description of the efforts that the owner shall implement to locate shopping carts that have been illegally removed from the owner's premises and parking area.

7. Mandatory Shopping Cart Retrieval. A plan for retrieval of abandoned shopping carts by the owner within three (3) business days of being notified by the city of an abandoned shopping cart's location.

C. Any owner who offers shopping carts to customers without an approved ACPP or who fails to submit a plan, implement an approved plan, or implement any required modifications to the plan as required by the director, within the time frames as specified in this chapter or by the director, shall incur a penalty of fifty dollars (\$50.00) for each day of noncompliance.

D. Unless an owner is exempt in accordance with Section 8.24.030.B.4, an ACPP shall be deemed ineffective and the cart owner will be deemed in violation of this chapter if a cart owner has three (3) or more unauthorized cart removal occurrences, as defined in Section 8.24.060.F. during a twelve (12) month period.

E. The director may revoke an existing plan if:

1. The cart owner violates this chapter and fails to cure the violation within thirty (30) calendar days of the city notifying the owner in writing of the violation; or

2. The owner has knowingly made a false statement or fails to disclose relevant information in an application, or an amendment to a plan submitted to the city.

F. If a cart owner's ACPP is revoked, the owner may not offer the use of shopping carts to its customers. A cart owner whose ACPP is revoked must submit a new ACPP to the director for review and approval pursuant to this Section 8.24.030 and pay all applicable fees and fines if the owner intends to resume offering shopping carts for use by its customers.

8.24.040 Cart identification signs.

A. Pursuant to California Business and Professions Code Section 22435.2, the owner of a business providing twenty (20) or more shopping carts shall have a sign permanently affixed to each cart. A business owner providing fewer than twenty (20) shopping carts may affix a sign to each cart. The sign shall include all of the following information:

1. The identity of the owner or business, or both;
2. A valid telephone number and address for returning the shopping cart;
3. Notice to the public that the unauthorized removal of the cart from the premises of the business establishment, or the unauthorized possession of the shopping cart, is a violation of state laws and a violation of city ordinance; and
4. Notification of the procedure for authorized removal of the shopping cart from the premises.

B. It shall be the responsibility of each cart owner to comply with this section, and to continuously maintain, or cause to be maintained all signs so that all of the required information is accurate and clearly legible. Upon notification from the director that an owner's carts are not in compliance, the owner shall have seven (7) calendar days from the date of such notice to comply; provided however, cart owners who do not comply with the signage requirement on the date that this Section 8.24.040 becomes effective shall have sixty (60) calendar days from the date of the director's written compliance notice to comply. A business owner that fails to comply within such period will be prohibited from offering the use of shopping carts to its customers, and will be subject to a fine of fifty dollars (\$50.00) for each day of non-compliance.

8.24.050 Permission for cart removal from business premises required and unauthorized possession prohibited.

A. No person shall be deemed to be authorized to remove a cart from the business premises unless he/she/it possesses written authorization from the cart owner. Removal authorization shall be valid for a period not to exceed twelve (12) hours. The authorization shall include: the date and time of removal, the name, address, and phone number of the store where the cart was removed, as well as the name, title and signature of the person authorizing the removal. This section shall not apply to the possession of a shopping cart removed from the business premises at the direction of the cart owner for the purposes of repair, maintenance, or when persons have taken possession of the cart in order to return it to the cart owner.

B. It shall be unlawful for a person to possess a shopping cart with a cart identification sign on sidewalks, streets, trails, other public property, or on private property, without written authorization from the cart owner, unless the person has the express permission of the cart owner pursuant to Section 8.24.050.A. above, has the express permission of the cart owner to repair or maintain the cart, is in the process of returning an empty cart to the cart owner, or is moving the cart so it can be picked up by a cart retrieval service.

8.24.060 Impound and disposal of carts; enforcement; and remedies.

A. **Carts with Required Signage.** Pursuant to California Business and Professions Code Section 22435.7, the city may impound any abandoned shopping cart when the shopping cart has a sign affixed as required by Section 8.24.040 above.

1. Any owner that fails to retrieve its abandoned cart(s) within three (3) business days after receiving the impoundment notice from the city shall pay the city's administrative costs for

impounding the cart(s), including, without limitation, costs for retrieving the cart(s) and providing the notification to the owner.

2. Furthermore, the city shall fine a cart owner fifty dollars (\$50.00) for each impound occurrence in excess of three (3) during a specified six (6) month period. An occurrence includes all carts owned by the owner that are impounded by the city during a one (1) day period.

B. Carts without Required Signage.

1. Except as otherwise provided herein, an abandoned shopping cart that lacks the identification signage required by Section 8.24.040 above shall be immediately subject to: (i) impoundment by the city; (ii) a fifty dollar (\$50.00) fine; and (iii) an assessment comprised of all costs incurred by the city to impound the cart, including, without limitation, costs for taking possession of the cart(s) and providing the notification to the owner. The city will notify the owner of a cart in writing of the cart's impounded if the owner can be identified.

2. If an abandoned cart's required identification signage is illegally removed by a party other than the cart's owner and the owner can be identified, the provisions of subsection A. above shall not apply to an abandoned cart found by the city.

C. Retrieval of Impounded Carts.

1. Impounded carts will be held at locations that are reasonably convenient for owner retrieval. Owners may check for lost carts or arrange for retrieval of impounded carts five (5) days a week (Monday-Friday, excluding holidays) between the hours of 8:00 a.m. through 3:00 p.m. by contacting the Hanford Police Department, community enhancement officer.

2. An impounded cart may be retrieved by the cart's owner upon payment of applicable fees and fines.

D. Disposal of Impounded Carts.

1. If an impounded cart is not retrieved by its owner within thirty (30) calendar days after the owner was given written notice that a cart will be or has been impounded, the cart will be sold, destroyed or otherwise disposed of as the city sees fit.

2. If an impounded cart's owner cannot be determined, the cart will be sold, destroyed, or otherwise disposed of within thirty (30) calendar days after the city takes possession of a cart.

E. The city may take possession of and immediately dispose of any abandoned shopping carts that are severely damaged.

F. If a cart owner has three (3) or more unauthorized cart removal occurrences during a twelve (12) month period, the director may require the owner to modify its approved ACPP to address its lack of effectiveness. Required modification of an ACPP may include, without limitation, installation of a physical containment system and/or contracting with an approved cart retrieval service. For purposes of this subsection F., an occurrence includes all abandoned carts owned by the owner that are found by

the city during a one (1) day period and which have been removed from the owner's premises or parking area without authorization.

G. When the director finds that a cart owner is in violation of any provision of this chapter, the city may petition the Superior Court of Kings County, California, through the city's attorney, for the issuance of a temporary restraining order, temporary injunction, and/or permanent injunction, as appropriate, which restrains or compels the specific performance of any requirement imposed by this chapter. A petition for injunctive relief shall not be a bar against, or a prerequisite for, taking any other action by the city.

H. Notices. Except as otherwise provided herein, all notices and citations given under this section shall be served by personal delivery thereof to the person or entity to be notified or by deposit in the United States Mail, certified mail with return receipt requested, addressed to such person to be notified at his/her/its last-known address as the same appears in the public records or other records pertaining to the matter to which such notice is directed. Service by mail shall be deemed to have been completed at the time of deposit in the mail. In addition to personal delivery and transmittal via United States Mail, impound notices may be given by electronic mail or by facsimile transmission; such notices shall be deemed to have been given on the date of transmission.

Section 8.24.070 Administrative Citations.

A. Issuance of Citation.

1. Whenever a city enforcement officer determines that a violation of a provision of this chapter has occurred, the officer will issue an administrative citation to any person or entity responsible for the violation.

2. Each administrative citation shall contain the following information:

- a. The date of the violation or, if the date of the violation is unknown, then the date the violation is identified;
- b. The address or a description of the location where the violation occurred;
- c. The section of this code violated and a description of the violation;
- d. The amount of the fine for the violation;
- e. A description of the fine payment process, including a description of the time within which and the place to which the fine shall be paid;
- f. An order prohibiting the continuation or repeated occurrence of the code violation described in the administrative citation;

g. A description of the administrative citation review process, including the time within which the administrative citation may be contested and the place from which a request for hearing form to contest the administrative citation may be obtained; and

h. The name and signature of the individual issuing the citation.

B. Amount of Fines.

1. The amounts of the fines for code violations imposed pursuant to this section are identified in this chapter, and additional fines may be set forth in a schedule established by resolution of the City Council.

2. The schedule of fines shall specify any increased fines for repeat violations of the same code provision by the same person or entity.

C. Payment of Fines.

1. Fines shall be paid to the city within thirty (30) calendar days from the date of the administrative citation.

2. Any administrative citation fine paid shall be refunded if it is determined, after an appeal hearing, that a person or entity charged in the administrative citation was not responsible for the violation or that there was no violation as charged in the citation.

3. Payment of a fine under this chapter shall not excuse, discharge, or permit any continuation or repeated occurrence of the code violation that is the subject of the administrative citation.

4. Fines not paid within the time period specified in subsection 1. above shall be assessed a fee of ten percent (10%) of the unpaid balance, and interest shall accrue thereafter at a rate of one and one-half percent (1.5%) per month on the unpaid amount; provided however, the additional penalty and/or interest shall not apply if collection of the same by the city would violate State law.

8.24.080 Appeals.

A. A cart owner may appeal a notice of violation or citation issued by the city, any determination of the city made under this chapter, or any fee and/or fine levied by the city under this chapter. Appeals shall occur in accordance with the following provisions:

1. An appealing party must, except as otherwise provided herein, submit the following items to the Chief of Police within fifteen (15) calendar days of the date of the party's receipt of a notice of violation, citation, written determination, or a notice identifying a fee and/or fine payable by the party: (i) a written notice of appeal; and (ii) an appeal fee, which fee will be established by the city council; and (iii) the amount of the fee and/or fine being appealed, if applicable. The failure to submit these items during such time period shall result in a waiver of appeal rights and shall constitute a failure to exhaust administrative remedies. The notice of appeal shall set forth in detail all facts and include evidence supporting the party's appeal.

2. Notwithstanding the provisions of subsection 1. above, a party who is financially unable to deposit the amount of the disputed fee and/or fine or who is unable to pay the appeal fee may file a request for a waiver of all or a portion of the required deposit and appeal fee. A waiver request must be submitted to the Chief of Police with the party's notice of appeal, along with a sworn declaration and other supporting documents and materials showing the customer's actual financial inability to pay the appeal deposit and/or appeal fee. The appealing party bears the burden of demonstrating to the satisfaction of the Chief of Police the party's actual inability to deposit the disputed fee and/or fine or pay the appeal fee. If the Chief of Police determines that a waiver is warranted, the deposit and appeal fee will be waived or partially waived. If the Chief of Police finds that a waiver is not warranted, the appealing party must, within three (3) business days of the party's receipt of the Chief of Police's written decision, deposit the amount of the disputed fee and/or fine and pay the appeal fee for the party's appeal to be processed.

3. Upon the Chief of Police's receipt of a notice of appeal, deposit of the amount of the disputed fee and/or fine, if applicable, and appeal fee (or the Chief of Police's determination to waive the deposit and/or fee), he/she/it shall set the matter for hearing before the hearing officer or hearing body designated by the city council. The hearing officer or hearing body shall hold a hearing on the party's appeal on the date specified by the Chief of Police and shall receive testimony and evidence presented by the appealing party and the city. After the hearing, the hearing officer or hearing body may uphold or adjust the findings or requirements being appealed and/or the appealed fee and fine, as applicable. The hearing officer or hearing body shall cause to be issued a written determination on the party's appeal within fifteen (15) calendar days of the date of appeal hearing. An aggrieved party may seek judicial review of the hearing officer's or hearing body's decision on the party's appeal by filing a complaint with the Superior Court of Kings County, California during the period identified by California [Code of Civil Procedure](#) Section 1094.6.

Section 2: Except as otherwise provided herein, this Ordinance shall take effect thirty (30) days after its adoption, and shall be published once in the Hanford Sentinel within fifteen (15) days after its passage or a summary of this ordinance shall be published in the Hanford Sentinel in a manner consistent with the requirements of the California Government Code.

THEREFORE, BE IT FURTHER RESOLVED, that based on the above and incorporated findings, the City Council approves Ordinance 20-____.

PASSED, ADOPTED AND APPROVED this ____ day of _____, 202__ by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

MAYOR of the City of Hanford

Attest:

NATALIE ORTEGA
CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, Natalie Ortega, City Clerk of the City of Hanford, do hereby certify the foregoing Ordinance was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 202__.

Date: _____

City Clerk

Attachment: Ord No 20-14 Shopping Carts Final (PD: Adoption of 8.24, Shopping Cart Regulations)



AGENDA STAFF REPORT

MEETING DATE: 12/1/2020	AGENDA SECTION: C
--------------------------------	--------------------------

SUBJECT:

Community Development: Approval the proposed third amendment to the 2019-2020 Annual Action Plan Amendment and appropriation of \$338,702 in round 3 CDBG Coronavirus Aid, Relief and Economic Security Act (CDBG-CV3) funding.

RECOMMENDATION:

See staff report attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report.12.01.20 CDBG

THIRD Annual Action Plan Substantial Amendment 2019-2020

Kings County Commission on Aging Council letter of support

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT**

MEETING DATE: Tuesday, December 1, 2020

SUBJECT: **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG):**
Third Substantial Amendment to the 2019-2020 Annual Action Plan.

STAFF RECOMMENDATION

1. Approve and appropriate the proposed third amendment to the 2019-2020 Annual Action Plan Amendment, of \$338,702 in round 3 CDBG Coronavirus Aid, Relief and Economic Security Act (CDBG-CV3) funding.

CARES ACT

Background

On March 27, 2020, the United States Congress passes the Coronavirus Aid, Relief, and Economic Security Act (CARES Act-H.R.748). The bill provided \$5 billion in Community Development Block Grant Coronavirus (CDBG-CV) funds. On April 6, 2020, the City was notified of an allocation of the first round of CDBG-CV funds for \$325,307. Funds were allocated towards and Emergency Rental Assistance, Small Business Assistance, and Food Assistance Programs. The City did not receive CDBG-CV2 funds. On September 11, 2020, the City was notified of an additional allocation from CDBG-CV3 funds for \$338,702. The City's cumulative amount of CDBG-CV funds is \$664,009.

Substantial Amendments are required to follow the City's Citizen Participation Plan, which, under normal circumstances, requires a public comment period for the Substantial Amendment of 30 days. However, to more quickly implement the funds and activities of the CDBG-CV3, the U. S. Department of Housing and Urban Development (HUD) has waived that requirement with amendment to the City's Citizen Participation Plan, reducing the public comment period to five (5) days.

All CDBG-CV3 activities must still meet a National Objective of the CDBG Program:

- Benefit low-and-moderate income people
- Aid in the prevention or elimination of slum or blight
- Meet an urgent need

City staff is recommending that the approval 2019-2020 Annual Action Plan be amended to add the CBBG-CV3 grant as a resource and allocated the funds, as detailed in the table below and Attachment A:

The Proposed Budget

Program	CDBG-CV1	CDBG-CV3	Total
Food Assistance Program Commission on Aging	\$50,307	\$100,000	\$150,307
Project Roomkey Kings County Human Services	\$0	\$238,702	\$238,702

Public Review:

A Notice of Public Meeting and a 5-day public review period was published in the Hanford Sentinel on November 21, 2020 informing the public of the proposed Substantial Amendment and inviting comments at the public meeting. The public review period began on November 21, 2020 and ended on December 1, 2020.

ACTION FOLLOWING APPROVAL

Staff will submit the amendment to the 2019/20 Annual Action Plan. Utilization of CDBG-CV and CDBG funds will be available upon HUD's approval of the 2019/20 Action Plan Amendment.

ATTACHMENT A

CITY OF HANFORD
Community Development Block Grant
Coronavirus
CDBG-CV3
Third Amendment to the 2019/2020 Annual
Action Plan

DRAFT

Attachment: THIRD Annual Action Plan Substantial Amendment 2019-2020 (CD: CDBG-CV Funding Additional Allocation)

CARES Act

2019-2020 Annual Action Plan Substantial Amendment No. III

Public Comment Draft

Introduction and Purpose

On March 27, 2020, the United States Congress passes the Coronavirus Aid, Relief, and Economic Security Act (CARES Act-H.R.748). The bill provided \$5 billion in Community Development Block Grant Coronavirus (CDBG-CV) funds. On April 6, 2020, the City was notified of an allocation of the first round of CDBG-CV funds for \$325,307. It was allocated towards and Emergency Rental Assistance, Small Business Assistance and Food Assistance Programs. The City did not receive CDBG-CV2 funds. On September 11, 2020, the City was notified of an additional allocation from CDBG-CV3 funds for \$338,702. The City's cumulative amount of CDBG-CV funds is \$664,009.

The CDBG-CV special allocation is governed through HUD; therefore, the City of Hanford as an entitlement city must comply with HUD prescribed statutes and regulations to add this special funding to the current Annual Action Plan. In order to access the funds, the City must submit to the U.S. Department of Housing and Urban Development a Substantial Amendment to the 2019-2023 Consolidated Plan and 2019-2020 Annual Action Plan outlining the use of the funds.

ES-05 Executive Summary

Per HUD 24 CFR 24 Part 91.505 -the jurisdiction, in this case, the City of Hanford, shall amend the approved Consolidated Plan. Annual Action Plans when:

- A substantial change (e.g., 75% or more) in its allocation priorities or a substantial change in the method of distribution of funds takes place; or
- Carries out an activity, using funds from any program covered by the consolidated plan (including program income), not previously described in the action plan; or
- Substantially change the purpose, scope, location, or beneficiaries of an activity.

PR-15 Citizen Participation

Previous Amendment to the Citizen Participation Plan

The US Department of Housing and Urban Development (HUD) provided multiple waivers to program procedures to facilitate and expedite the use of these funds. Waivers included an ability to amend the Citizen Participation Plan (CPP) and allow for no less than five (5) days public comment period, use of the internet to notify the public and make the Substantial Amendment available to the public, and use of virtual meetings to allow for input and comment. The City of Hanford's CPP was amended to reflect this expedited process.

Consultation

The public comment period began on November 21, 2020 and ended on November 30, 2020. The City provided a public notice inviting comments on the draft Amendment in the Hanford Sentinel and in addition, the City will conduct a public meeting on December 1, 2020 to provide an additional opportunity for public comment on this draft Amendment.

Proposed Amendment to the 2019-2020 Annual Action Plan

The City prepared and submitted a Substantial Amendment in June 2020 to incorporate CDBG-CV 1 funds in the amount of \$325, 307. In Amendment No. II, the City's CDBG-CV allocation to emergency rental assistance, small business assistance and food assistance program.

The proposed use of \$338,702 in CDBG-CV3 funds are as follows:

Existing Project-Food Assistance Program \$100,000 funds will be used to deliver meals to the homebound elders that need to maintain social distancing, due to the pandemic.

New Project-Roomkey & Homekey -Kings County Human Services Agency \$238,702 funds will be help with the spread of COVID-19 and help clients transition to stable housing.

The purpose of project Roomkey is to provide non-congregate shelter options for people experiencing homelessness, protect human life, and minimize strain on health care system capacity. Project Roomkey gives people experiencing homelessness and are recovering from COVID-19 or have been exposed to COVID-19 a place to recuperate and properly quarantine outside of a hospital. Building on the success of Project Roomkey , Homekey is the next phase in the state's response to protecting Californians experiencing homelessness who are at high risk for serious illness and are impacted by COVID-19. Funds will be used to offset 25% match for room key project and with the Rehab of the stardust motel and cost to convert rooms to a studio apartment.

Public Comment

The public comment period from November 21st through November 30th

This portion has not occurred and will be revised if necessary. The December 1st City Council meeting will also be included.

AP-15 Expected Resources – 91.220(c) (1-2)

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	Public Federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	\$571,462	\$80,000	\$325,307 CDBG-CV1 \$338,702 CDBG-CV3 Total CDBG-CV Funds \$664,009	\$1,315,471	\$	Entitlement funds allocation plus estimate program income.

Table 1 - Expected Resources – Priority Table

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Support special needs programs and services	2019	2024	Homeless Non-Homeless Special Needs	CITY OF HANFORD	Provide support services for the City's residents	CDBG: \$90,000 +302,08 CDBG-CV +338,702 DBG-CV3 \$724,009	Public service activities for Low/Moderate Income Housing Benefit: 127 Households Assisted Homelessness Prevention: 280 Persons Assisted

Attachment: THIRD Annual Action Plan Substantial Amendment 2019-2020 (CD: CDBG-CV Funding Additional Allocation)

AP-38 Project Summary

Project Summary Information

EXISTING PROJECT

Project Name	Public Service/Food Assistance Program
Target Area	CITY OF HANFORD
Goals Supported	Support special needs programs and services
Needs Addressed	Provide support services for the City's residents
Funding	PREVIOUS FUNDING CDBG-CV: \$50,307 PROPOSED FUNDING CDBG-CV3: \$100,000 TOTAL-CDBG-CVFUNDING: \$150,307
Description	Deliver meals to homebound elders that need to maintain social distancing, due to the pandemic and stay-at-home orders. Provide funding to assist with substantial increase of operating costs seen by local community kitchens and food pantries, as a result of increased food demand. Reimburse documented operating costs, such as staff costs, supplies, utilities, maintenance, and insurance.
Target Date	6/30/2021
Estimate the number and type of families that will benefit from the proposed activities	An estimated 2000 very low/mod persons will benefit from this activity An estimated 500 food vouchers
Location Description	City Wide
Planned Activities	Deliver meals to homebound elders that need to maintain social distancing, due to the pandemic and stay-at-home orders
Project Name NEW Project	Public Service/Kings County Human Services Agency – Project Roomkey & Homekey
Target Area	CITY OF HANFORD
Goals Supported	Support special needs programs and services
Needs Addressed	Provide support services for the City's residents
Funding	CDBG CV3: \$238,702
Description	Funds will be help spread the of COVID-19 and help clients transition to stable housing.
Target Date	6/30/2021
Estimate the number and type of families that will benefit from the proposed activities	An estimated 22-38 persons are expected to benefit from this will activity
Location Description	City Wide
Planned Activities	The purpose of project Roomkey is to provide non-congregate shelter options for people experiencing homelessness, protect human life, and

	minimize strain on health care system capacity. Project Roomkey gives people who are experiencing homelessness and are recovering from COVID-19 or have been exposed to COVID-19 a place to recuperate and properly quarantine outside of a hospital.
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DRAFT

KINGS COUNTY COMMISSION ON AGING COUNCIL

15.C.c

An Independent Non-Profit Corporation 501 (c)(3)

10953 14th Avenue * P.O Box 598

ARMONA, CA 93202

(559) 852-2828

Lemoore Adult Day Care Center
(Lic. #160406238)
(559)924-4419

Senior Nutrition Management
(559) 852-4848
Senior Access for Engagement
(SAFE)
(559) 852- 4821

Senior Information & Assistance
(559) 852- 4850 & (559) 852 - 2828
Fax: (559) 582-9627

Long Term Care Ombudsman Program
(559) 852-2823
(559) 583-0333 or 1-800-293-9714
Fax: (559) 589-0608

November 23, 2020

RE: COVID-19 Health Crisis Additional Funding Request

KCCOAC is the only organization in Kings County that specifically serves the senior population. As the senior population has grown and demographics have shifted over the years, emerging unmet needs are becoming more apparent. There are approximately 22,000 seniors who live Kings County. KCCOAC provides services to the cities of Armona, Avenal, Corcoran, Grangeville, Hardwick, Hanford, Kettleman City, Laton, Lemoore, and Stratford. The Long-Term Ombudsman Program serves the Kings and Tulare County areas. Well over 3,000 contacts are made with seniors on a monthly basis by KCCOAC's programs and services.

During these uncertain times, we know that the seniors of Kings County are in need now more than ever. Kings County Commission on Aging strives to provide the much needed services to the seniors in spite of the current COVID-19 Health Crisis. We have implemented the following COVID-19 Health Crisis Plan to ensure this;

KINGS COUNTY COMMISSION ON AGING COVID -19 HEALTH CRISIS PLAN

We are continuously reviewing and assessing the recommendations from our Public Health Department, the CDC and other federal authorities. Each day we learn more about COVID-19 and how this is affecting our clients, and making the appropriate accommodations.

- KCCOA has suspended the Lemoore Adult Daycare Center, Senior Sites (3 locations), and all walk ins to our agency. However, staff is available for information and assistance via telephone and non-contact appointment outside of our agency in open air for safety. We offer our weekly caregiver support groups via telephone conference and zoom, to ensure that the support is still extended.
- Outreach is still being provided to ensure that the isolated, now mandated to be home bound clients are receiving the necessities for daily living. Engagement Services, intake process, and depression screening are still transpiring, but limited to phone conversations and non-contact appointments.
- In lieu of the facility closures during the current pandemic, we have transitioned our Congregate Meal Lunch Program, to a meal delivery directly to the client's residence. This ensures that the clients are home safe and still receiving the nutritional lunch each day of the week. The congregate meal delivery clients have tremendously increased during this health crisis, and continue to rise. **WE HAVE NOT AND DO NOT INTEND TO TURN ANY SENIOR IN NEED AWAY.** We have all staff and several volunteers delivering each week to make this happen.

With the increased nutrition program participants, comes the increased food cost. **During the month of October 2020, we delivered a total of 12656 meals to seniors. The total food costs were \$70,240.80 for this**

Attachment: Kings County Commission on Aging Council letter of support (CD: CDBG-CV Funding Additional Allocation)

month. The food costs have quadrupled during this pandemic. To put some perspective on the increased need, during the month of February there were 3038 meals served and delivered to seniors, and the food costs were \$15,867.25. It seems that as the health crisis continues, the word gets out and there are more clients in need reaching out for help.

We are in need of community monetary support to help us sustain these programs during the duration of the health crisis.

Therefore, I am reaching out to the City of Lemoore in hopes that there is funding available to help us with this.

Please feel free to give me a call with any further questions that you have. Thank you in advance for your support.

Sincerely,
Bobbie Wartson
Executive Director
Bobbie.wartson@kccoa.org
(559) 852-2824



**AGENDA
STAFF REPORT**

MEETING DATE: 12/1/2020

AGENDA SECTION: A

SUBJECT:

Community Development: Appeal of Citation B8753 (Code Compliance Case CE21-0110) issued to property owner George Sepeda, for illegal dumping behind the residence at 753 Lassen Drive, into Hays Park, a City- owned and maintained basin.

FISCAL IMPACT:

ATTACHMENTS:

753 Lassen Drive Staff report
Attachment 1 - Citation B8753
Attachment 2 - NOV CE21-0110

CITY OF HANFORD CITY COUNCIL STAFF REPORT

MEETING DATE: December,1,2020

SUBJECT: Appeal of Citation B8753 (Code Compliance Case CE21-0110) issued to property owner George Sepeda, for illegal dumping behind the property of 753 Lassen Drive, into Haye Park, a City- owned and maintained basin.

Location: The location of the violation is 753 Lassen Drive.
APN: 014-476-003

STAFF RECOMMENDATION

Staff recommends that City Council deny the Appeal of Citation B8753 and require the Appellant to comply with all City ordinances and pay all outstanding Code Compliance fines.

BACKGROUND

On September 16, 2020, Code Compliance Officer Hector Ramos received an email from Ivan Nicar, Parks Supervisor, regarding his concerns about the property illegal dumping into the ponding basin behind the residence at 753 Lassen Drive (photos of the violation were sent by Ivan Nicar). A Notice of Violation was sent the same day to the property owner, regarding the Health and Safety violations. Mr. Sepeda did not comply with the Notice of Violation.

On September 30, 2020, a citation was issued to Mr. Sepeda, for failure to comply with the ten-day Notice of Violation. Fines in the amount of five hundred dollars (\$500) were incurred, for violation of Municipal Ordinance 13.20.080 Illegal Dumping.

On October 8, 2020, Officer Ramos received a call from George S Sepeda, stating that he was unhappy with the citation he received and the fines in the amount of five hundred dollars (\$500) for illegal dumping. He stated he was not responsible and will not pay the citation fines.

On October 9, 2020, Code Compliance Officer Ruth Belmonte received a call from George P Sepeda requesting an appeal form for Citation B8753. He stated that he had a few things behind his fence but not in the ponding basin. An appeal form was mailed to him.

On October 21, 2020, an appeal form for Citation B8753 was received from George S Sepeda.

Attachment: 753 Lassen Drive Staff report (CD: Appeal 753 Lassen Dr)

RECOMMENDATION

Staff recommends that City Council deny the Appeal of Citation B8753 and require the Appellant to comply with all City ordinances and pay all outstanding Code Compliance fines.

ATTACHMENTS

City of Hanford Code Compliance**Code Compliance Citation**

CE21-0110

B**87****16.A.b**

Violation and Penalty: Any person or entity violating any provision of the Hanford Municipal Code shall be guilty of an infraction. A person or entity shall be deemed guilty of a separate offense for each and every day a violation committed or continues to exist. Section 17.94.050 and 17.94.240 H.M.C. *An increased fine may be imposed each day the violation continues to exist. Section 17.94.100 (F) H.M.C.

Date	9-30-20	Time	9:50am	Day of Week	MON	TUES	WED	THURS	FRI	SAT	SUN
Name of Violator (First, Middle, Last)	George P Sepeda										
Address of Violator	753 Lassen Dr Hanford Ca, 93250										
Name of Land Owner (First, Middle, Last)											
Address of Land Owner											
Address of Location of Violation	753 Lassen Dr										
Violation of H.M.C. Section(s)	13.12.080										
Description of Violation(s)	① illegal dumping										
All dumping of trash in city Basin must cease and trash must be removed.											
pay all fees due											

Conditions to Abate Violation(s)

Number of Days to Abate 10 Days Due 10-12-20

FINE: \$ 500

ISSUING OFFICER: Hector Rumes

Address: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2633

APPEAL: Within ten (10) days following the date of this notice, as set forth above, you may appeal this citation to the City Council by filing an Appeal application within the City of Hanford Community Development Department located at: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2633 • Section 17.94.110 H.M.C.

If Violation(s) Not Abated:

1. If the violator and/or property owner fails to comply with the requirements of this notice of violation within the time periods set forth herein, the work to be performed and/or the abatement of the violation may be performed by the city or by a contractor retained by the city at the expense of the violator. Section 17.94.120 H.M.C.
2. If the city's cost for abatement of the violation is not paid in full by the violator within 30 days, the city will place a lien on the real property on which the violation has occurred to collect all city expense to abate the violation. Section 17.94.180 (A) H.M.C.
3. The city will also seek any and all other civil or administrative remedies provided by law to cause the violation to be abated. Section 17.94.050 & 17.94.210 H.M.C.

I have read and understand the conditions to abate this violation, and the consequences if not abated:

X SIGNATURE By me

Citation still valid if not signed by the violator. Section 17.94.060 (H) H.M.C.

Copies

WHITE
Original FilePINK
ViolatorYELLOW
Property Owner**Packet Pg. 400**

Attachment: Attachment 1 - Citation B8753 (CD: Appeal 753 Lassen Dr)



City of Hanford
CODE COMPLIANCE DIVISION
317 N Douty Street
Hanford, CA 93230
(559)585-2581

16.A.c

CODE COMPLIANCE

NOTICE OF VIOLATION

And NOTICE TO ABATE NUISANCE

Case No: CE21-0110

Date Observed: 9/16/20	Location of Violation: 753 Lassen Dr	APN: 014-476-003	ZONE: R-L-5
Name of Land Owner: George P Sepeda	Address of Land Owner: 753 Lassen Dr Hanford, Ca 93230		Phone Number:
Name of Tenant:	Address of Tenant:		Phone Number:

YOU ARE IN VIOLATION OF THE FOLLOWING MUNICIPAL CODE SECTIONS

13.12.080 Illegal Dumping

☐ See attached for additional violations

Remarks/Required Action:

A. It is unlawful for any person to bury, dump or permit to be buried or dumped any solid waste in any place within the city, and all solid waste in the city shall be placed in solid waste containers

Please call Ivan Nicar (585-2561) to schedule a time to pay fines or clean up violation.

Notice is hereby given that the above violations must be corrected or abated within 10 days

It is the responsibility of the property owner and/or occupant to notify this office when the above corrections have been completed. These violations are a criminal offense and each day that they continue constitutes a separate offense. Under the city code, any unlawful act or omission includes causing, allowing, permitting, aiding, abetting, suffering, or concealing such act or omission. Failure to comply may result in the issuance of an Administrative Citation in accordance with Chapter 17.9 of the Municipal Code.

Please contact the undersigned Officer with any questions or comments at (559) 585-2633

Sent by: Hector Ramos
Hector Ramos, Code Compliance Officer

Date: _____

Attachment: Attachment 2 - NOV CE21-0110 (CD: Appeal 753 Lassen Dr)



**AGENDA
STAFF REPORT**

MEETING DATE: 12/1/2020

AGENDA SECTION: B

SUBJECT:

Community Development: Appeal of Citations B8806 and B8808 (Code Compliance Case CE20-0575) issued to property owners Michael and Cynthia Austin and to tenant Amanda Camacho, for violation of Hanford Municipal Code 17.10.140 (F)(D) Off-Street Parking

FISCAL IMPACT:

ATTACHMENTS:

Staff Report 731 Lassen Dr
Attachment 1 - Citation B8806
Attachment 2 - Citation B8808
Attachment 3 - NOV CE20-0575

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT**

MEETING DATE: December 1,2020

SUBJECT: Appeal of Citations B8806 and B8808 (Code Compliance Case CE20-0575) issued to property owners Michael and Cynthia Austin and tenant, Amanda Camacho, for violation of Municipal Ordinance 17.10.140 (F)(D) Off-street Parking.

STAFF RECOMMENDATION

Staff recommends City Council deny the Appeal of Citations B8806 and B8808 (Code Compliance Case CE20-0575) and direct the Appellant to pay all outstanding Code Compliance fees.

BACKGROUND

On May 5,2020, Code Compliance Officer Hector Ramos noticed a recreational vehicle parked on the landscape of the home located at 731 Lassen Drive. Officer Ramos contacted the tenant, Amanda Camacho, and explained that the RV was in violation of Municipal Code 17.10.140 (F)(D) off-street parking.

On June 1, 2020, Officer Ramos re-inspected the violation at 731 Lassen Drive and noticed that the RV had not been removed and that there were signs of someone occupying the RV, with water, electrical, and sewer hookups attached.

On June 25, 2020, Officer Ramos sent a Notice of Violation to the property owners, Michael and Cynthia Austin, and to the tenant, Amanda Camacho, due to the violation of Municipal Code 17.10.140 (F)(D) Off-street Parking. Neither the property owners nor the tenant complied with the ten-day Notice of Violation.

On July 6,2020, a ten-day citation (B8806) was issued by mail to Michael and Cynthia Austin and the tenant, Amanda Camacho, for failure to comply with the Notice of Violation and pay outstanding fines in the amount of five hundred dollars for violation of Municipal Ordinance 17.10.140(F)(D). The parties did not comply with the ten-day citation.

On July 17,2020, a second ten-day citation (B8808) was issued by mail to Michael and Cynthia Austin and tenant Amanda Camacho for failure to comply with the ten-day citation (B8806) and pay fines in the amount of five hundred dollars (\$500) for violation of Municipal Ordinance 17.10.140(F)(D). A fifty-dollar (\$50) late fee was added for non-compliance.

On July 24, 2020 Officer Ramos conducted a re-inspection of the property at 731 Lassen Drive. Upon arrival, the officer noticed that the RV had been removed, and the property owners, Michael and Cynthia Austin, and tenant Amanda Camacho had complied with

Attachment: Staff Report 731 Lassen Dr (CD: Appeal - 731 Lassen Dr)

the request to correct the violations noted in the Notice of violation and both citations (B8806) (B8808) that were mailed to both parties. Fines amounting to one thousand five hundred and fifty dollars (\$1,550), for failure to comply with citations, are still outstanding and must be addressed.

On July 31,2020, the Community Development Department received a letter of appeal from Michael and Cynthia Austin and given to Officer Ramos Mr. Austin disagreed with the citations. He stated “that the RV has been removed and that there were no hookups or anyone staying in said RV and will not be paying these punitive fines”. Which was acknowledged and added to the case file.

RECOMMENDATION

Staff recommends City Council deny the Appeal of Citations B8806 and B8808 (Code Compliance Case CE20-0575 and direct the Appellant to pay all outstanding Code Compliance.

City of Hanford Code Compliance

Code Compliance Citation

CE20-0575

B

88

16.B.b

Violation and Penalty: Any person or entity violating any provision of the Hanford Municipal Code shall be guilty of an infraction. A person or entity shall be deemed guilty of a separate offense for each and every day a violation committed or continues to exist. Section 17.94.050 and 17.94.240 H.M.C. *An increased fine may be imposed each day the violation continues to exist. Section 17.94.100 (F) H.M.C.

Date	7-6-20	Time	11:00 AM	Day of Week	MON	TUES	WED	THURS	FRI	SAT	SUN
Name of Violator (First, Middle, Last)	Amanda Camacho										
Address of Violator	731 Lassen Dr Hanford, CA 93230										
Name of Land Owner (First, Middle, Last)	Michael W & Cynthia G Austin										
Address of Land Owner	358 North Star Dr Hanford, CA 93230										
Address of Location of Violation	731 Lassen Dr										
Violation of H.M.C. Section(s)	17.10.14 (F)(D)										
Description of Violation(s)											

Rv parked on front lawn must be removed.

Rv must not be occupied by any person or persons.

Illegal water, Electrical & Sewer Hookups must be disconnected.

pay all fines & fees.

Conditions to Abate Violation(s)

Number of Days to Abate Date 7-13-20

FINE: \$ 500 Health & safety

ISSUING OFFICER: Hector Ramos

Address: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2633

APPEAL: Within ten (10) days following the date of this notice, as set forth above, you may appeal this citation to the City Council by filing an Appeal application within the City of Hanford Community Development Department located at: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2633 • Section 17.94.110 H.M.C.

If Violation(s) Not Abated:

1. If the violator and/or property owner fails to comply with the requirements of this notice of violation within time periods set forth herein, the work to be performed and/or the abatement of the violation may be performed by the city or by a contractor retained by the city at the expense of the violator. Section 17.94.120 H.M.C.
2. If the city's cost for abatement of the violation is not paid in full by the violator within 30 days, the city will place a lien on the real property on which the violation has occurred to collect all city expense to abate the violation. Section 17.94.180 (A) H.M.C.
3. The city will also seek any and all other civil or administrative remedies provided by law to cause the violation to be abated. Section 17.94.050 & 17.94.210 H.M.C.

I have read and understand the conditions to abate this violation, and the consequences if not abated:

X SIGNATURE

Bcf mail

Citation still valid if not signed by the violator. Section 17.94.060 (H) H.M.C.

Attachment: Attachment 1 - Citation B8806 (CD: Appeal - 731 Lassen Dr)

Copies

WHITE
Original File

PINK
Violator

YELLOW
Property Owner

Packet Pg. 405

32 May

X PIZICAU OLCEK HOSNA KAWA

200 Health & Zoonosis

D-95 5-13-90

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131 CORSON Dr

328 Walter 2102 DL Hontela, CA 83530
Wichita M & Cheryl & Anita
31 2222 DL Hontela, CA 83530
Wichita

11:00 AM (11:00 AM) 11:00 AM

2006 Compliance Question **CESA-0212** **B** **Packet Pg. 4**
 City of Houston Code Compliance

Violation and Penalty: Any person or entity violating any provision of the Hanford Municipal Code shall be guilty of an infraction. A person or entity shall be deemed guilty of a separate offense for each and every day a violation committed or continues to exist. Section 17.94.050 and 17.94.240 H.M.C. *An increased fine may be imposed each day the violation continues to exist. Section 17.94.100 (F) H.M.C.

Date	7-17-20	Time	9:00am	Day of Week	MON	TUES	WED	THURS	FRI	SAT	SUN
Name of Violator (First, Middle, Last)	Amanda Comacho										
Address of Violator	731 Lassen Dr Hanford, CA 93230										
Name of Land Owner (First, Middle, Last)	Michael W & Cynthia G Austin										
Address of Land Owner	358 North Star Dr Hanford, CA 93230										
Address of Location of Violation	731 Lassen Dr Hanford, CA 93230										
Violation of H.M.C. Section(s)	17.10.140 (F)(D) Health & Safety										
Description of Violation(s)	RV must be removed from landscape (Front lawn). RV cannot be occupied by any person or persons. Illegal water, sewer & Electrical hookups Need to be disconnected immediately. Pay all fees & fines due.										

Conditions to Abate Violation(s)

Number of Days to Abate Due by 7-24-20

FINE: \$ 1,000

ISSUING OFFICER: Hector Ramos

Address: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2633

APPEAL: Within ten (10) days following the date of this notice, as set forth above, you may appeal this citation to the City Council by filing an Appeal application within the City of Hanford Community Development Department located at: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2633 • Section 17.94.110 H.M.C.

If Violation(s) Not Abated:

1. If the violator and/or property owner fails to comply with the requirements of this notice of violation within time periods set forth herein, the work to be performed and/or the abatement of the violation may be performed by the city or by a contractor retained by the city at the expense of the violator. Section 17.94.120 H.M.C.
2. If the city's cost for abatement of the violation is not paid in full by the violator within 30 days, the city will place a lien on the real property on which the violation has occurred to collect all city expense to abate the violation. Section 17.94.180 (A) H.M.C.
3. The city will also seek any and all other civil or administrative remedies provided by law to cause the violation to be abated. Section 17.94.050 & 17.94.210 H.M.C.

I have read and understand the conditions to abate this violation, and the consequences if not abated:

X SIGNATURE By Mail

Citation still valid if not signed by the violator. Section 17.94.060 (H) H.M.C.

Attachment: Attachment 2 - Citation B8808 (CD: Appeal - 731 Lassen Dr)

1. The first step in the process of the investigation is to identify the problem. This is done by the investigator who is assigned to the case. The investigator will then gather information about the problem and the people involved. This information will be used to determine the cause of the problem and to develop a plan to solve it.

2. The second step in the process is to identify the people involved in the problem. This is done by the investigator who will talk to the people involved and try to get their side of the story. This information will be used to determine the cause of the problem and to develop a plan to solve it.

3. The third step in the process is to identify the cause of the problem. This is done by the investigator who will look at the information gathered in the first two steps and try to determine what caused the problem. This information will be used to develop a plan to solve the problem.

4. The fourth step in the process is to develop a plan to solve the problem. This is done by the investigator who will use the information gathered in the first three steps to develop a plan that will solve the problem. This plan will be used to guide the investigator in the next steps of the process.

5. The fifth step in the process is to implement the plan. This is done by the investigator who will follow the plan that was developed in the fourth step. This step is the most important step in the process because it is where the problem is actually solved.

6. The sixth step in the process is to evaluate the results of the investigation. This is done by the investigator who will look at the information gathered in the first five steps and try to determine if the problem has been solved. This information will be used to determine if the plan was effective and to make any necessary changes to the plan.

7. The seventh step in the process is to report the results of the investigation. This is done by the investigator who will write a report that describes the problem, the people involved, the cause of the problem, the plan that was developed, and the results of the investigation. This report will be used to inform the people who are responsible for the problem and to help them prevent the problem from happening again.

Attachment: Attachment 2 - Citation B8808 (CD: Appeal - 731 Lassen Dr)



City of Hanford
CODE COMPLIANCE DIVISION
317 N Douty Street
Hanford, CA 93230
(559)585-2581

16.B.d

CODE COMPLIANCE

NOTICE OF VIOLATION

And NOTICE TO ABATE NUISANCE

Case No:CE20-0575

Date Observed: 6/25/20	Location of Violation: 731 Lassen Dr	APN: 014-476-004	ZONE: R-L-5
Name of Land Owner: Micheal W & Cynthia G Austin	Address of Land Owner: 358 North Star Dr Hanford, Ca 93230	Phone Number:	
Name of Tenant: Amanda Camacho	Address of Tenant: 731 Lassen Dr Hanford, Ca 93230	Phone Number:	

YOU ARE IN VIOLATION OF THE FOLLOWING MUNICIPAL CODE SECTIONS

Off-street Parking-Uapproved locations©

Off-street parking RV/Trailer/Vehicle(D)

Occupied Rv/Trailer(F)



See attached for additional violations

Remarks/Required Action:

C. Required parking spaces may not be provided in any front, side, or rear building setback area.

D.No recreation vehicle, including without limitation camping trailer, boat trailer, utility trailer, boat, pickup camper, motor home, dune buggy, or similar vehicle/trailer shall be stored or parked, except within an enclosed side or rear yard or within a garage or carport except if a side or rear yard is not accessible due to existing legal permanent structures, a recreational vehicle or trailer may be parked in a driveway or adjacent to a driveway if it does not create a nuisance or safety problem.

F. No recreational vehicle or trailer shall be used as a residence.

Parking of vehicles on landscape is prohibited in the City of Hanford

Notice is hereby given that the above violations must be corrected or abated within 5 days

It is the responsibility of the property owner and/or occupant to notify this office when the above corrections have been completed. These violations are a criminal offense and each day that they continue constitutes a separate offense. Under the city code, any unlawful act or omission includes causing, allowing, permitting, aiding, abetting, suffering, or concealing such act or omission. Failure to comply may result in the issuance of an Administrative Citation in accordance with Chapter 17.9 of the Municipal Code.

Please contact the undersigned Officer with any questions or comments at (559) 585-2633

Sent by: Hector Ramos
Hector Ramos, Code Compliance Officer

Date: _____



**AGENDA
STAFF REPORT**

MEETING DATE: 12/1/2020	AGENDA SECTION: C
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SUBJECT:

Community Development: Appeal of Administrative Citation B5667 (Code Compliance Case CE 21-0105) issued to Ralph Aguilar, tenant, for building permit required, substandard housing, illegal occupancy of sheds, illegal outdoor storage and property maintenance

FISCAL IMPACT:

ATTACHMENTS:

Appeal CE21-0105

Appeal - 800 E Lacey Blvd

Appeal - 800 E Lacey - Codes Referenced

CITY OF HANFORD CITY COUNCIL STAFF REPORT

MEETING DATE: December 1, 2020

SUBJECT: Appeal of Administrative Citation B5667 (Code Compliance Case CE21-0105) issued to Ralph Aguilar, tenant, for building permit required, substandard housing, illegal occupancy of sheds, illegal outdoor storage, and property maintenance

LOCATION: The location of the violation is 800 E. Lacey Boulevard.
(APN: 014-213-008)

STAFF RECOMMENDATION

Staff recommends that City Council deny Appeal of Citation B5667 (Code Compliance case CE21-0105) and require the Appellant to:

1. Pay all outstanding Code Compliance fines.
2. Submit for a Site Plan Review permit and pay the fee of \$3,000, to assure that development of new buildings and/or structures and improvements to land are reviewed for substantial compliance with the General Plan, municipal code, policies, and improvement standards of the City. The application is to be submitted to the Planning Division within 30 days, or by December 31, 2020.
3. Remove all buildings and storage, or obtain building permits, within 60 days of Site Plan Review approval.
4. Remove all buildings and storage within 90 days of the review, if the Site Plan Review is denied.
5. Remove, or obtain building permits for, all illegally constructed sheds or coverings, within 30 days or by December 31, 2020. Tenant must obtain owner's permission for construction.
6. Remove the travel trailer being used for permanent occupancy, all storage (including inoperative vehicles), illegal plumbing and electrical.
7. Clean and restore the lot to its original vacant parcel status, or the tenant must apply for a Site Plan Review.

RECOMMENDED MOTION

I move to deny Appeal of Citation B5667 (Code Compliance Case CE21-0105) and require Appellant to:

1. Pay all outstanding Code Compliance fines.
2. Submit for a Site Plan Review permit and pay the fee of \$3,000, to assure that development of new buildings and/or structures and improvements to land are reviewed for substantial compliance with the General Plan, municipal code,

Attachment: Appeal CE21-0105 (CD: Appeal - 800 E Lacey)

policies, and improvement standards of the City. The application is to be submitted to the Planning Division within 30 days, or by December 31, 2020.

3. Remove all buildings and storage, or obtain building permits, within 60 days of Site Plan Review approval.
4. Remove all buildings and storage within 90 days of the review, if the Site Plan Review is denied.
5. Remove, or obtain building permits for, all illegally constructed sheds or coverings, within 30 days or by December 31, 2020. Tenant must obtain owner's permission for construction.
6. Remove the travel trailer being used for permanent occupancy, all storage (including inoperative vehicles), illegal plumbing and electrical.
7. Clean and restore the lot to its original vacant parcel status, or the tenant must apply for a Site Plan Review.

BACKGROUND

Parcel 014-213-008 was a vacant lot, located behind the 800 E. Lacey Boulevard business building, which is occupied by JGR Auto Repair (Suite A), Valley Smog (Suite B), and Ada's Tire & Wheels (Suite C).

On September 11, 2020, Code Compliance Officer Ruth Belmonte received a call from Corporal Jason Gustin, Hanford Police Department (HPD), stating that they had received a complaint from Kings County Sheriff Robinson regarding a nuisance property/business at a lot behind 800 E. Lacey Boulevard. The complaint was that tenant Ralph Aguilar was using a business dumpster not belonging to him, working on vehicles, and storing personal property on the site. Corporal Gustin requested that Code Compliance assist on this call.

Upon arrival at this location on September 11, 2020, Officer Belmonte and HPD POP Team officers attempted to contact Mr. Aguilar, who had been seen prior to arrival. Through a chain-link fence, Officer Belmonte observed sheds, inoperative vehicles, vehicle parts, and miscellaneous equipment.

Offices observed a male individual briefly exit and re-enter the shed. He refused to come back out to speak with the officers. The officers were unable to make contact with the resident(s). Officer Belmonte contacted Mr. Koelewyn, spouse of property owner Sondra Koelewyn, and Mr. Koelewyn came to the lot.

The HPD POP officers spoke with Mr. Koelewyn, and Officer Belmonte served him with Citation B5667, in behalf of his wife. He stated that he would contact Ralph Aguilar and explain the violations.

On September 16, 2020, Mr. Ralph Aguilar called the Community Development Code Compliance office and requested a call back. Officer Belmonte called Mr. Aguilar and set up a time for an inspection of the lot for 2:30 p.m. on this date.

Code Compliance Officers Ruth Belmonte and Hector Ramos met with Mr. Aguilar at this lot. Officers found numerous Building and Code violations on the following:

1. All 4 storage buildings were constructed without building permits, this includes the bathroom building. All buildings are non-compliant with codes.
2. Illegal electrical extension cords used as a substitute for permanent wiring and connected to an electrical panel box behind 800 E. Lacey building and electrical wiring exposed throughout the sheds, trailer, and built bathroom building.
3. Illegal occupancy of a shed, used for living quarters.
4. A travel trailer used for permanent housing. Trailer has illegal sewer hook-up , to which officers could not determine the sewer line connection. This sewer line is leaking on the ground.
5. Bathroom construction is connected to water and exposed electrical wiring. The water heater is out in open and exposed to weather, connected to water and exposed electrical wiring. No building permit obtained for construction.
6. Several inoperative vehicles and a partial pontoon boat with storage on top.
7. Outdoor storage of junk, trash, and debris throughout the lot.
8. There was no actual water plumbing but connected to a water spigot with a water hose.
9. Mr. Aguilar stated that he is running a business from this lot. There is no current business license recorded with the City of Hanford.

Mr. Aguilar was advised that he is required to obtain building permits for his work on the sheds, bathroom, electrical, and plumbing. He stated that all the buildings are temporary. Officers asked him who he pays for the use of water and electricity. He stated that he pays Ada's Tire shop. The owners of Ada's Tire Shop stated that he is responsible for paying 40 percent of the billing, but stated that he has not paid in six months.

RECOMMENDATION

Staff recommends that City Council deny the Appeal of Citation B667 (Code Compliance case CE1-0105) and require the Appellant to:

1. Pay all outstanding Code Compliance fines.
2. Submit for a Site Plan Review permit and pay the fee of \$3,000, to assure that development of new buildings and/or structures and improvements to land are reviewed for substantial compliance with the General Plan, municipal code, policies, and improvement standards of the City. The application is to be submitted to the Planning Division within 30 days, or by December 31, 2020.
3. Remove all buildings and storage, or obtain building permits, within 60 days of Site Plan Review approval.
4. Remove all buildings and storage within 90 days of the review, if the Site Plan Review is denied.
5. Remove, or obtain building permits for, all illegally constructed sheds or coverings, within 30 days or by December 31, 2020. Tenant must obtain owner's permission for construction.

6. Remove the travel trailer being used for permanent occupancy, all storage (including inoperative vehicles), illegal plumbing and electrical.
7. Clean and restore the lot to its original vacant parcel status, or the tenant must apply for a Site Plan Review.

FORM #3

CITY OF HANFORD BUILDING DIVISION

317 N DOUTY STREET HANFORD, CA 93230 (559) 585-2633 FAX: (559) 583-1633

APPEAL OF ADMINISTRATIVE CITATION

PART A. GENERAL INFORMATION

Appellant Name: David Lawrence Aquino
Address: 214 Jessie St.
City, State, Zip: Hanford CA 93230
Phone: 559 213-9636



In accordance with the provisions of the Hanford Municipal Code, Title 17, Chapter 17.94.110, I hereby appeal the issuance of the Administrative Citation pertaining to:

Property Address: 214 Jessie St.

Date of Citation: April 11, 2015

1. State what the Administrative Citation was for:

Illegal Construction of Structures
1 illegal structure
1 illegal structure
1 illegal structure

2. State if the entire Administrative Citation is being appealed or only part. If only part is being appealed state which part.

Entire ☒

Part ☐

Appeal for 1 illegal structure
Appeal for 1 illegal structure
Appeal for 1 illegal structure

3. State why the Administrative Citation should not have been issued.

All structures are temporary structures
all structures are temporary structures
all structures are temporary structures

4. Are you the person who received the Administrative Citation? Yes ☒ No ☐

If "NO" what is your purpose for this appeal.

Appeal for 1 illegal structure
Appeal for 1 illegal structure
Appeal for 1 illegal structure

FORM #3

5. State the basis for your interest in this property: Lien Holder _____ Other (explain) _____ Owner _____ Renter ✓

Renter
Owned on this location 10 yrs +
lost out of this deal &
lived here 8-10-12 years

PART B. DECLARATION

Under the penalty of perjury, the undersigned declares all statements, noted in PART "A" above, are true and correct.

[Signature]
Signature of Appellant
7/17/2020
Date

Title 17 Zoning

Chapter 17.50 DEVELOPMENT STANDARDS

17.50.200 Property maintenance

It is a public nuisance for any person owning, leasing, renting, occupying, or having possession of any real property to maintain said real property in a manner in which any of the following conditions are found to exist:

- B.** Outdoor storage of personal property of any type or design in any unscreened/unfenced areas fronting on any alley, street, or other public right-of-way.

- D.** Real property or structures or improvements thereon not properly maintained so as to constitute a fire hazard by reason of weeds, grass, rank overgrowth, or accumulations of debris or which could harbor rats or other vermin, create unsightly appearance, or create conditions which are detrimental to neighboring properties;

California Building Code

Section 105 Permits

[A] 105.1 Required

Any owner or owner's authorized agent who intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or

structure, or to erect, install, enlarge, alter, repair, remove, convert or replace any electrical, gas, mechanical or plumbing system, the installation

of which is regulated by this code, or to cause any such work to be performed, shall first make application to the building official and obtain the

required permit

California Code, Health and Safety Code - HSC § 17920.3

Any building or portion thereof including any dwelling unit, guestroom or suite of rooms, or the premises on which the same is located, in which there exists any of the following listed conditions to an extent that endangers the life, limb, health, property, safety, or welfare of the public or the occupants thereof shall be deemed and hereby is declared to be a substandard building:

- (a) Inadequate sanitation shall include, but not be limited to, the following:
 - (1) Lack of, or improper water closet, lavatory, or bathtub or shower in a dwelling unit.
 - (2) Lack of, or improper water closets, lavatories, and bathtubs or showers per number of guests in a hotel.
 - (3) Lack of, or improper kitchen sink.
 - (4) Lack of hot and cold running water to plumbing fixtures in a hotel.
 - (5) Lack of hot and cold running water to plumbing fixtures in a dwelling unit.
 - (6) Lack of adequate heating.
 - (7) Lack of, or improper operation of required ventilating equipment.
 - (8) Lack of minimum amounts of natural light and ventilation required by this code.
 - (9) Room and space dimensions less than required by this code.
 - (10) Lack of required electrical lighting.
 - (11) Dampness of habitable rooms.
 - (12) Infestation of insects, vermin, or rodents as determined by a health officer or, if an agreement does not exist with an agency that has a health officer, the infestation can be determined by a code enforcement officer, as defined in Section 829.5 of the Penal Code , upon successful completion of a course of study in the appropriate subject matter as determined by the local jurisdiction.
 - (13) Visible mold growth, as determined by a health officer or a code enforcement officer, as defined in Section 829.5 of the Penal Code , excluding the presence of mold that is minor and found on surfaces that can accumulate moisture as part of their properly functioning and intended use.
 - (14) General dilapidation or improper maintenance.
 - (15) Lack of connection to required sewage disposal system.
 - (16) Lack of adequate garbage and rubbish storage and removal facilities, as determined by a health officer or, if an agreement does not exist with an agency that has a health officer, the lack of adequate garbage and rubbish removal facilities can be determined by a code enforcement officer as defined in Section 829.5 of the Penal Code .

(b) Structural hazards shall include, but not be limited to, the following:

- (1) Deteriorated or inadequate foundations.
- (2) Defective or deteriorated flooring or floor supports.
- (3) Flooring or floor supports of insufficient size to carry imposed loads with safety.
- (4) Members of walls, partitions, or other vertical supports that split, lean, list, or buckle due to defective material or deterioration.
- (5) Members of walls, partitions, or other vertical supports that are of insufficient size to carry imposed loads with safety.
- (6) Members of ceilings, roofs, ceiling and roof supports, or other horizontal members which sag, split, or buckle due to defective material or deterioration.
- (7) Members of ceilings, roofs, ceiling and roof supports, or other horizontal members that are of insufficient size to carry imposed loads with safety.
- (8) Fireplaces or chimneys which list, bulge, or settle due to defective material or deterioration.
- (9) Fireplaces or chimneys which are of insufficient size or strength to carry imposed loads with safety.

(c) Any nuisance.

(d) All wiring, except that which conformed with all applicable laws in effect at the time of installation if it is currently in good and safe condition and working properly.

(e) All plumbing, except plumbing that conformed with all applicable laws in effect at the time of installation and has been maintained in good condition, or that may not have conformed with all applicable laws in effect at the time of installation but is currently in good and safe condition and working properly, and that is free of cross connections and siphonage between fixtures.

(f) All mechanical equipment, including vents, except equipment that conformed with all applicable laws in effect at the time of installation and that has been maintained in good and safe condition, or that may not have conformed with all applicable laws in effect at the time of installation but is currently in good and safe condition and working properly.

(g) Faulty weather protection, which shall include, but not be limited to, the following:

- (1) Deteriorated, crumbling, or loose plaster.
- (2) Deteriorated or ineffective waterproofing of exterior walls, roofs, foundations, or floors, including broken windows or doors.
- (3) Defective or lack of weather protection for exterior wall coverings, including lack of paint, or weathering due to lack of paint or other approved protective covering.
- (4) Broken, rotted, split, or buckled exterior wall coverings or roof coverings.

(h) Any building or portion thereof, device, apparatus, equipment, combustible waste, or vegetation that, in the opinion of the chief of the fire department or his deputy, is in such a condition as to cause a fire or explosion or provide a ready fuel to augment the spread and intensity of fire or explosion arising from any cause.

(i) All materials of construction, except those that are specifically allowed or approved by this code, and that have been adequately maintained in good and safe condition.

(j) Those premises on which an accumulation of weeds, vegetation, junk, dead organic matter, debris, garbage, offal, rodent harborages, stagnant water, combustible materials, and similar materials or conditions constitute fire, health, or safety hazards.

(k) Any building or portion thereof that is determined to be an unsafe building due to inadequate maintenance, in accordance with the latest edition of the Uniform Building Code.

(l) All buildings or portions thereof not provided with adequate exit facilities as required by this code, except those buildings or portions thereof whose exit facilities conformed with all applicable laws at the time of their construction and that have been adequately maintained and increased in relation to any increase in occupant load, alteration or addition, or any change in occupancy.

When an unsafe condition exists through lack of, or improper location of, exits, additional exits may be required to be installed.

(m) All buildings or portions thereof that are not provided with the fire-resistive construction or fire-extinguishing systems or equipment required by this code, except those buildings or portions thereof that conformed with all applicable laws at the time of their construction and whose fire-resistive integrity and fire-extinguishing systems or equipment have been adequately maintained and improved in relation to any increase in occupant load, alteration or addition, or any change in occupancy.

(n) All buildings or portions thereof occupied for living, sleeping, cooking, or dining purposes that were not designed or intended to be used for those occupancies.

(o) Inadequate structural resistance to horizontal forces.

"Substandard building" includes a building not in compliance with Section 13143.2 .

However, a condition that would require displacement of sound walls or ceilings to meet height, length, or width requirements for ceilings, rooms, and dwelling units shall not by itself be considered sufficient existence of dangerous conditions making a building a substandard building, unless the building was constructed, altered, or converted in violation of those requirements in effect at the time of construction, alteration, or conversion.



AGENDA STAFF REPORT

MEETING DATE: 12/1/2020	AGENDA SECTION: D
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SUBJECT:

Community Development: Appeal of Citation B6907 (Code Compliance Case CE20-0398) issued to property owner Michael Austin, for outstanding building compliance permit FY17-1085 and failure to obtain a building permit for corrections required by Code Compliance Case CE18-0111

FISCAL IMPACT:

ATTACHMENTS:

Appeal-CE20-0398
 Attachment 1 - Notice of Violation
 Attachment 2 - Citation B5833
 Attachment 3 - Notice and Order
 Attachment 4 - Inspection Report
 Attachment 5 - Citation B6907
 Attachment 6 - Appeal Application

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT**

MEETING DATE: Tuesday, December 1, 2020

SUBJECT: Appeal of Citation B6907 (Code Compliance Case CE20-0398) issued to property owner Michael Austin, for outstanding building compliance permit FY17-1085 and failure to obtain a building permit for corrections required by Code Compliance Case CE18-0111

LOCATION: The location of the violation is 441 E. Florinda Street Apts. A and B (APN: 010-201-024)

STAFF RECOMMENDATION

Staff recommends that City Council deny the Appeal of Citation B6907 (Code Compliance case CE20-0398) and require the appellant to:

1. Pay all outstanding Code Compliance fines.
2. Allow a building inspection of Apartment A within seven days, or by December 8, 2020, to ensure compliance with permit FY17-1085, for corrections of outstanding violations or conditions that occurred on site.
3. Obtain a building permit for the stairway repairs at Apartment B within 30 days, or by December 31, 2020
4. Complete construction within 180 days, or by June 29, 2021.

RECOMMENDED MOTION

I move to deny Appeal of Citation B6907 (Code Compliance case CE20-0398) and require the appellant to:

1. Pay all outstanding Code Compliance fines.
2. Allow a building inspection of Apartment A within seven days, or by December 8, 2020, to ensure compliance with permit FY17-1085, for corrections of outstanding violations or conditions that occurred on site.
3. Obtain a building permit for the stairway repairs at Apartment B within 30 days, or by December 31, 2020
4. Complete construction within 180 days, or by June 29, 2021.

BACKGROUND

On August 31, 2017, Code Compliance Officer Ruth Belmonte received an email from Kings County Environmental Health Officer Liliana Stransky regarding 441 E. Florinda Street Apt. A, along with a Notice of Violation dated August 25, 2017, and addressed to Michael W. and Cynthia G. Austin (**Attachment 1**). Officer Belmonte opened Code Case CE18-0111 (**Attachment 2**).

Attachment: Appeal-CE20-0398 (CD: Appeal - 441 E Florinda)

This building is a two-story apartment complex that was built in the 1920s. It was unmaintained and dilapidated. Based on the Kings County Environmental Health inspections, the complex had several violations, including high levels of lead-based paint.

On September 26, 2017, Officer Belmonte met with Kings County Environmental Health Inspector Liliana Stransky at the violation location to take photos and inspect the building. Based on the findings at **Apartment A**, it was determined that a Notice and Order to Abate a Substandard Building would be issued for the Health and Safety Code violations found:

1. Inadequate sanitation included improper water closet (bath tub or shower) – leaking plumbing.
2. Improper kitchen sink – leaking plumbing
3. Infestation of roaches.
4. Kitchen cabinetry was falling apart.
5. General dilapidation to the window frames which could be opened. Poses a safety issue to the tenants. Windows were held together with tape along with paint peeling around casing.
6. Electrical outlets were not in working order and missing a plate cover.
7. Lighting fixtures needed to be replaced or repaired in all rooms.
8. Carpeting had frayed or raveling with carpet missing in some locations of the apartment.
9. Outdoor storage by tenants that was scattered in the front yard and parking lot.
10. Failure to have smoke and carbon monoxide detectors inside the apartment bedrooms and hallway.
11. Exterior old weatherization of paint of the apartment complex was peeling.

Apartment B

1. Stairway leading to 2nd floor unit is dilapidated and dangerous. The stairway has numerous repairs and does not meet code.

Action required to correct or abate the conditions:

1. Obtain a demolition permit to remove the building(s) and all debris to an approved landfill or;
2. Obtain a building permit to rehab the units.

On the Notice and Order to Abate a Substandard Building, dated October 4, 2017, Mr. Austin was given 10 days in which to contact the Building Division regarding his intent to correct the violations (**Attachment 3**).

As of October 26, 2017, Mr. Austin had not yet responded to Code Compliance, and Citation B5833 was issued for failure to comply with the Notice and Order, failure to obtain a building permit for rehab, and failure to pay the fine. The citation required that the appellant obtain a building permit within five (5) days, or by November 3, 2017.

On November 3, 2017, Mr. Austin obtained building compliance permit FY18-0650.

On November 6, 2017, an inspection was completed by Building Inspector Bill Nix (**Attachment 4**). He issued a correction notice for several violations that are still outstanding.

1. Stairs are not code compliant and handrail is missing.

2. Repair all broken windows.
3. Dryer vent cannot turn down at the exterior, flex duct can only be used to connect at the dryer to the hard pipe.
4. Repair leak at bathroom lavatory drain.
5. Repair windows to open for emergency escape and ventilation.
6. Install smoke alarm in hallway to back bedroom.
7. Repair holes in exterior walls.
8. Put guard around window at stairway.
9. Install blank space covers at electrical panel dead front.
10. Apply for a building permit – to rehab.

On March 29, 2020, new Code Compliance case CE20-0398 was opened by Officer Hector Ramos, for outstanding corrections on the compliance permit FY17-1085 and CE18-0111.

Officer Ramos issued Citation B6907 for violations of Health and Safety Code 17920.3 Housing and California Building Code 105.1, for failure to obtain a building permit for corrections. Permit FY17-1085 expired on May 2, 2018, and corrections had not been completed (**Attachment 5**).

Officer Ramos visited 441 E Florinda Apartment B to contact the tenant regarding the corrections, but the tenant was unwilling to speak with him. Officer Ramos found a person living in a car with a small amount of debris stored outside. Photos were taken of Mr. Austin's corrections of the stairway on March 16, 2020.

On March 17, 2020, Mr. Austin met with Building Official Thomas Webb and Officer Ramos in the Community Development Department offices. Mr. Austin felt that the citation was unwarranted, stating that he had completed the corrections. Building Official Webb advised Mr. Austin to submit plans and obtain a building permit to correct and close out this case.

On March 26, 2020, Mr. Austin submitted an appeal of the citation (**Attachment 6**).

RECOMMENDATION

Staff recommends that City Council deny the Appeal of Citation 6907 (Code Compliance Case CE20-0398) and require the appellant to:

1. Pay all Code Compliance fines.
2. Allow a building inspection of Apartment A within seven days, or by December 8, 2020, to ensure compliance with permit FY17-1085, for corrections of outstanding violations or conditions that occurred on site.
3. Obtain a building permit for the stairway repairs at Apartment B within 30 days, or by December 31, 2020.
4. Complete construction within 180 days, or by June 29, 2021.

Ruth Belmonte

From: Stransky, Liliana [Liliana.Stransky@co.kings.ca.us]
Sent: Wednesday, August 30, 2017 4:44 PM
To: Ruth Belmonte
Subject: 441 E. Florinda A - Hanford
Attachments: 441 E. Florinda A HFD 8-22-17.pdf; 441 E. Florinda A HFD (lead 8-22-17).pdf

Hi Ruth,

It's been a while .. I hope all is going well for you. I'm routing you this notice for the above property. The owner, Mike Austin, is the Chief Deputy Assessor for Madcra County and he called today to let me know he can't do any of the work unless the City of Hanford red tags the home as uninhabitable. Lee also spoke to him and told him we will continue to issue notices based on the deadlines provided. He mentioned that he started the eviction process so that make take months before any of the repair work is even started, but at least we have his attention. One of the young children living in the home has an elevated lead level and that's why we also did the lead assessment of the home.

Anything your department can do is appreciated. I'll be gone for the next 2 weeks, but will return on 9/18 before the 30 day deadline and will be going by again at that time.

Thank you Ruth.. take care! :)

Liliana

Liliana Stransky | MPA | REHS
 Kings Co. Department of Public Health
 Environmental Health Services
 330 Campus Drive | Hanford, CA | 93230
 P 559-852-2628 | F 559-584-6040
www.countyofkings.com/ehs

Attachment: Attachment 1 - Notice of Violation (CD: Appeal - 441 E Florinda)



Public Health
Prevent. Promote. Protect.

Kings County Health Department

Edward D. Hill
Director of Public Health Services

Milton Teske, M.D.
Health Officer

330 Campus Drive
Hanford, California 93230

Mission: To promote and protect the health and well-being of our community.
Vision: Optimal health for all

Debbie J. Grice, BSN, MPA
Deputy Health Director Nursing & Community Services

Jeff Tabor, MPH, REHS
Deputy Health Director Environmental Health Services

Telephone: (559) 564-1401
Fax: (559) 562-7616



August 25, 2017

Michael W. & Cynthia G. Austin
358 N. Star Dr.
Hanford, CA 93230
Case# CO 0008963

NOTICE OF VIOLATION

On August 21, 2017 our office investigated a complaint alleging violations of the California's State housing code at 441 E. Florinda "A", Hanford, CA. Assessor's records indicate that you are the owner of the above listed property, and thus, the responsible party. The following violations of the California Health and Safety Code and the 1994 Uniform Building Code were noted during the inspection of the dwelling:

1. **Health and Safety Code §17920.3 (a) (14) General dilapidation or improper maintenance.** Electrical light fixtures were noted missing within the dwelling. Main front door is not installed correctly and several areas within the dwelling unit have holes in the walls. The bathroom door is also not installed correctly. The kitchen sink leaks. The carpet is in a dilapidated condition and must be replaced. In several areas of the home, the carpet is frayed or missing sections. This condition poses a trip hazard.
2. **Health and Safety Code §17920.3 (d) All wiring, except that which conformed with all applicable laws in effect at the time of installation if it is currently in good and safe condition and working properly.** Some of the light fixtures are missing and should be replaced. All outlets must have outlet covers for safety.
3. **Health and Safety Code §17920.3 (g) (2) Deteriorated or ineffective waterproofing of exterior walls, roof, foundations, or floors, including broken windows or doors.** Exterior walls were noted with deteriorated paint exposing bare wood and some of the windows were noted broken and without window screens.
4. **Health and Safety Code §17920.10 Lead Hazards**
On August 21, 2017, deteriorated paint on the exterior and interior of the residence was analyzed with an XRF lead paint analyzer. Several components were identified as containing lead-based paint (paint containing 1.0 or more mg of lead per cm² of surface area) above *de minimis* levels, in violation of this section. Please see the attachment for information on proper abatement of lead hazards to correct these violations.
5. **1994 Uniform Building Code § 3411 & CHSC §17926.1** Smoke and carbon monoxide detectors were not observed in the dwelling.

Attachment: Attachment 1 - Notice of Violation (CD: Appeal - 441 E Florinda)

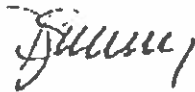
One re-inspection will be performed at no charge. If additional re-inspections are required, \$225.00 service charge will be assessed for each subsequent inspection. Failure to comply may also result in a referral to the District Attorney's office for legal prosecution.

THE VIOLATION(S) DESCRIBED IN THIS NOTICE MUST BE CORRECTED NO LATER THAN September 22, 2017.

Please note that California Revenue and Taxation Code Sections 17274 and 24436.7 requires state and local enforcement agencies to report substandard rental housing to the Franchise Tax Board. The owner(s) of such property will not be allowed state income tax deductions of interest, taxes, depreciation or amortization with respect to rental income from substandard housing when substandard housing is not brought into compliance within six months. This *Notice of Violation* fulfills the notification requirement as required by law.

If the dwelling becomes vacant during this compliance period the unit can not be rented out until all the repairs are corrected. Please be aware that repairs done on the dwelling may require building/construction permits from City of Hanford building department. If you have any questions please contact me, Monday-Friday, 8:00AM to 5:00PM at (559) 584-1411 or you can e-mail me at Liliana.Stransky@co.kings.ca.us.

Your cooperation is appreciated,

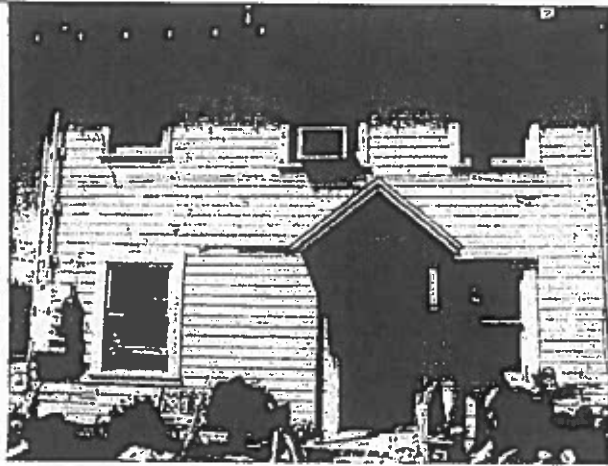


Liliana Stransky, MPA, REHS
Environmental Health Officer

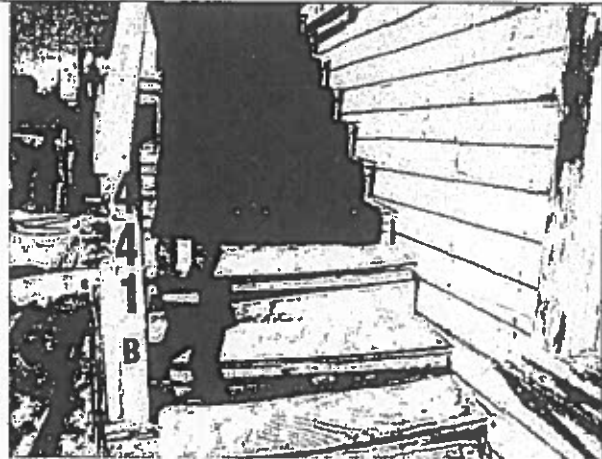
cc: Tenant
cc: City of Hanford, Code Enforcement

Attachment: Attachment 1 - Notice of Violation (CD: Appeal - 441 E Florinda)

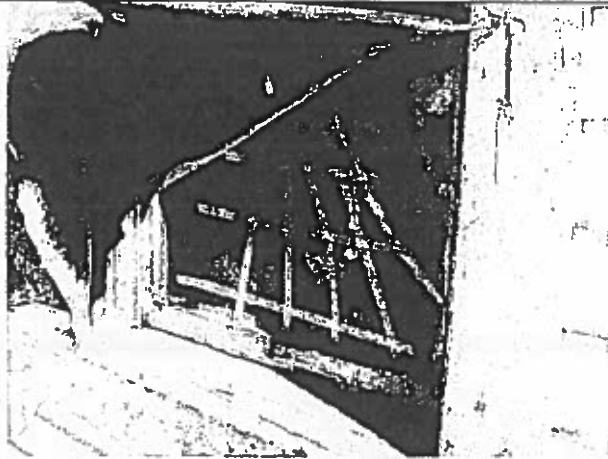
Digital photographs taken
August 22, 2017



The home was built in the 1900's and is currently unmaintained and dilapidated. Elevated lead levels were noted on the external wall surfaces and the window sills, sashes and casings.



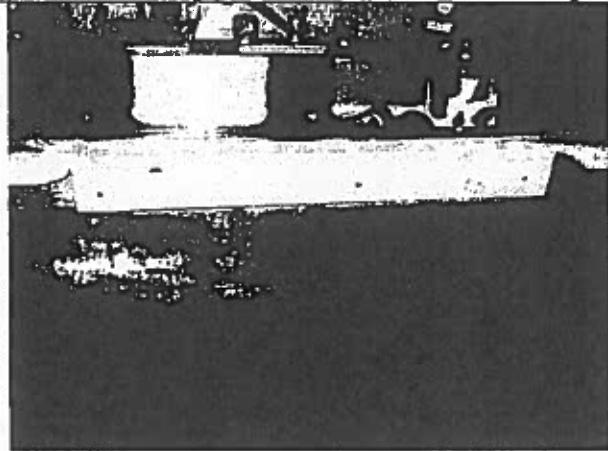
The outdoor staircase is also dilapidated and unmaintained. Repair work is required to prevent potential injury to residents. Abatement of the substandard conditions and the lead hazards is required.



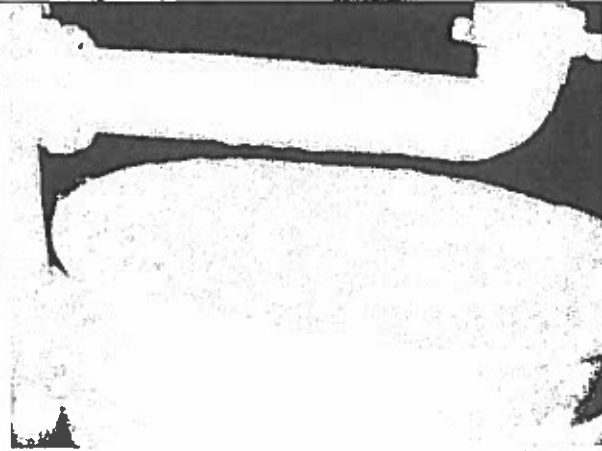
Broken window held together with tape and plastic. Peeling paint around window casing.



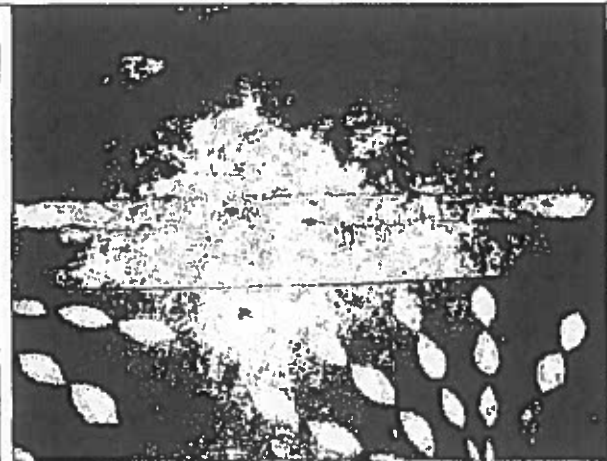
Dilapidated exterior paint. Windows are missing screens.



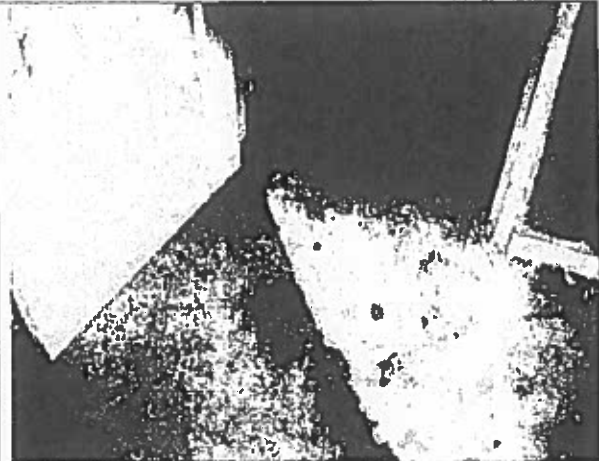
Dilapidated kitchen cabinets.



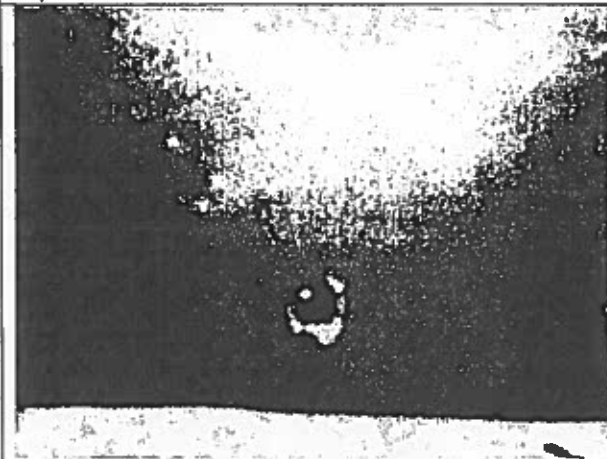
Leaking faucet beneath kitchen sink.



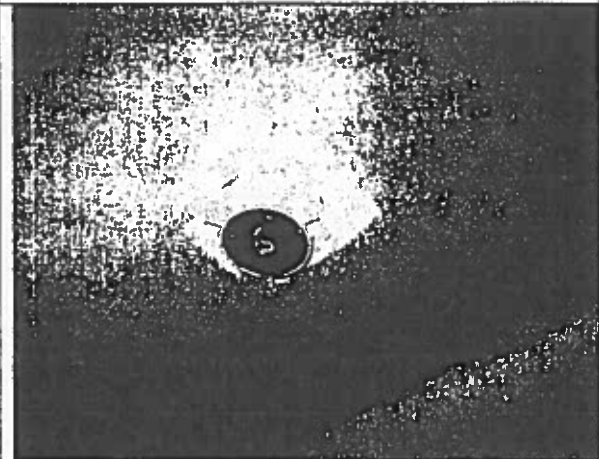
Carpet is dilapidated and needs to be replaced.



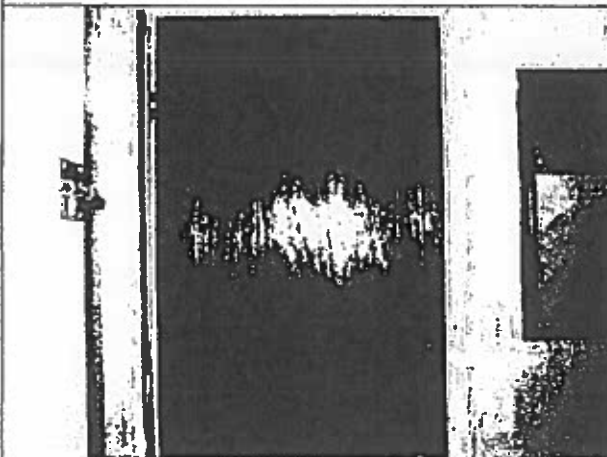
Carpet is frayed and partially missing in areas of the home.



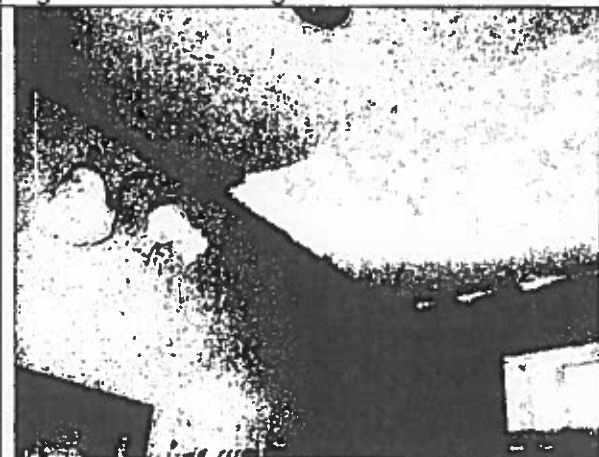
Several holes in bedroom walls.



Light fixtures missing in the restroom.



Bathroom closet door is not installed properly.



Restroom ceiling has condensation build up and mildew is present on the walls and shower tub.



Public Health
Prevent. Promote. Protect.

Kings County Health Department

Edward D. Hill
Director of Public Health Services

Milton Teske, M.D.
Health Officer

330 Campus Drive
Hanford, California 93230

Mission: To promote and protect the health and well-being of our community.

Vision: Optimal health for all

Debbie J. Grice, BSN, MPA
Deputy Health Director Nursing & Community Services

Jeff Taber, MPH, REHS
Deputy Health Director Environmental Health Services

Telephone: (559) 564-1401
Fax: (559) 592-7613



Re: 441 E. Florinda #A, Hanford

The following exterior building components/areas were found to be coated with deteriorated lead-based paint (defined as 1.0 or greater mg of lead per cm²) above *de minimis* levels, and thus in violation of the State Housing Law:

<u>Component/Color</u>	<u>Lead Content (mg/cm²)</u>
Exterior Siding/White	3.5
Exterior Window Sash/White	3.4
Interior Window Sill/White	2.0
Interior Window Casing/White	4.6

The following lead hazard control measures must be implemented. These measures will reduce the identified sources of lead exposure for the interior and/or exterior surfaces of the dwelling.

1. Paint: Option 1: Remove and replace all components above with deteriorated paint. Because this option is designed to reduce lead-based paint hazards for a minimum of twenty years, state regulations require that a DHS certified Supervisor or Worker conduct this work (Title 17 of the California Code of Regulations Section 36100 (a)(1); 17 CCR 36100 (a)(1)). A list of certified individuals is available from the Department of Public Health Childhood Lead Poisoning Prevention Branch (CDPH-CLPPB) website: <https://www.cdph.ca.gov/Programs/CCDCPHP/DEODC/CLPPB/Pages/LRCcertlist.aspx> # Lead-safe work practices must be observed as required in 17 CCR 36100. Disposal of the waste shall adhere to all applicable state hazardous waste regulations.

Paint: Option 2: Use of CDPH Lead Certified contractors (Supervisors and Workers) is recommended, though this is not required. Stabilize paint on components listed above with deteriorated paint using lead safe work practices (17 CCR 36100). The lead-safe work practices shall include the use of the following Personal Protective Equipment (PPE):

- Use a half-face respirator that is NIOSH approved for dusts and mists with a Permissible Exposure Limit (PEL) not less than 0.05 milligrams per cubic meter (0.05 mg/m³, which is equivalent to 50 micrograms per cubic meter (50 µg/m³)).
- Wear coveralls or disposal clothing. Wash hands immediately after wet scraping and wet sanding.

See enclosed field guide for more information.

Stabilize paint as follows:

- Use a minimum of one layer of plastic sheeting extending out 10 feet from the working surface to contain debris.
- Use wet scraping to remove deteriorated paint.
- Use a wet sanding block and a de-glossing agent to scrub the surface thoroughly. Roll plastic inward to contain the debris, seal with tape, and dispose at the county household hazardous waste collection facility.
- Let the area dry, and repaint with new paint.
- Thoroughly clean after interior paint stabilization using an all-purpose cleaner such as "Spic n Span" and 1-2 buckets of rinse water. Vacuum after washing, preferably with a HEPA vacuum; if a HEPA vacuum is not available, use a new vacuum bag and dispose of the bag immediately after use.
- Lead-based paint stabilization requires ongoing monitoring and maintenance.

See attached field guide for additional information. This work must be done very carefully in order to avoid making the problem worse by spreading lead contamination around the worksite. Proper containment and work practices are essential. Failure to properly contain lead hazards is also a violation of the State Housing Law.

2. Prior to implementing the above measures, submit a Work Plan consisting of the above requirements and the DHS "Abatement of Lead Hazards Notification" form 8551 (copy attached) to CDPH-CLPPB in Richmond, CA (17 CCR 36100 (c)).
3. Complete work on the above requirements by the compliance deadline. Contact our office once this work is completed.
4. After the above requirements have been implemented, either a clearance or other inspection must be conducted to confirm the work area has no lead hazards as per 17 CCR 36100. Contact our office for inspection once work is completed.
5. Conduct ongoing lead-based paint monitoring and maintenance at unit turnover and annually (17 CCR 36100 (b) (1)).
6. Disclose the identified lead hazards when selling or renting this property (40 CFR 745.107) and provide a copy of the "Protect your family from lead in your home" pamphlet to all future tenants or buyers.

You must provide a copy of the "Lead in my home" pamphlet to the current tenants prior to remediation work. All future tenants must be provided with this pamphlet as well. These documents are available on-line at: <https://www.epa.gov/lead/protect-your-family-lead-your-home>

Your anticipated cooperation is appreciated. Please contact me at 559/584-1411 or at Liliana.Stransky@co.kings.ca.us should you have any questions.

Enclosures: CDPH Form 8551

City of Hanford Code Compliance

Code Compliance Citation

CE18-0111

B 5833

Violation and Penalty. . . any person or entity violating any provision of the Hanford Municipal Code shall be guilty of an infraction. A person or entity shall be deemed guilty of a separate offense for each and every day a violation is committed or continues to exist. Section 17.68.040 (A) and 17.68.240 (B) H.M.C. *An increased fine may be imposed for each day the violation continues to exist. Section 17.68.100 H.M.C.

Date <u>10/26/17</u>	Time <u>1040 AM</u>	Day of Week MON TUES WED <u>THURS</u> FRI SAT SUN
Name of Violator (First, Middle, Last) <u>MICHAEL W & CYNTHIA AUSTIN</u>		
Address of Violator <u>358 NORTH STAR DR, HANFORD, CA</u>		Phone Number of Violator
Name of Land Owner (First, Middle, Last) <u>same</u>		
Address of Land Owner <u>same</u>		Phone Number of Land Owner <u>93230</u>
Address of Location of Violation <u>441 E FLORINDA ST. A+B</u>		
Violation of H.M.C. Section(s) <u>HS 17920.3</u>		
Description of Violation(s) <u>1) FAILED TO COMPLY WITH NOTICE & ORDER TO ABATE SUBSTANDARD CONDITIONS.</u> <u>2) OBTAIN A BUILDING PERMIT FOR REHAB ON COMPLEX</u> <u>3) PAY FINE</u>		

Conditions to Abate Violation(s)

Number of Days to Abate

5 DAYS DUE 11/3/17FINE: \$ 250-

(The fine may be waived, provided the violation is corrected as determined by the Code Compliance Officer within the time stated on this citation.)

ISSUING OFFICER:

Russell Belmonte

Address: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-5281

APPEAL: Within ten (10) days following the date of this notice, as set forth above, you may appeal this citation to the City Council by filing an Appeal application within the City of Hanford Community Development Department located at: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-5281 • Section 17.68.110 H.M.C.

If Violation(s) Not Abated:

1. If the violator and/or property owner fails to comply with the requirements of this notice of violation within the time periods set forth herein, the work to be performed and/or the abatement of the violation may be performed by the city or by a contractor retained by the city at the expense of the violator. Section 17.68.120 H.M.C.
2. If the city's cost for abatement of the violation is not paid in full by the violator within 30 days, the city will place a lien on the real property on which the violation has occurred to collect all city expense to abate the violation. Section 17.68.180 H.M.C.
3. The city will also seek any and all other civil or administrative remedies provided by law to cause the violation(s) to be abated. Section 17.68.040 (E) and Section 17.68.210 H.M.C.

I have read and understand the conditions to abate this violation, and the consequences if not abated:

X SIGNATURE

BY MAIL

Citation still valid if not signed by the violator. Section 17.68.060 (H) H.M.C.

Copies

WHITE
Original FilePINK
ViolatorYELLOW
Property Owner

FORM #18

CITY OF HANFORD**BUILDING DIVISION****CODE COMPLIANCE SECTION**

317 N DOUTY STREET HANFORD, CA 93230 (559) 585-2581 FAX: (559) 583-1633 TDD: TYY, DIAL 711

NOTICE AND ORDER TO ABATE A SUBSTANDARD BUILDING:**CASE NO: CE18-0111****Hanford, CA**

Dated: October 4, 2017
 Name: Michael W & Cynthia Austin
 Address: 358 North Star Dr
 Hanford, CA 93230

You are hereby notified that the building located on the real property at **441 E Florinda Street, Hanford, California, described as Assessor's Parcel Number 010-201-024**, has been determined by the Building Official to be a substandard building.

The conditions, which render the building substandard, are listed on the attached Survey Report and are incorporated herein by reference. It is the finding of the Building Official that these existing conditions are dangerous to the life, limb, health, property, safety or welfare of the occupants or of the public.

Please contact this office within ten (10) calendar days from the date of this notice to advise us of your intentions to correct those violations indicated on the enclosed Survey Report.

In addition to this Notice and Order:

1. A **"Notice of Code Violation Non-Compliance"**, regarding the above property may be filed with the County Recorder's Office, to give Public Notice of pending action by the City on this property.

2. A **"Notice of Non-Compliance"**, may be filed with the State Franchise Tax Board, which may prevent you from claiming State Tax Deductions for taxes, depreciation, amortization, or interest expense connected with the property, as long as it remains substandard. This includes buildings that are unoccupied, vacated or abandoned for at least 90 days.

3. The **State Housing Law (California Health and Safety Code, 17910 et seq.)** requires a property owner to maintain his or her property free of substandard conditions, which may endanger the health and safety of residents or the public. These regulations apply to both

Attachment: Attachment 3 - Notice and Order (CD: Appeal - 441 E Florinda)

FORM #18

THIS MATTER REQUIRES YOUR IMMEDIATE ATTENTION.

For consultation regarding this notice, please contact the undersigned during the hours of 8:00 a.m. – 4:00 p.m., or by telephone at (559) 585-2585. Your request for a meeting or clarification shall, in no way, extend the specified time period stated in this notice to abate the violations.

Ruth Belmonte, CCEO
Code Compliance Officer

Enclosure: Substandard Building – Survey Report

Attachment: Attachment 3 - Notice and Order (CD: Appeal - 441 E Florinda)

**CITY OF HANFORD
UNSAFE AND SUBSTANDARD BUILDING**

SURVEY REPORT

CASE NUMBER: CE18-0111

NAME OF OWNER: Michael & Cynthia Austin

OWNER'S ADDRESS: 358 North Star Dr, Hanford, CA 932320

LOCATION: 441 E Florinda St, Apt A and B

INSPECTION BY: Ruth Belmonte, Code Compliance Officer

DATE OF INSPECT: 09/26/2017 **APN:** 010-201-024

DESCRIPTION OF STRUCTURE: 2 story apartment complex

Health and Safety Code Violations 17920.3

17920.3 Any building or portion thereof including any dwelling unit, guestroom or suite of rooms, or the premises on which the same is located, in which there exists any of the following listed conditions to an extent that it endangers the life, limb, health, property, safety, or welfare of the public or the occupants thereof shall be deemed and hereby is declared to be a substandard building: (See code sections in bold.)

- (a) **Inadequate sanitation** shall include, but not be limited to, the following:
- (1) Lack of, or improper water closet, lavatory, or bathtub or shower in a dwelling unit;
 - (2) Lack of, or improper kitchen sink.
 - (3) Lack of, or improper operation of required ventilating equipment.
 - (4) Lack of required electrical lighting.
 - (5) Infestation of insects, vermin, or rodents as determined by the health officer.
 - (6) General dilapidation or improper maintenance.
- (b) **Structural** hazards shall include, but not be limited to, the following:
- (1) Members of walls, partitions, or other vertical supports that split, lean, list, or buckle due to defective material or deterioration.
 - (2) Members of walls, partitions, or other vertical supports that are of insufficient size to carry imposed loads with safety.
- (c) **Any nuisance**.
- (d) **All electrical wiring**, except that which conformed with all applicable laws in effect at the time of installation if it is currently in good and safe condition and working properly.

ACTION REQUIRED TO CORRECT OR ABATE THE ABOVE DEFECTS OF CONDITIONS:

1. Obtain demolition permit to remove building(s) and all debris to an approved landfill or;
2. Obtain a building permit to rehab units to include:

Apartment #A

- 2.1 Renovate, repair, remodel, demolish.
- 2.2 All work required shall be inspected by the City prior to occupancy of this unit.
- 2.3 Additional corrections may be required once the renovations have begun.
- 2.4 Exterminate infestation of insects and provide proof.
- 2.5 Have an electrician contractor inspect the electrical throughout and make all necessary repairs to outlets, receptacles, switches and install cover plates. Provide GFCI protection for bathroom and kitchen above counter receptacles.
- 2.6 Repair or replace hood exhaust over stove.
- 2.7 Replace sink counter. Current counter is inadequate.
- 2.8 Repair all leaking sinks plumbing to kitchen and bathroom.
- 2.9 Repair sink fixture in bathroom.
- 2.10 Repair the door frame and wall in bathroom. Drywall and frame broken.
- 2.11 Repair all interior lighting with globes for all rooms. Fixtures are deteriorated and missing covers.
- 2.12 Repair all broken windows, including old weatherization that must be stripped and replaced due to the levels of lead based paint per Notice of Violation from Kings County Environmental Health. Replace window screens in all windows, as needed.
- 2.13 Install smoke detectors in sleeping rooms and one in hall area, along with carbon monoxide detector.
- 2.14 Remove and replace the deteriorated floor covering/carpet throughout the apartment.
- 2.15 Any repairs not included will follow with rehab of this apartment and must be inspected by the Building Department prior to occupancy.

Apartment #B

- 3.1 Stairway leading 2nd floor unit is dilapidated and dangerous. It has been repaired numerous times and needs to be replaced. Submit plans for new stairway.

11/7/2017
7:58:01AM

City of Hanford

Page 1

INSPECTION ACTIVITY REPORT

Permit No. FY18-0650

Site Address 441 E Florinda A

Applied 11/3/2017

Applicant Michael Austin

Lot

Approved 11/3/2017

Owner Michael Austin

Block

Issued 11/3/2017

Contractor Michael Austin

Tract

Parent Permit No.

Description Sub standard
Notes

Requested Time / By	Scheduled Completed	Inspection Type	Inspector	Result Remarks	Notes
11/3/2017 08:07 CA		COMPLIANCE			
11/3/2017 08:07 CA		SCH INSP #			
11/3/2017 08:07 CA		NOTES ONLY			
11/3/2017 08:07 CA		**RE-FINAL			
11/3/2017 08:07 CA	11/6/2017 3:00 11/7/2017	**FINAL	BN	CORRECTIONS Courtesy Call	(11/3/2017 8:12 AM CA) 426-1756 (11/3/2017 8:12 AM CA) After 3 pm inspection please (11/6/2017 4:47 PM BN) 1.Stairs are not code compliant and handrail is missing 2.Repair all broken windows 3.Dryer vent cannot turn down at exterior, the flex duct can only be used to connect the dryer to the hard pipe at dryer 4.Repair leak at bathroom lav drain 5.Repair windows to open for emergency escape and ventilation. 6.Install smoke alarm in hallway to back bedroom 7.Repair holes in exterior walls 8.Put guard around window at stair way 9.Install blank space covers at elec panel dead front. **Apply for a building permit**

Attachment: Attachment 4 - Inspection Report (CD: Appeal - 441 E Florinda)

City of Hanford Code Compliance

Code Compliance Citation

CE20-0398

B 6907

Violation and Penalty: Any person or entity violating any provision of the Hanford Municipal Code shall be guilty of an infraction. A person or entity shall be deemed guilty of a separate offense for each and every day a violation is committed or continues to exist. Section 17.68.040 (A) and 17.68.240 (B) H.M.C. *An increased fine may be imposed for each day the violation continues to exist. Section 17.68.100 H.M.C.

Date	3/11/20	Time	10:00 AM	Day of Week	MON	TUES	WED	THURS	FRI	SAT	SUN
Name of Violator (First, Middle, Last)	Phillip W. & Cynthia G. Austin										
Address of Violator	350 North Star Dr Hanford, CA 93230										
Name of Land Owner (First, Middle, Last)	Same										
Address of Land Owner	Same										
Address of Location of Violation	441 E Florida St										
Violation of H.M.C. Section(s)	H.S. 17920.3										
Description of Violation(s)	Hazardous Safety Code										
Failure to correct code compliance permit											
collection											
Failure to obtain Building Permit for building											
collection. F.I.C. 0650 permit expired											
Comply with citation & pay all fees & fines.											

Conditions to Abate Violation(s)

Number of Days to Abate 10 Days to respond by 3/25/20

FINE: \$ 500

(The fine may be waived, provided the violation is corrected as determined by the Code Compliance Officer within the time stated on this citation.)

ISSUING OFFICER: Hector Ramos

Address: 317 N. Dooty Street, Hanford, CA 93230 • Phone: (559) 585-2581

APPEAL: Within ten (10) days following the date of this notice, as set forth above, you may appeal this citation to the City Council by filing an Appeal application within the City of Hanford Community Development Department located at: 317 N. Dooty Street, Hanford, CA 93230 • Phone: (559) 585-2581 • Section 17.68.110 H.M.C.

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2. If the city's cost for abatement of the violation is not paid in full by the violator within 30 days, the city will place a lien on the real property on which the violation has occurred to collect all city expense to abate the violation. Section 17.68.180 H.M.C.
3. The city will also seek any and all other civil or administrative remedies provided by law to cause the violation(s) to be abated. Section 17.68.040 (E) and Section 17.68.210 H.M.C.

I have read and understand the conditions to abate this violation, and the consequences if not abated:

X SIGNATURE BJ mail

Citation still valid if not signed by the violator. Section 17.68.060 (H) H.M.C.

Copies

WHITE
Original FilePINK
ViolatorYELLOW
Property Owner

317 N Dooty Street, Hanford, Ca. 93230

(559) 585-2584

Fax: (559) 583-1633

Email: twebb@cityofhanfordca.com

TDD/TTY, Dial 711



ST-CLASS MAIL

...ce of violan
...ation may be performe
...68,120 H.M.C.
...thin 30 days, the city will place a
...ase to abate the violation. Section
...vided by law to cause the violation(s)
...onsequences if not abated:
...H.M.C.
...YELLOW
...Property Owner
...ator

CITY OF HANFORD - BUILDING DIVISION
17 N. DOUTY ST
HANFORD, CA 93230
FURN SERVICE REQUESTED

93 8800000 93230

Michael W & Cynthia G
358 North Star D
Hanford, Ca 9323

Hector Ramos
Code Compliance Officer
City of Hanford

317 N Douty St, Hanford, CA 93230

(559) 537-7983
Fax: (559) 583-1633
E-mail: hramos@cityofhanfordca.com
TDD/TTY, Dial 711



Hasler
7/12
584

Tom Webb
Building Official
City of Hanford

317 N Douty Street, Hanford, Ca. 93230

(559) 585-2584
Fax: (559) 583-1633
Email: twebb@cityofhanfordca.com
TDD/TTY, Dial 711



FIRST CLASS MAIL

Attachment: Attachment 5 - Citation B6907 (CD: Appeal - 441 E Florida)

CITY OF HANFORD

Application for: **APPEAL NO.** _____

City of Hanford
Community Development Department
317 North Dooty Street
Hanford, CA 93230
Telephone: (559) 585-2580; Fax (559) 583-1633

Application Fees: _____
Environmental Review Fee: _____
Other Fees: _____
Total Fees: _____
Env. Rev. No. _____ File No. _____
Receipt No. _____

PART A: GENERAL INFORMATION

APPLICANT

NAME Michael Austin ADDRESS 358 W Northstar Dr
CITY Hanford CA PHONE 559-584-9002 EMAIL mw.austin@juno.com
93230

In accordance with the provisions of the Hanford Municipal Code, I hereby appeal the decision of the (Community Development Department or Planning Commission) pertaining to:

Application No. B 6907 CE20-0398 Decision Made On 3-11-, 2020

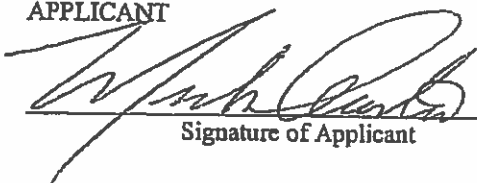
Briefly describe what the appeal is concerning, whether it be the entire decision made by the Department or Commission or a particular condition(s) of approval: RE 441 E Florida St Hanford CA 93230

We have repaired & corrected all nine of original Code Compliance Citation items cited in 2017. We complied with the Kings County Health Dept violation & repaired same. We complied with FTB regulation & repaired same. I was issued another Code Compliance Citation in 2018 & we fixed or repaired all of them & received a inspection. I am again issued a Code Compliance Citation above cited. I spent over \$3000- in 2017 & over \$5000- in 2018. It is never good enough.
Are you, or were you, a party in the original application? I am the owner since 1988.

If not, please state the basis of your interest: I am the owner since 1988.

PART B: CERTIFICATION

APPLICANT


Signature of Applicant

Attachment: Attachment 6 - Appeal Application (CD: Appeal - 441 E Florida)

Violation and Penalty: Any person or entity violating any provision of the Hanford Municipal Code shall be guilty of an infraction. A person or entity shall be deemed guilty of a separate offense for each and every day a violation is committed or continues to exist. Section 17.68.040 (A) and 17.68.240 (B) H.M.C. *An increased fine may be imposed for each day the violation continues to exist. Section 17.68.100 H.M.C.

Date <u>3/11/20</u>	Time <u>10:00am</u>	Day of Week MON TUES <u>WED</u> THURS FRI SAT SUN
Name of Violator (First, Middle, Last) <u>Michael W & Cynthia G Austin</u>		
Address of Violator <u>358 North Star Dr</u>		Phone Number of Violator <u>Hanford, CA 93230</u>
Name of Land Owner (First, Middle, Last) <u>Same</u>		
Address of Land Owner <u>Same</u>		Phone Number of Land Owner
Address of Location of Violation <u>441 E Florinda ST</u>		
Violation of H.M.C. Section(s) <u>H.S 17920.3</u>		
Description of Violation(s) <u>Health and Safety Code.</u>		
<u>Failed to correct code compliance permit</u>		
<u>corrections.</u>		
<u>Failed to obtain building permit for building</u>		
<u>corrections. FY18-0650 permit Expired</u>		
<u>comply with citation & pay all fees & fines.</u>		
Conditions to Abate Violation(s)		
Number of Days to Abate <u>10 Days to respond by 3/25/20</u>		

FINE: \$ <u>500</u>	(The fine may be waived, provided the violation is corrected as determined by the Code Compliance Officer within the time stated on this citation.)
---------------------	---

☒ ISSUING OFFICER: Hector Ramos

Address: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2581

APPEAL: Within ten (10) days following the date of this notice, as set forth above, you may appeal this citation to the City Council by filing an Appeal application within the City of Hanford Community Development Department located at: 317 N. Douty Street, Hanford, CA 93230 • Phone: (559) 585-2581 • Section 17.68.110 H.M.C.

If Violation(s) Not Abated:

1. If the violator and/or property owner fails to comply with the requirements of this notice of violation within the time periods set forth herein, the work to be performed and/or the abatement of the violation may be performed by the city or by a contractor retained by the city at the expense of the violator. Section 17.68.120 H.M.C.
2. If the city's cost for abatement of the violation is not paid in full by the violator within 30 days, the city will place a lien on the real property on which the violation has occurred to collect all city expense to abate the violation. Section 17.68.180 H.M.C.
3. The city will also seek any and all other civil or administrative remedies provided by law to cause the violation(s) to be abated. Section 17.68.040 (E) and Section 17.68.210 H.M.C.

I have read and understand the conditions to abate this violation, and the consequences if not abated:

X SIGNATURE BY mail

Citation still valid if not signed by the violator. Section 17.68.060 (H) H.M.C.

Copies

WHITE
Original File

PINK
Violator

YELLOW
Property Owner

Find messages, documents, photos or people

Home

Compose

Inbox 196
 Unread
 Starred
 Drafts 2
 Sent
 Archive
 Spam
 Trash
 ^ Less
 Views Show
 Folders Hide
 + New Folder
 ADT Secur...
 Appraisal ...
 AT&T
 CA HighS...
 Cal PERS
 Capital One
 CFS
 Chase
 Chevrolet-O... 1
 Cindy
 ctec 12
 daley
 delta dental
 Ford
 fresno 1
 Fresno State
 Gas Co
 goldpoints
 ha
 HanfordSe...
 Hilton 6
 ICMA RC
 IHG Rewar...
 Inc Paradi...
 Intuit
 kiwanis
 madera 1
 Mike

Appeal Application regarding the City of Hanford's Code Compliance Citation 441 E Florinda St. #A & B 5

Yahoo/Inbox ☆



austin michael <mwaustin_2000@yahoo.com>
 To: twebb@cityofhanfordca.com,
 hramos@cityofhanfordca.com, michael austin

Wed, Mar 25 at 10:00 AM ☆

Hector,

As discussed this morning, I am requesting the above form e-mailed to me because I went to the City of Hanford's Offices today @ 8:00 am and found it closed. According to Citation B 6907, I have to file an appeal by today to protect my rights in order to have the Fine of \$500.00 abated.

As also discussed, I have spent over \$3000.00 in 2017 to comply with the 1st citation & over \$5000.00 to comply with the 2nd citation. I have had the County of Kings health department OK our repairs, and I have had the Franchise Tax board OK our repairs.

Why is the City of Hanford the only government entity never satisfied with our repairs???

This is also a written request to remove the two Cars and the Trash from our property. In addition, they have now pushed the Car that has been parked there for over 6 months with someone living in same, on to White St, next to our property

We have also asked the City of Hanford's Police Dept to remove all person's who are Trespassing on our property to be arrested.

Please forward the form to me so I can fill it out & return same.

Michael Austin., owner of the above cited property. 559-584-9002



austin michael Hector, As discussed this morning, I am rec Wed, Mar 25 at 10:00 AM ☆



austin michael Alyssa, I have also forwarded my request fc Wed, Mar 25 at 10:08 AM



austin michael <mwaustin_2000@yahoo.com>
 To: Alyssa Carrillo, michael austin Wed, Mar 25 at 10:08 AM

Alyssa,

I have also forwarded my request for action letter that I sent to the City of Hanford's Building Department explaining to them what is happening at our property. Michael Austin, owner of the property @ 441 E Florinda St.

> Show original message



Hector Ramos <hramos@cityofhanfordca.com>
 To: austin michael Wed, Mar 25 at 10:49 AM

Attached is the link for the appeal application please fill it out and set up an appointment to return it to our office. Due to Covid19 we are closed to the public but are still receiving documents for cases.

Attachment: Attachment 6 - Appeal Application (CD: Appeal - 441 E Florinda)

- NATP 109
- Norton 2
- PayPal
- Peachtree
- plantenberg
- pro series
- quickbooks
- QuickenLo...
- rentals
- sage
- Saved
- Tax Pro PT...
- Valley Missio... 1
- Valley Oak
- weight wa...
- Wells Fargo
- Westameri...
- Willems
- worldmark 17
- Wyndham 1

Hector Ramos
Code Compliance Officer
559-537-7983

> Show original message



Appeal.pdf
24.5kB



Reply, Reply All or Forward



Attachment: Attachment 6 - Appeal Application (CD: Appeal - 441 E Florida)

Address of Violator 358 North Star Dr Hanford, CA 93230		Phone Number of Violator
Name of Land Owner (First, Middle, Last) Same		
Address of Land Owner Same		Phone Number of Land Owner
Address of Location of Violation 441 E Florinda ST		
Violation of H.M.C. Section(s) H.S 17920.3		
Description of Violation(s) Health and Safety Code.		
Failed to correct code compliance permit corrections.		
Failed to obtain building permit for building corrections. FY18-0450 permit Expired		
Comply with citation & pay all fees & fines.		
Conditions to Abate Violation(s)		
Number of Days to Abate 10 Days to respond by 3/25/20		

FINE: \$ 500 (The fine may be waived, provided the violation is corrected as determined by the Code Compliance Officer within the time stated on this citation.)

ISSUING OFFICER: Hector Ramirez
Address: 317 N. Dooty Street, Hanford, CA 93230 • Phone: (559) 585-2581

APPEAL: Within ten (10) days following the date of this notice, as set forth above, you may appeal this citation to the City Council by filing an Appeal application within the City of Hanford Community Development Department located at: 317 N. Dooty Street, Hanford, CA 93230 • Phone: (559) 585-2581 • Section 17.68.110 H.M.C.

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1. If the violator and/or property owner fails to comply with the requirements of this notice of violation within the time periods set forth herein, the work to be performed and/or the abatement of the violation may be performed by the city or by a contractor retained by the city at the expense of the violator. Section 17.68.120 H.M.C.
2. If the city's cost for abatement of the violation is not paid in full by the violator within 30 days, the city will place a lien on the real property on which the violation has occurred to collect all city expense to abate the violation. Section 17.68.180 H.M.C.
3. The city will also seek any and all other civil or administrative remedies provided by law to cause the violation(s) to be abated. Section 17.68.040 (E) and Section 17.68.210 H.M.C.

I have read and understand the conditions to abate this violation, and the consequences if not abated:
X SIGNATURE BU mail
Citation still valid if not signed by the violator. Section 17.68.060 (H) H.M.C.

6-23-20

Copies
WHITE Original File
PINK Violator
YELLOW Property Owner

Reminder that case CE20-0398 Needs to be addressed

7-11-20

As I have stated several times we have fixed or repaired all the issues on the property. If not, identify each, detail each & we will fix.

We have paid your compliance fee \$113⁰⁰ & you would not give us a permit until after the Appeal hearing. To date No Hearing

M. Cleon



AGENDA STAFF REPORT

MEETING DATE: 12/1/2020	AGENDA SECTION: E
--------------------------------	--------------------------

SUBJECT:

Community Development: Consideration and approval of proposed Modifications to the Live Oak Development Project. Modifications to Live Oak Development Agreement (Amendment 2): a request to modify the existing Development Agreement for the Live Oak Development and extend the expiration of the Development Agreement for five years. Modifications to Planned Unit Development (PUD) No. 2005-04: a request to modify the PUD/Master Plan to delete requirements for affordable housing units (consistent with Development Agreement Amendment 1), amend the goals and policies of the Live Oak Master Plan, update Municipal Code references to reflect the 2017 Municipal Code, and allow for increased lot density within a portion of the development. Modifications to Vesting Tentative Tract 865, 881, and 912: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement. Modifications to Vesting Tentative Tract 909: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement; modify language regarding park improvements consistent with the Development Agreement; and increase the number of residential lots from 642 to 719 units. The project is generally located in the southwest quadrant of the City of Hanford, east of 13th Avenue, west of 11th Avenue, north of Houston Avenue. APN (011-040-017 to -020; 011-110-016, -022, -029, and 030; 011-540-001 through -099)

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Live Oak Staff Report - City Council
 2nd Amendment to the DA (for signature)
 Resolution 20-32 R PUD 2005-04
 Resolution 20-33-R TT 865
 Resolution 20-34-R TT 881

Resolution 20-35-R TT 909

Resolution 20-36-R TT 912

Attachment 1 - Memorandum describing changes requested

Attachment 2 - Development Agreement Amendment 2

Attachment 3 - Development Agreement Time Extension Request

Attachment 4 - Master Plan Mark Up

Attachment 5 - Resolution Mark Ups

Attachment 6 - Vesting Tentative Tract 909

Attachment 7 - Live Oak Addendum #1

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT
Tuesday, December 1, 2020**

PROJECT: **Modifications to Live Oak Development Agreement (Amendment 2):** a request to modify the existing Development Agreement for the Live Oak Development and extend the expiration of the Development Agreement for five years.

Modifications to Planned Unit Development (PUD) No. 2005-04: a request to modify the PUD/Master Plan to delete requirements for affordable housing units (consistent with Development Agreement Amendment 1), amend the goals and policies of the Live Oak Master Plan, update Municipal Code references to reflect the 2017 Municipal Code, and allow for increased lot density within a portion of the development.

Modifications to Vesting Tentative Tract 865, 881, and 912: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement.

Modifications to Vesting Tentative Tract 909: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement; modify language regarding park improvements consistent with the Development Agreement; and increase the number of residential lots from 642 to 719 units.

LOCATION: The project is generally located in the southwest quadrant of the City of Hanford, east of 13th Avenue, west of 11th Avenue, north of Houston Avenue. APN (011-040-017 to -020; 011-110-016, -022, -029, and 030; 011-540-001 through -099)

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Approve a second amendment to the existing development agreement entered into in November 2009 for the Live Oak Master Plan and authorize the mayor to sign the agreement.
2. Adopt Resolution No. 2020-32-R, approving Planned Unit Development No. 2005-04 Amendment #1.
3. Adopt Resolution No. 2020-33-R approving an amendment to Vesting Tentative Tract 865.
4. Adopt Resolution No. 2020-34-R, approving an amendment to Vesting Tentative Tract 881.

5. Adopt Resolution No. 2020-35-R, approving an amendment to Vesting Tentative Tract 909.
6. Adopt Resolution No. 2020-36-R, approving an amendment to Vesting Tentative Tract 912.

RECOMMENDED MOTION

1. I move to approve a second amendment to the existing development agreement entered into in November 2009 for the Live Oak Master Plan and authorize the mayor to sign the agreement.
2. I move to adopt Resolution No. 2020-32-R, approving Planned Unit Development No. 2005-04 Amendment #1.
3. I move to adopt Resolution No. 2020-33-R approving an amendment to Vesting Tentative Tract 865.
4. I move to adopt Resolution No. 2020-34-R, approving an amendment to Vesting Tentative Tract 881.
5. I move to adopt Resolution No. 2020-35-R, approving an amendment to Vesting Tentative Tract 909.
6. I move to adopt Resolution No. 2020-36-R, approving an amendment to Vesting Tentative Tract 912.

PROJECT DESCRIPTION

The Live Oak Development project was approved by the City Council in 2009 for the development of a master-planned community. The Live Oak Residential Project proposal covered approximately 390 ± acres within the Hanford City Limits. The applicant (at the time MMV Development, LLC) sought approval of the City of Hanford for a Planned Unit Development proposal, Vesting Tentative Subdivision Maps, a Development Agreement, and construction of infrastructure improvements to support the full development of the Project. The Project proposed to construct 1,560 dwelling units in a range of housing and lot types. The proposed units included single family and multi-family configurations, as well as, park facilities and open space. Single-family lot sizes were planned to range from a minimum of 12,000 square feet (sq. ft.) in the areas designated Very-Low Density Residential to 3,200 sq. ft. in the areas designated Low-Density Residential, and 4,000 sq. ft. for single-family homes in the areas designated Medium-Density Residential.

The applicant requested changes to the Project, as described in the Memorandum dated July 17, 2019, **Attachment 1**, and as described below:

1. Amend the Development Agreement, as shown in **Attachment 2 and Attachment 3**, by:
 - a) Removing reference to affordable housing, consistent with the First Amendment to the Development Agreement on September 20, 2016;

- b) Adding a section regarding conflicting enactments to avoid potential confusion about the applicability of future actions taken by the City. The proposed language is commonplace in development agreements in California;
 - c) Amending language regarding formation of a financing district, consistent with the First Amendment of the Development Agreement;
 - d) Amending the coverage and insurance requirements, consistent with the First Amendment of the Development Agreement; and
 - e) Extending the expiration of the Development Agreement by five years, from November 10, 2022 to November 10, 2027 – **Attachment 3**.
2. Modify Planned Unit Development No. 2005-04 by:
- A. Amending the Live Oak Master Plan, as shown in **Attachment 4**, by:
 - a) Removing reference to the former Very Low-Density designation;
 - b) Removing reference to the Medium-Density designation;
 - c) Removing reference to affordable housing, consistent with the First Amendment to the Development Agreement;
 - d) Replacing figures to illustrate the tentative tract maps, as proposed to be modified;
 - e) Removing garage placement and structure visibility requirements, which references alleys (no longer planned);
 - f) Removing alley-loaded street references;
 - g) Updating section references to the current Municipal Code (2017);
 - h) Updating the street tree list to reflect current approved street trees;
 - i) Updating the Open Space Diagram and descriptions to account for revised tentative tract layouts;
 - B. Amending the Planned Unit Development No. 2005-04 Resolution by:
 - a) Removing reference to affordable housing, consistent with Amendment 1 to the Development Agreement; and
 - b) Updating Section references to reflect the current Municipal Code (2017)
3. Amend the resolutions for Tentative Tract TT 865, 881, 909, and 912 by removing reference to affordable housing dedication, consistent with Amendment 1 of the Development Agreement – **Attachment 5**; and

4. Amend Vesting Tentative Tract 909, as shown in **Attachment 6**, to increase the number of residential lots from 642 to 719 units, consistent with the designation change from Very Low-Density Residential to Low-Density Residential. The proposal will not result in an increase in the number of residences within the Live Oak Development.

BACKGROUND

The project site is designated by the General Plan as Low-Density Residential, Open Space, and Neighborhood Commercial. The Master Plan designations are consistent with the current General Plan Designations, see Figure 1 and 2.

The site is zoned R-L-5 Low-Density Residential, CO Conservation, PF Public Facilities, and C-N Neighborhood Commercial. See Figure 3. The Master Plan is consistent with the zoning designations.

The land use within the Master Plan area is currently vacant and characterized by flat, glassy land. See Figure 4.

Figure 1:
General Plan Designation (2017)

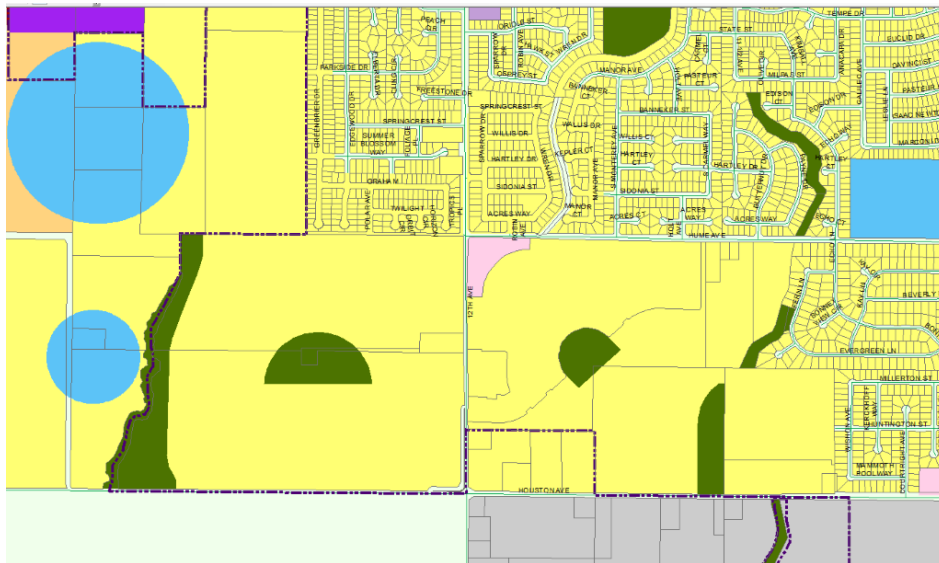


Figure 2:
Updated Master Plan Designation (consistent with current General Plan, 2017)

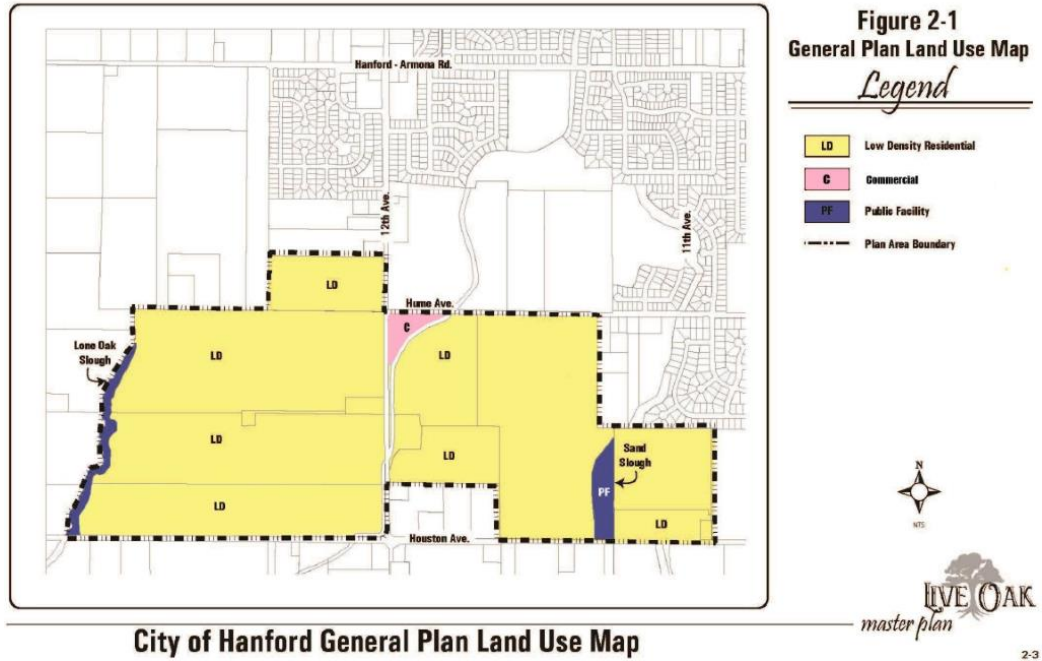


Figure 3:
Zoning Designation R-L-5 Low-Density Residential

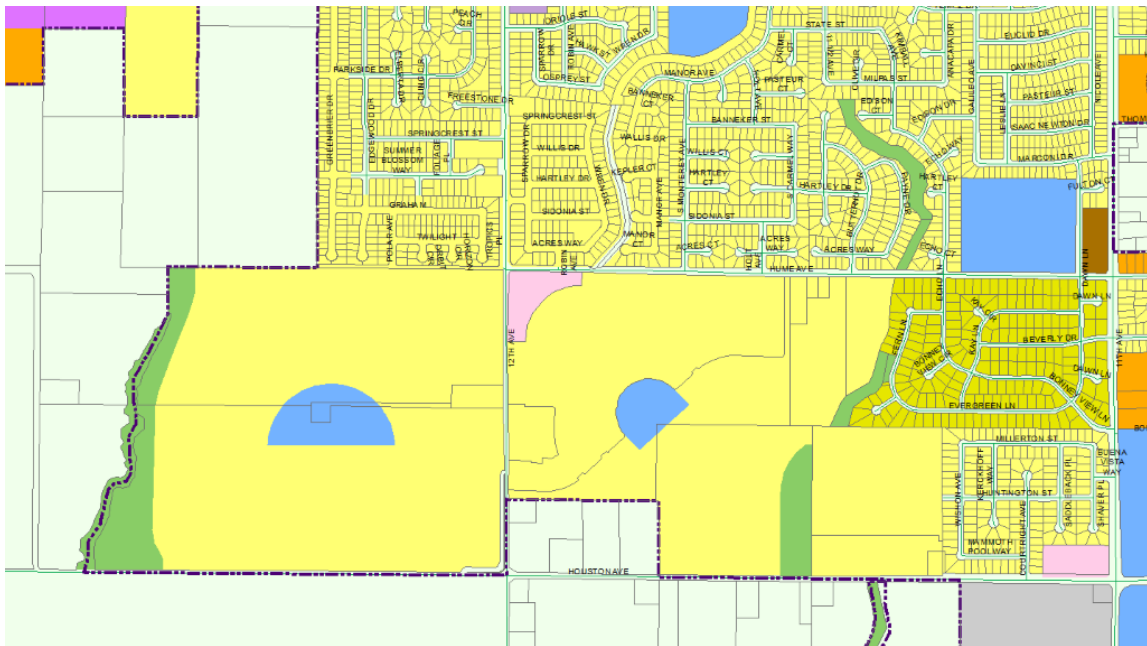


Figure 4:
Land Use (vacant)



Planning Commission – November 10, 2020

The amendments to the project described herein were presented to the City of Hanford Planning Commission at their regularly scheduled meeting on November 10th as a public hearing item.

Following questions from the Commissioners, Chairperson Douglas opened the public comment

Four people spoke during the public hearing:

Favor- Two people spoke in favor of the proposed changes:

1. Jim Robinson: Discussed affordability rate, discussed challenges affordable housing has on sellers later on; 8 of the 10 homes proposed to be provided in Live Oak East will be under the current \$315,000 affordability rate (today);
2. Norman Allinder (applicant): Discussed the project's history and why it's taken a while to develop the project, citing a former Williamson Act contract and Discussed the 2016 Development Agreement Amendment #1

Opposed - Two people spoke in opposition of the proposed changed:

1. Alfred Marquez: Was misinformed by his realtor when purchasing his home near the project site that the land would remain vacant, although the project has been entitled since 2009.
2. Sandy Perez: Lives near the project site and is opposed to the low-income housing portion of the project; opposed to the development of the area

The public comment portion was closed and brought back to the Commissioners for further questions.

The items were recommended for approval by the following votes:

1. Resolution No. 2020-15, recommending approval of Planned Unit Development No. 2005-04 Amendment #1 to the City Council; Vote 6,0 (1 Absent)
2. Resolution No. 2020-16, recommending approval of an amendment to Tentative Tract 865 to the City Council; Vote 5,1 (1 Absent)
3. Resolution No. 2020-17, recommending approval of an amendment to Tentative Tract 881 to the City Council; Vote 5,1 (1 Absent)
4. Resolution No. 2020-18, recommending approval of an amendment to Tentative Tract 909 to the City Council; Vote 4,2 (1 Absent)
5. Resolution No. 2020-19, recommending approval of an amendment to Tentative Tract 912 to the City Council; Vote 4,2 (1 Absent)

PROJECT EVALUATION

The Live Oak Development Project was approved by the City Council in 2009 and included approval of a Development Agreement, Planned Unit Development No. 2005-04, the Live Oak Master Plan, and Vesting Tentative Tract Maps.

Development Agreement

The development agreement was prepared and entered into between the City of Hanford and MMV Development LLC. The agreement contains provisions for the timing of certain infrastructure. The agreement also contained a provision that required that the developer dedicate one housing unit for each ten units constructed that the City would find a low-to-moderate-income buyer to purchase and provide financial assistance for the purchase as funds were available.

Development Agreement Amendment #1

In 2016, the then developer, MMV Development requested Amendment 1 to the Development Agreement, requesting to remove the affordable housing requirement. It was determined that the condition was infeasible and the City did not have the staff or resources to fulfill the condition's intended obligation.

In exchange for the removal of the condition, the developers agreed to form a community facility district to maintain the city parks, streets, and other areas that are traditionally maintained by a landscape and lighting district. It was determined that the community facility district was a better mechanism for the long term maintenance of the facilities.

While the requirement was removed from the Development Agreement, it was not removed from the project resolutions (PUD 2005-04, the Live Oak Master Plan, and Vesting Tentative Tracts 865, 881, 909, and 912). Therefore, in order to ensure consistency and complete removal of the requirement, the applicant proposes to strike the requirement from the Master Plan and Resolutions.

Development Agreement Amendment #2

The applicant proposes a clean-up to the Development Agreement, removing reference to affordable housing, consistent with Amendment #1 of the Development Agreement and proposes to:

- a) Add a section regarding conflicting enactments to avoid potential confusion about the applicability of future actions taken by the City. The proposed language is as follows, “Any change in the Effective Standards, including, without limitation, any change in the General Plan or Master Plan, zoning, subdivision or building rule or regulation, adopted or becoming effective after the Effective Date, including, without limitation, any such change by means of an ordinance, initiative, resolution, policy, order or moratorium, initiated or instituted for any reason whatsoever and adopted by the City Council, the Planning commission or any other board, agency, commission, committee, or department of City, or any officer or employee thereof, or by the electorate, as the case may be, which would, absent this Agreement, otherwise be applicable to the Property and which would conflict in any way with or be more restrictive than the Effective standards (collectively, the **“Subsequent Rules”**) shall not be applied by City to the Property unless required to be applied to the Property by State or Federal law, or as permitted by this Agreement. The term “more restrictive” shall mean that such rule would increase requirements on Developer or increase Developer’s obligations or would otherwise limit Developer’s rights under the Project Approvals. Developer may give City written notice of its election to have any Subsequent Rule applied to the Property or a portion thereof, in which case such Subsequent Rule shall be deemed a part of the Effective Standards.

Analysis: Staff is supportive of adding a section regarding conflicting enactments. The language was reviewed and approved by the City Attorney. The language is commonplace in development agreements in California.

- b) Amend language regarding formation of a financing district, consistent with the First Amendment of the Development Agreement;

Analysis: This is a clean-up regarding the formation of the financing district, consistent with Amendment #1.

- c) Amend the coverage and insurance requirements, consistent with the First Amendment of the Development Agreement; and

Analysis: This is a clean-up regarding insurance requirements, consistent with Amendment #1.

- d) Extend the expiration of the Development Agreement by five years, from November 10, 2022 to November 10, 2027 – see **Attachment 3**.

Analysis: The applicant has requested a five-year time extension to the 12-year time limit of the Development Agreement, thus extending the expiration of the Development Agreement from November 10, 2022 to November 10, 2027. The extension is requested due effects of the recession at the time of the project’s approval, recent development delays caused by COVID-19, and a lingering Williamson Act contract, which expired in 2015.

The applicant has noted they will be moving forward with recording a final map for Live Oak East (Tracts 865, 881, and 912) soon after approval of the changes to the Live Oak Development Project, requested herein. Grading has begun on Live Oak East.

Staff is able to support the time extension request as Live Oak North (Tract 902) has been recorded and a Final Map for Live Oak East (Tract 865, 881, and 912) will be submitted soon. Staff will not support additional time extension requests.

Planned Unit Development No. 2005-04/Live Oak Master Plan

Planned Unit Development (PUD) No. 2005-04 proposed the development of 1,560 lot residential lots on approximately 390 acres. The proposed residential units ranged in density from Very Low Density dwelling units to Medium Density dwelling units. The Master Plan featured 21 acres of park space and 31.6 acres of open space areas.

Planned Unit Development No. 2005-04/Live Oak Master Plan Amendment #1

The applicant proposes a clean-up and amendment of the Live Oak Master Plan and Planned Unit Development by:

- a) Eliminating and removing reference to the former Very-Low Density Residential and Medium-Density Residential areas and sections, consistent with the City's current General Plan, updated in 2017, and replacing the designations with Low-Density Residential;

Figure 5:
Previous Master Plan Designation

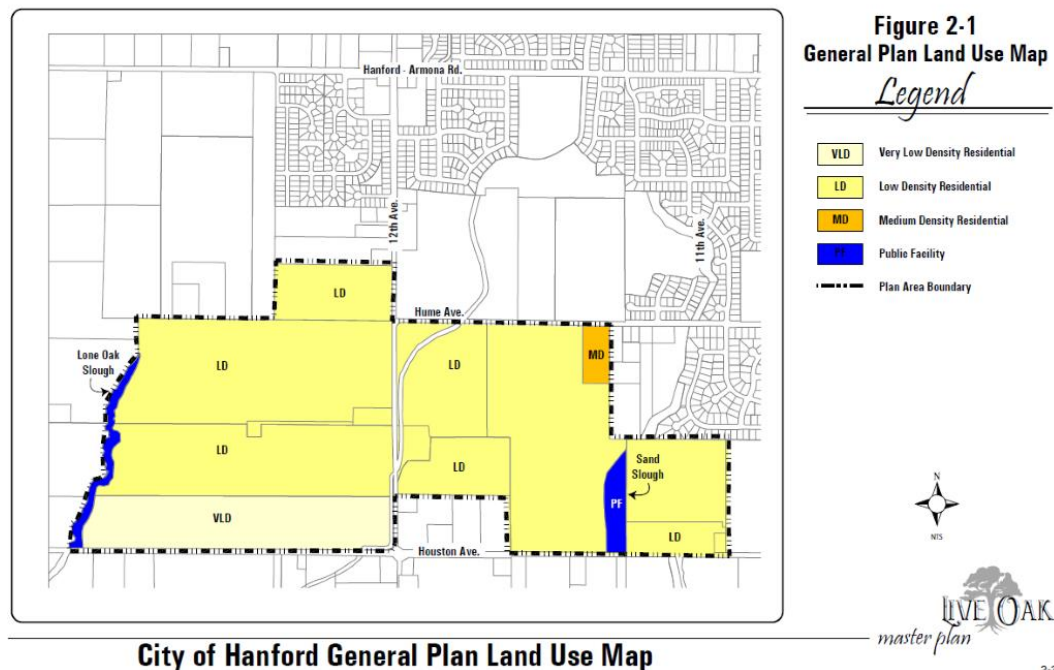
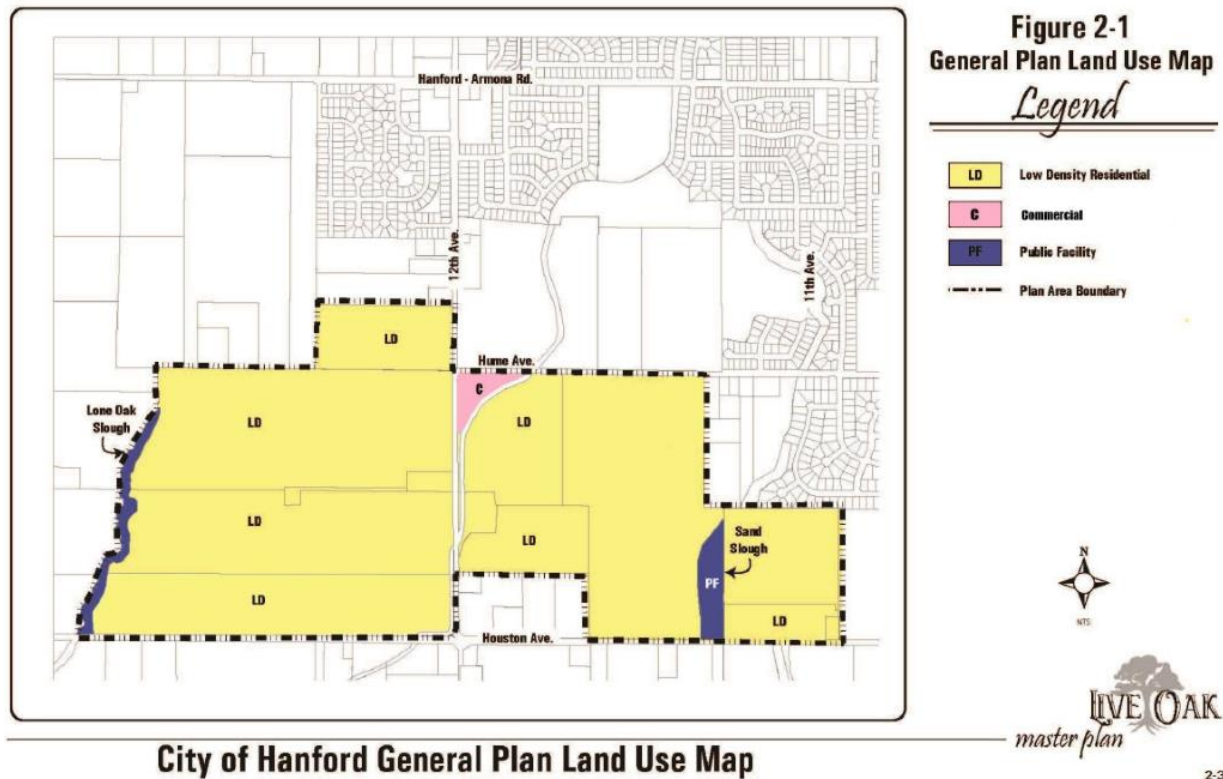


Figure 6:
Updated Master Plan Designation (consistent with current General Plan, 2017)



Analysis: Staff is supportive of this change, consistent with the General Plan. In 2017, the City conducted a comprehensive General Plan Update. Changes to the General Plan impacted the Live Oak Development plan by changing the designation on portions of the property. The applicant amended the Master Plan to change the designations to coincide with the current General Plan designations for the Project site – Low-Density Residential, Open Space, and Neighborhood Commercial.

- b) Removing reference to affordable housing, consistent with the First Amendment to the Development Agreement from the PUD resolution and Master Plan;

Analysis: Staff is supportive of this clean-up effort. In Amendment #1 to the Development Agreement, the requirement to provide for affordable housing was removed. Removing the reference to affordable housing from the Master Plan and Planned Unit Development No. 2005-04 resolution is consistent with the changes made to the Development Agreement.

- c) Replacing figures to illustrate the tentative tract maps, as proposed to be modified;

Analysis: Consistent with the changes made to the General Plan, the applicant is amending the Tentative Tract Map, specifically 909, to utilize the current designation, Low-Density Residential, formerly Very Low-Density Residential. The additional lots added to the project area are reflected in the Master Plan figures. See Figure 7 and 8, below.

Figure 7:
Original Master Plan Layout

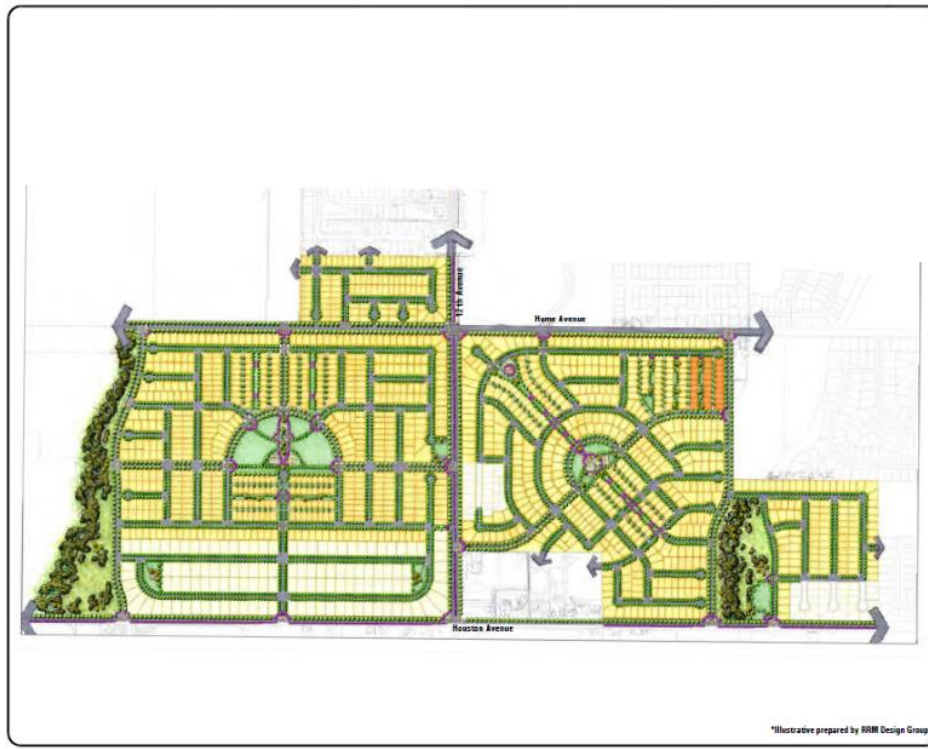
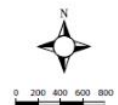


Figure 3-1
Land Use Illustrative
Legend

Land Use	Acres	Units
Very Low Density Residential (VLDR)	56.8	120
Low Density Residential (LD)	263.2	1,400
Medium Density Residential (MD)	4.2	30
Parks (P)	21.0	0
Open Space / Conservation (OS)	91.6	0
Total	390.8	1,560



Live Oak
master plan

Land Use and Lotting Illustrative

Figure 8:
Updated Master Plan (to reflect current GP)

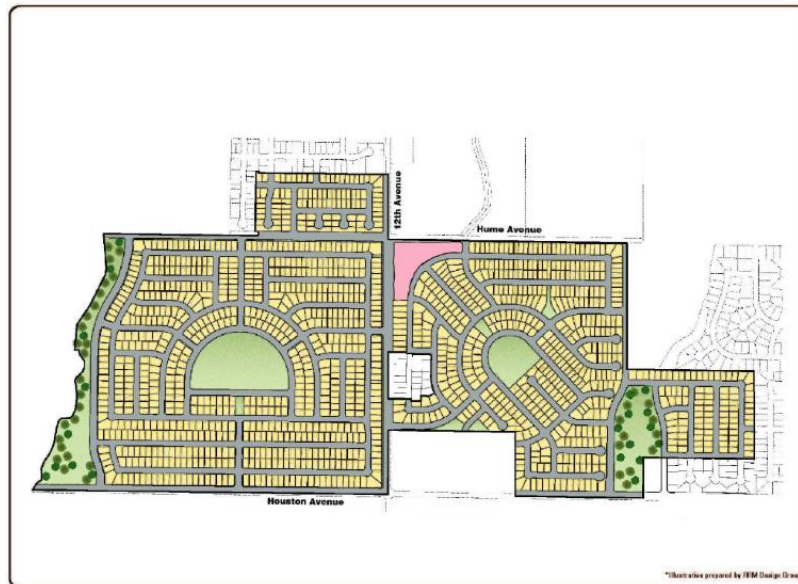


Figure 3-1
Land Use Illustrative
Legend

Land Use	Acres	Units
Low Density Residential (LD)	326.1	1,542
Parks (P)	17.0	0
Commercial (C)	4.8	0
Open Space / Conservation (OS)	31.6	0
Total	369.5	1,542



Live Oak
master plan

Land Use and Lotting Illustrative

3-3

- d) Removing garage placement and structure visibility requirements, which references alleys (no longer planned);
- e) Removing alley-loaded street references;

Analysis: Staff is supportive of the removal of alley-loaded lots. The Police Department and Public Works Department have cited issues surrounding alleyways, due to safety and servicing concerns.

- f) Updating section references to the current Municipal Code (2017);

Analysis: This is a clerical, clean-up item.

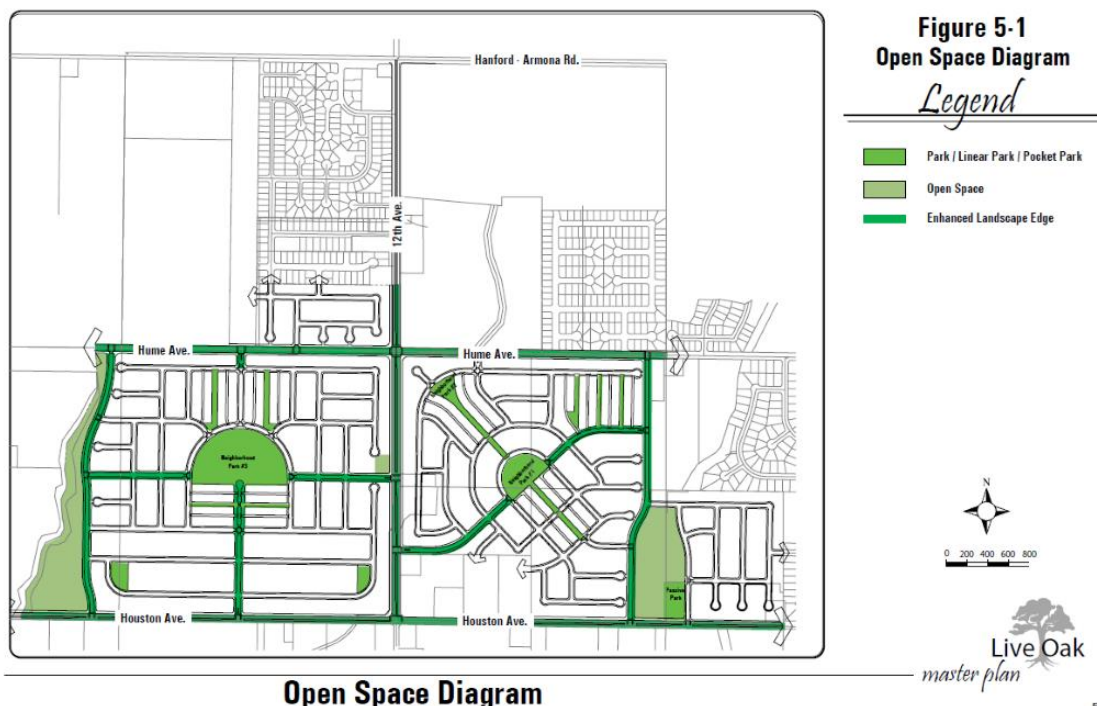
- g) Updating the street tree list to reflect current approved street trees;

Analysis: This is a clerical, clean-up item.

- h) Updating the Open Space Diagram and descriptions to account for revised tentative tract layouts;

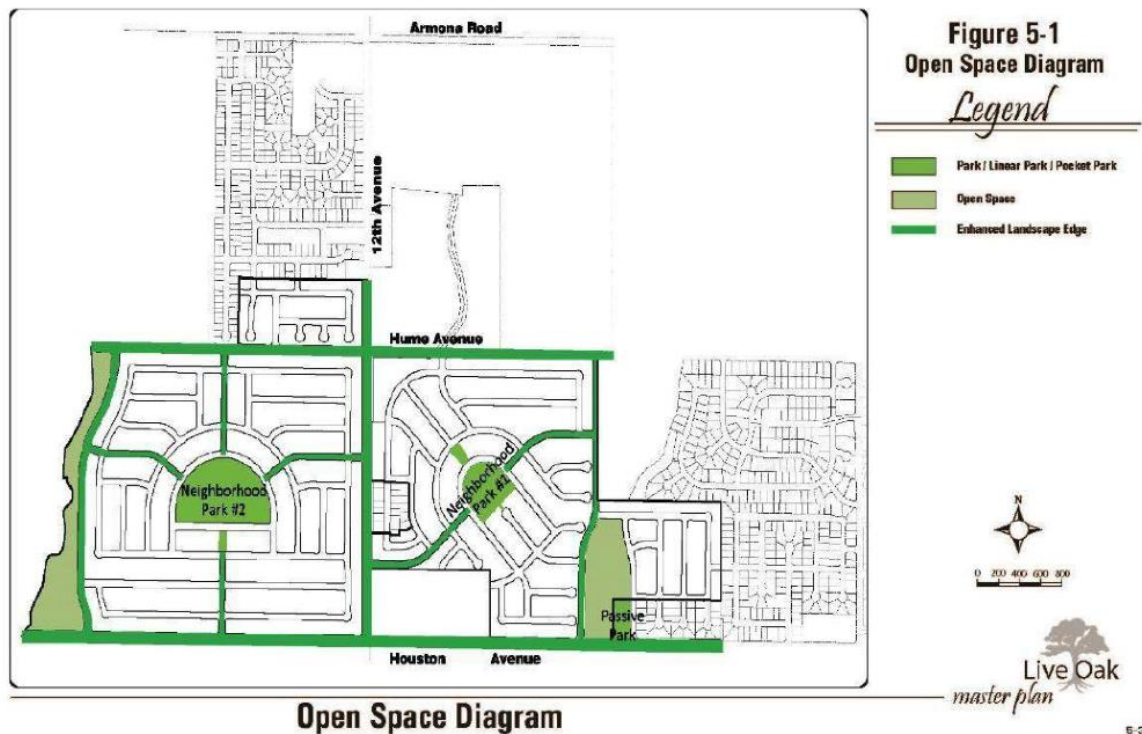
Analysis: In 2014, the applicant proposed changes to the open space configuration in the east-side planning area. The changes proposed were approved by the Planning Commission with the approval of an amendment to Vesting Tentative Tract 865 and 881. The open space layout has changed since the original approval of the Master Plan, however, there is still adequate park space provided within the Master Plan - see Figure 9 and 10.

Figure 9:
Original Open Space Layout



5-3

Figure 10: Updated Open Space Layout



Tentative Tract 865, 881, 909, and 912

The tentative tract maps for the Live Oak Master Plan were approved by the Planning Commission at various times. Due to reference to affordable housing and a condition of approval, “that 10% of all units be made affordable to persons of moderate income. Lots are to be distributed throughout the subdivision,” the applicant is requesting a revision to all tentative tract resolutions to remove the requirement, consistent with Amendment #1 to the Development Agreement made in September 2016.

Figure 11:
Deletion

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt the project from compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, other City Ordinances or the payment of any applicable fees.
3. That all approved proposals of the application be conditions of development if not mentioned herein.
4. That the site be developed according to the approved master plan with minor modifications to be approved by the Community Development Department.
5. That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
6. ~~That 10% of all units will be made affordable to persons of moderate income. Lots are to be distributed throughout the subdivision.~~

Commented [TDM1]: Removed Condition per the current proposed Amendment

Analysis: Staff is supportive of the deletion, consistent with the Development Agreement Amendment #1.

Tentative Tract 909

Tentative Tract 909 was approved by the City of Hanford Planning Commission on September 23, 2014, approving the subdivision of 197.1 acres into 642 single-family residential lots in the Low- and Very Low-Density Residential land use designation, formerly zoned R-1-6 Low-Density Residential and R-1-12 Low-Density Residential.

Tentative Tract 909 Amendment

Consistent with the changes to the General Plan, the applicant proposes to remove the former Very Low-Density Residential lots and replace the lots with Low-Density Residential.

Changes to the Vesting Tentative Tract 909 Map are as follows:

- a) Revise the owner and subdivider information to reflect the new owner, Forebay Farms, Inc.;

Analysis: This change is clerical.

- b) Revise the total number of lots from 642 residential lots to 719 residential lots; the increase in lots proposed will not exceed the overall residential lot total approved for the overall Live Oak Master Plan;

Tract Number:	Approved Residential Units:	Requested Changes:
Tentative Tract 865	214	None requested
Tentative Tract 881	270	None requested
Tentative Tract 902	99	None requested
Tentative Tract 909	642	719
Tentative Tract 912	94	None requested
Total Number of Units:	1,319	1,396
Number of Units Allowed under Live Oak Master Plan:		1,560

Analysis: The addition of the 77 residential lots will not result in an increase in the number of approved lots in the Live Oak Master Plan, overall. The lots proposed are consistent with the Low-Density Residential land use designation.

- c) Revise the existing General Plan and zoning designations, consistent with the current General Plan and zoning Designation, Low-Density Residential;

Analysis: Staff is supportive of this change, consistent with the General Plan. In 2017, the City conducted a comprehensive General Plan Update. Changes to the General Plan impacted the Live Oak Development plan by changing the designation on portions of the property. The applicant amended the Master Plan to change the designations to coincide with the current General Plan designations for the Project site – Low-Density Residential, Open Space, and Neighborhood Commercial.

- d) Revise the number of units and size of units per phase, consistent with the General Plan and zoning designation change; and

Analysis: The applicant has proposed to change the lot sizes in Tentative Tract 909 to be consistent with the Low-Density Residential designation. The applicant has also proposed to reduce the phasing from five phases to three. Staff has approved the phasing planned.

- e) Revise the note to state that Park improvements shall be constructed as provided in the Development Agreement.

Analysis: Clerical.

Tentative Tract 909 Amendment Evaluation:

Vesting Tentative Tract 909 Amendment 1 is a request to subdivide 197.1 acres into 719 single-family residential lots, an 11.5-acre park, and a 14.5 acre open space/basin in the R-L-5 Low-Density Residential zone district.

See proposed subdivision, attached as **Attachment 6**.

APN(s): APN: 011-040-017, 011-040-018, 011-040-019, 011-040-020

Total Area: 197.1 acres

Number of Lots: 719 residential lots; 11.5 acre park; 14.5-acre basin/open-space

Number of Dwelling Units: 719 single-family residential dwelling units

Units per acre: 3.64 units per gross acre

Potential population increase: 3.11 persons per household x 719 households = 2,236 persons

Lot Sizes:

All proposed lots meet or exceed minimum depth, width and area requirements of the R-L-5 Low-Density Residential zone district.

Improvements will be constructed as specified in the Live Oak Development Agreement.

REQUIRED FINDINGS

The findings to support the various projects were able to be made at the time of original project approval. The findings have been amended, consistent with the proposed amendments, as follows:

Planned Unit Development No. 2005-04 Amendment #1

Pursuant to Section 17.82.060 of the Hanford Municipal Code, six findings must be made before approval of the planned unit development application:

1. That the location and design of the planned unit development is in accordance with the purpose of this title.

Analysis: Location - That in accordance with Section 17.82.050 of the Hanford Municipal Code, a planned unit development shall be a minimum five-acre site area, except that there shall be no minimum site area requirements if the site is an infill development site. The property is approximately 380-acres of combined property; therefore, the required minimum site area is met.

Design and Purpose - That planned unit developments are encouraged to achieve a more functional, aesthetically pleasing, and harmonious living and working environment within the City, that otherwise might not be possible by strict adherence to the provisions of the municipal code. The Live Oak Development is a master planned community that achieves a cohesive, functional, and aesthetically pleasing living environment.

The design of Planned Unit Development No. 2005-04 Amendment #1 is consistent with the objectives of Section 17.82.

2. That the planned unit development is being proposed to achieve one or more of the objectives identified in Section 17.82.030.

Analysis: That the planned unit development is requested, in order to achieve the following objective identified in Section 17.82.030:

D. To modify the required building setbacks that would otherwise be required by the Municipal Code.

3. That the location and design of the planned unit development and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity.

Analysis: Location - The project is generally located in the southwest quadrant of the City of Hanford, east of 13th Avenue, west of 11th Avenue, north of Houston Avenue. APN (011-040-017 to -020; 011-110-016, -022, -029, and 030; 011-540-001 through -099). The location of the planned unit development will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity. The site is designated for Low-Density Residential, Open Space, and Neighborhood Commercial development by the General Plan.

Design and Conditions of Operation – The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

4. That the location and design of the planned unit development will not generate more traffic than the streets in the vicinity can carry without congestion and will not overload utilities.

Analysis: The project has been reviewed by the Public Works Department and improvements and conditions of development cited in the resolution and Development Agreement have been placed on the project, in order to mitigate the effects of the project on traffic, streets, and utilities.

5. That the planned unit development's population density, site area and dimensions, site coverage, yard spaces, height of structures, distances between structures, off-street parking and off-street loading facilities, landscaped areas and street design will produce an environment of stable and desired character consistent with the purpose of this title.

Analysis: That the Live Oak Development will be developed consistent with the Live Oak Master Plan, which permits certain deviations from City standard. The Master Plan and Live Oak Development Agreement have been thoroughly reviewed and the project will produce an environment of stable and desired character, consistent with the purpose of the Planned Unit Development Section of the Hanford Municipal Code.

6. That the combination of different dwelling types, architectural appearance, and/or varieties of land uses in the development will complement each other and harmonize with the existing and proposed land uses in the vicinity.

Analysis: That the development will complement and harmonize with the existing and proposed land uses within the vicinity. The project will provide a harmonious living environment and be complementary of the neighboring land uses, including agricultural uses, for which a right-to-farm will be recorded for continued agricultural uses taking place in the County.

Tentative Tract 865, 881, 912 Amendments

Changes to Tentative Tract 865, 881, and 912 are minor; therefore, the findings used to approve the projects originally are still valid. The necessary findings have not changed since the original approval of the tentative tracts.

Vesting Tentative Tract 909 Amendment #1

Pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act and Hanford's Zoning Ordinance the following findings can be made:

- A. Consistency Finding: A consistency finding can be made because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan and Zoning and Subdivision Ordinances;

Analysis: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the requirement of the R-L-5 Low-Density Residential zone district is required, except where modified by Planned Unit Development No. 2005-04/Live Oak Master Plan.

- B. Design Finding: A design finding can be made because the design or improvement of the subdivision map is consistent with general and specific plans.

Analysis: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The

subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the requirement of the R-L-5 Low-Density Residential zone district is required, except where modified by Planned Unit Development No. 2005-04/Live Oak Master Plan.

- C. Type of Development Finding: A type of development finding can be made because the site is physically suitable for the proposed type of development.

Analysis: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 909. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

- D. Density Finding: A density finding can be made because the site is physically suitable for the proposed density of development.

Analysis: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 3.64 dwelling units per gross acre.

- E. Environmental Finding: An environmental finding can be appropriately made because the design of the subdivision map and/or the proposed improvements is not likely to cause serious substantial environmental damage, or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That on September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009. The changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required.

- F. Public Health Finding: A public health finding can be appropriately made because the design of the subdivision map and/or type of improvement is not likely to cause serious public health problems.

Analysis: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to the interested agencies for review of the Live Oak Development, any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

G. Improvements & Access Findings:

Analysis: An improvements and access finding can be appropriately made because the design of the subdivision map and/or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed parcels.

PUBLIC COMMENT

Noticing of changes proposed to the Live Oak Development Project were published in the newspaper on October 30, 2020, and mailed to property owners within 300 feet of the project site on October 29, 2020. No comments have been received as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

On September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009. The changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required.

Addendum #1 – attached as **Attachment 7**.

Due to the size of the EIR, attachment of the document is not possible. The Live Oak EIR is available for public viewing at City Hall, 317 N. Douty Street.

RECOMMENDATION

Staff recommends that the City Council:

1. Approve a second amendment to the existing development agreement entered into in November 2009 for the Live Oak Master Plan and authorize the mayor to sign the agreement.
2. Adopt Resolution No. 2020-32-R, approving Planned Unit Development No. 2005-04 Amendment #1.
3. Adopt Resolution No. 2020-33-R approving an amendment to Vesting Tentative Tract 865.
4. Adopt Resolution No. 2020-34-R, approving an amendment to Vesting Tentative Tract 881.

5. Adopt Resolution No. 2020-35-R, approving an amendment to Vesting Tentative Tract 909.
6. Adopt Resolution No. 2020-36-R, approving an amendment to Vesting Tentative Tract 912.

Applicant:

Norman L. Allinder, AICP
1978 Business Park Way
Merced, CA 95348

Owner:

Forebay Farms
P.O. Box 2717
Merced, CA 95344

OFFICIAL BUSINESS
DOCUMENT ENTITLED TO FREE
RECORDING
Government Code Section 6103

RECORDING REQUESTED BY:

City Clerk

City of Hanford
317 N. Douty Street
Hanford, CA 93230

WHEN RECORDED RETURN TO:

City of Hanford
317 N. Douty Street
Hanford, CA 93230
Attn: City Clerk

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

Attachment: 2nd Amendment to the DA (for signature) (CD: Live Oak Development Amendment 2)

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

* * * * *

This Second Amendment to Development Agreement (“**First Amendment**”) is made to that certain Development Agreement (“**DA**”) dated November 10, 2009 and recorded July 16, 2010, as Document No. 1012061, Official Records, Kings County, California, made by and between the City of Hanford and MMV Development, LLC. All terms used in this First Amendment, unless otherwise defined herein, shall have the meaning ascribed to them in the DA.

1. Sections 1.3.3 and 2.6.3 of the DA are deleted in their entirety. All affordable housing requirements are hereby eliminated, and no portion of the Property shall be subject to any affordable housing requirements as a result of the DA.
2. Modify Sections 1.12 and add Section 1.12.1 to avoid potential confusion about applicability of future actions taken by the City.

“1.12.1 Conflicting Enactments. Any change in the Effective Standards, including, without limitation, any change in the General Plan or Master Plan, zoning, subdivision or building rule or regulation, adopted or becoming effective after the Effective Date, including, without limitation, any such change by means of an ordinance, initiative, resolution, policy, order or moratorium, initiated or instituted for any reason whatsoever and adopted by the City Council, the Planning Commission or any other board, agency, commission, committee, or department of City, or any officer or employee thereof, or by the electorate, as the case may be, which would, absent this Agreement, otherwise be applicable to the Property and which would conflict in any way with or be more restrictive than the Effective Standards (collectively, the “Subsequent Rules”), shall not be applied by City to the Property unless required to be applied to the Property by State or Federal law, or as permitted by this Agreement. The term “more restrictive” shall mean that such rule would increase requirements on Developer or increase Developer’s obligations or would otherwise limit Developer’s rights under the Project Approvals. Developer may give City written notice of its election to have any Subsequent Rule applied to the Property or a portion thereof, in which case such Subsequent Rule shall be deemed a part of the Effective Standards.”

3. Section 2.10.1(a) of the DA is hereby deleted in its entirety and restated as follows:

“(a) Formation. The City shall take all actions reasonably necessary to form a Financing District by January 1, 2017 (or as soon thereafter is as reasonably possible) for the purpose of funding and assuring long-term operation and

Attachment: 2nd Amendment to the DA (for signature) (CD: Live Oak Development Amendment 2)

maintenance of certain public improvements constructed in conjunction with the Project, including without limitation, all public landscaping and irrigation improvements (including all medians and street landscaping), bike trails, neighborhood parks, pocket parks, open-space and storm drainage facilities, whether temporary or permanent, to serve the Project.”

4. Section 2.10.1(b) of the DA indicates that Developer will participate in the Financing District and any amendments thereto. Section 2.10.1(b) is hereby amended so that the portion of the Property reflected in and covered by Vesting Tentative Subdivision Map 902 (“Tract 902”), as approved by City, shall be omitted from and will not participate in the Financing District. The omission of Tract 902 from the Financing District results from the lack of benefit that Tract 902 will recognize with respect to the improvements for which the Financing District will be formed. With the exception of the owner of Tract 902, the owners of the Property will execute all documents necessary for and will reasonably cooperate with the City in the formation of the Financing District. The formation of the Financing District is a material condition upon which this Agreement is contingent.
5. Section 7.1 of the DA is deleted in its entirety and restated as follows:
 - “A. Minimum Scope and Limits of Insurance At all times that Developer is designing, engineering, or constructing any improvements that will become public improvements, Developer shall maintain, or shall have maintained by its contractors and/or consultants, insurance policies with coverage at least as broad as the following:
 - “(1) Commercial General Liability (CGL): Insurance Services Office (ISO) Form CG 0001 1207 covering CGL on an “occurrence” basis, including products-completed operations, personal and advertising injury, with limits no less than TWO MILLION AND NO/100 DOLLARS (\$2,000,000) per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be FOUR MILLION AND NO/100 DOLLARS (\$4,000,000).
 - “(2) Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if Developer has no owned autos, hired (Code 8), and non-owned autos (Code 9), with a limit no less than ONE MILLION

AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.

- “(3) Workers’ Compensation: As required by the State of California, with Statutory Limits, and Employer’s Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease.
- “(4) Professional Liability Coverage. Each individual or entity hired by Developer for the provision of professional services will maintain Professional Liability coverage with limits no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per occurrence or claim, and TWO MILLION AND NO/100 DOLLARS (\$2,000,000) policy aggregate

“The required insurance policies shall be ‘occurrence’ policies and not ‘claims-made’ coverage, with the exception of Professional Liability Coverage. Each individual and entity required to have Professional Liability Coverage hereunder shall either maintain such Professional Liability Coverage or, if such coverage is terminated, tail coverage through the fifth (5th) year anniversary of: (i) the expiration of the Initial Term, as may be extended, or (ii) the termination of this Agreement, whichever occurs first.

“Developer may maintain an Umbrella policy in conjunction with the insurance policies referenced above. In such case, Developer shall be deemed to have satisfied the insurance requirements of this Agreement as long as: (i) the coverage limits of the Umbrella policy and of the underlying liability policy(ies), when combined, satisfy each of the per occurrence and aggregate requirements identified in this Subsection A.; and (ii) coverage under the Umbrella policy is as broad as and includes all incidents and events covered by the underlying insurance that it supplements.

- “B. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by City. City may require Developer to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, City may require Developer to provide a financial guarantee satisfactory to City guaranteeing

payment of losses and related investigations, claim administration, and defense expenses within the retention.

“C. Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:

“(1) General Liability and Automobile Liability Coverages.

“(a) City and its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Developer including materials, parts, or equipment furnished in connection with such work or operations; products used by the Developer; or automobiles owned, leased, hired or borrowed by the Developer. General liability coverage can be provided in the form of an endorsement to the Developer’s insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to City, its officers, officials, employees or volunteers.

“(b) For any claims related to this Agreement, Developer’s insurance coverage shall be primary insurance and non-contributory with respect to City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by City and/or its officers, officials, employees, or volunteers shall be in excess of Developer’s coverage.

“(c) Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to City, its officers, officials, employees or volunteers.

“(d) Developer’s insurance shall apply separately to each insured against whom claim is made

or suit is brought, except with respect to the limits of the insurer's liability.

- “D. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best’s rating of no less than A:VII.
- “E. Verification of Coverage. Developer shall furnish City with original certificates and amendatory endorsements or copies of Developer’s policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Developer’s obligation to provide them. City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.
- “F. Waiver of Subrogation. Developer hereby grants to City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Developer may acquire against City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Developer shall obtain endorsements necessary to effect this waiver of subrogation and agrees that this provision applies regardless of whether or not City has received a waiver of subrogation endorsement from an insurer of Developer.
- “G. Special Risks or Circumstances. City reserves the right to modify the insurance requirements contained in this Agreement, including, without limitation, coverage limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.”

6. Section 8.1 of the DA describes requirements for extensions. Modify Section 8.1.1 to include:

“A. This DA is hereby extended for five years, From **November 10, 2022** to **November 10, 2027.**”

7. All terms and conditions of the DA not otherwise modified by this First Amendment remain in full force and effect as set forth in the DA.
8. This Second Amendment may be signed by the Parties in different counterparts and the signature pages combined to create a document binding on all Parties. This First Amendment may be executed in separate counterparts, each of which, when so

executed, shall be deemed to be an original and to constitute the one and same document.

IN WITNESS WHEREOF, the Parties have executed this First Amendment in Hanford, Kings County, California.

“CITY”

City of Hanford

By: _____
JUSTIN MENDES
Mayor

“DEVELOPER”

FOREBAY FARMS, LLC

By: _____
FRED FAGUNDES

RHETORICAL FLOURISH, LLC

By: _____
DEAN LUCA KRAUSE,
Secretary for BLUE
MOUNTAIN ENTERPRISES, LLC
its sole Member

**IMPLACABLE
PROPERTIES, LLC**

By: _____
STEVEN R. BROWN

Attest:
HANFORD CITY CLERK

By: _____
JENNIFER GOMEZ
City Clerk

Approved as to form:

GRISWOLD, LaSALLE, COBB,
DOWD & GIN, L.L.P., City Attorneys

By: _____

Attachment: 2nd Amendment to the DA (for signature) (CD: Live Oak Development Amendment 2)

TY N. MIZOTE

Attachment: 2nd Amendment to the DA (for signature) (CD: Live Oak Development Amendment 2)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)ss
COUNTY OF _____)

On _____, 2016, before me, _____, a
notary public, personally appeared _____, who proved to me on the basis of
satisfactory evidence to be the persons whose name is subscribed to the within instrument and
acknowledged to me that he executed the same in his authorized capacity and that by his
signature on the instrument the persons or the entity(ies) upon behalf of which the persons acted,
executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(SEAL)

Notary Public

Attachment: 2nd Amendment to the DA (for signature) (CD: Live Oak Development Amendment 2)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)ss
COUNTY OF _____)

On _____, 2016, before me, _____, a notary public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the persons whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity and that by his signature on the instrument the persons or the entity(ies) upon behalf of which the persons acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(SEAL)

Notary Public

Attachment: 2nd Amendment to the DA (for signature) (CD: Live Oak Development Amendment 2)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)ss
COUNTY OF _____)

On _____, 2016, before me, _____, a notary public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the persons whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity and that by his signature on the instrument the persons or the entity(ies) upon behalf of which the persons acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(SEAL)

Notary Public

Attachment: 2nd Amendment to the DA (for signature) (CD: Live Oak Development Amendment 2)

RESOLUTION 20-32-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING PLANNED UNIT DEVELOPMENT NO. 2005-04 (AMENDMENT #1) MODIFICATIONS TO PLANNED UNIT DEVELOPMENT (PUD) NO. 2005-04: A REQUEST TO MODIFY THE PUD/MASTER PLAN TO DELETE REQUIREMENTS FOR AFFORDABLE HOUSING UNITS (CONSISTENT WITH DEVELOPMENT AGREEMENT AMENDMENT 1), AMEND THE GOALS AND POLICIES OF THE LIVE OAK MASTER PLAN, UPDATE MUNICIPAL CODE REFERENCES TO REFLECT THE 2017 MUNICIPAL CODE, AND ALLOW FOR INCREASED LOT DENSITY WITHIN A PORTION OF THE DEVELOPMENT. THE PROJECT IS GENERALLY LOCATED IN THE SOUTHWEST QUADRANT OF THE CITY OF HANFORD, EAST OF 13TH AVENUE, WEST OF 11TH AVENUE, NORTH OF HOUSTON AVENUE. APN (011-040-017 TO -020; 011-110-016, -022, -029, AND 030; 011-540-001 THROUGH -099)

At a regular meeting of the City Council of the City of Hanford duly called and held on December 1, 2020 by motion of Councilmember _____, and seconded by Councilmember _____, and duly carried, the following resolution was adopted:

WHEREAS, Planned Unit Development (PUD) No. 2005-04 Amendment #1: a request to modify the PUD/Master Plan to delete requirements for affordable housing units (consistent with Development Agreement Amendment #1), amend the goals and policies of the Live Oak Master Plan, update Municipal Code references to reflect the 2017 Municipal Code, and allow for increased lot density within a portion of the development, has been reviewed by the City Council of the City of Hanford, in accordance with Section 17.82 of the Hanford Municipal Code; and

WHEREAS, the Planning Commission held a public hearing on November 10, 2020 and received testimony for and against the project; and

WHEREAS, the Planning Commission recommended approval of Planned Unit Development No. 2005-04 Amendment #1 to the City Council at their regularly scheduled meeting on November 10, 2020; and

WHEREAS, the City Council has carefully considered recommendations and testimony presented at the public hearing of December 1, 2020, and

WHEREAS, all various governmental department agencies, staff, and the City Council, have given careful consideration to this Planned Unit Development/Master Plan and have made recommendations thereon; and

WHEREAS, on September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009.

WHEREAS, the Final Environmental Impact Report identified significant environmental impacts that can be mitigated to substantially lessen the environmental effects relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation; and

WHEREAS, the City Council, on September 15, 2009, systematically identified both the significant effects of the proposed project and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects in accordance with the provisions of the California Environmental Quality Act as more specifically articulated in “The Mitigation Monitoring and Reporting Plan” in an appendix of the final EIR and incorporated herein by this reference; and

WHEREAS, the changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in the EIR; and

WHEREAS, Planned Unit Development 2005-04 Amendment #1 shall be expire with the expiration of the Development Agreement; and

THEREFORE BE IT RESOLVED, the City Council has made the following findings, pursuant to pursuant to Section 17.82.050 of the Hanford Municipal Code:

1. That the location and design of the planned unit development is in accordance with the purpose of this title.

Analysis: Location - That in accordance with Section 17.82.050 of the Hanford Municipal Code, a planned unit development shall be a minimum five-acre site area, except that there shall be no minimum site area requirements if the site is an infill development site. The property is approximately 380-acres of combined property; therefore, the required minimum site area is met.

Design and Purpose - That planned unit developments are encouraged to achieve a more functional, aesthetically pleasing, and harmonious living and working environment within the City, that otherwise might not be possible by strict adherence to the provisions of the municipal code. The Live Oak Development is a master planned community that achieves a cohesive, functional, and aesthetically pleasing living environment.

The design of Planned Unit Development No. 2005-04 Amendment #1 is consistent with the objectives of Section 17.82.

2. That the planned unit development is being proposed to achieve one or more of the objectives identified in Section 17.82.030.

Analysis: That the planned unit development is requested, in order to achieve the following objective identified in Section 17.82.030:

D. To modify the required building setbacks that would otherwise be required by the Municipal Code.

3. That the location and design of the planned unit development and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity.

Analysis: Location - The project is generally located in the southwest quadrant of the City of Hanford, east of 13th Avenue, west of 11th Avenue, north of Houston Avenue. APN (011-040-017 to -020; 011-110-016, -022, -029, and 030; 011-540-001 through -099). The location of the planned unit development will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity. The site is designated for Low-Density Residential, Open Space, and Neighborhood Commercial development by the General Plan.

Design and Conditions of Operation – The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to interested agencies, including

the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

4. That the location and design of the planned unit development will not generate more traffic than the streets in the vicinity can carry without congestion and will not overload utilities.

Analysis: The project has been reviewed by the Public Works Department and improvements and conditions of development cited in the resolution and Development Agreement have been placed on the project, in order to mitigate the effects of the project on traffic, streets, and utilities.

5. That the planned unit development's population density, site area and dimensions, site coverage, yard spaces, height of structures, distances between structures, off-street parking and off-street loading facilities, landscaped areas and street design will produce an environment of stable and desired character consistent with the purpose of this title.

Analysis: That the Live Oak Development will be developed consistent with the Live Oak Master Plan, which permits certain deviations from City standard. The Master Plan and Live Oak Development Agreement have been thoroughly reviewed and the project will produce an environment of stable and desired character, consistent with the purpose of the Planned Unit Development Section of the Hanford Municipal Code.

6. That the combination of different dwelling types, architectural appearance, and/or varieties of land uses in the development will complement each other and harmonize with the existing and proposed land uses in the vicinity.

Analysis: That the development will complement and harmonize with the existing and proposed land uses within the vicinity. The project will provide a harmonious living environment and be complementary of the neighboring land uses, including agricultural uses, for which a right-to-farm will be recorded for continued agricultural uses taking place in the County.

THEREFORE, BE IT FURTHER RESOLVED that the City Council approved Planned Unit Development No. 2005-04, Amendment #1, subject to the conditions below:

PLANNING DEPARTMENT

Contact Senior Planner Gabrielle Myers (559)585-2578
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt the project from compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, other City Ordinances or the payment of any applicable fees.
3. That all approved proposals of the application be conditions of development if not mentioned herein.
4. That the site be developed according to the approved master plan with minor modifications to be approved by the Community Development Department.
5. That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
6. That no occupancy of any building and/or structure shall be permitted which is not in substantial compliance with approved plans except upon specific review and approval of any "as built" modifications by the authorizing City body (City Council, Planning Commission, Community Development Department, or other appropriate city departments).
7. That no expansion of use beyond the scope and nature described in this PUD, which would tend to increase the projected scale of operations, shall be permitted except upon application for, and approval of, modification of this Planned Unit Development permit in compliance with all procedures and requirements therefore.
8. That the developer shall designate, in writing before starting work, an authorized representative who shall have complete authority to represent and to act for the developer. Said authorized representative or designee shall be present at the site of the work at all times while work is actually in progress on the development. During periods when work is suspended, arrangements acceptable to the City Building Official shall be made for any emergency work, which may be required.

Zoning:

1. That the proposed development is subject to the zone district standards, as modified by Planned Unit Development No. 2005-04. Setbacks, lot coverage, street frontages, parking, etc. will conform to the guidelines in the master plan.
2. That any changes to the proposed phasing be approved by the Community Development Department and Public Works Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.

2. That automatic garage door openers be installed on all garage doors to encourage the use of garages for the purpose of parking cars. The garages are to be used only for the parking of cars, boats or similar items for storage purposes. They are not to be converted for any items of living or recreational activities.
3. That drive strips are not allowed. All driveways are to have the full width paved.

Architectural Conditions:

1. That the structures in the PUD be developed in substantial compliance with the architectural renderings, colors, etc., as shown in the PUD Master Plan Exhibits.
2. That any future changes to the architectural design features must maintain the overall integrity of the surrounding neighborhood and not detract from the consistent look and appearance of the planned unit development.
3. That all pipes, gutters, and chases attached to the building wall shall be painted a similar or complementary color to the existing wall to which the item is attached.
4. That no surface shall be mirrored so as to cause glare and annoyance to other adjacent properties.
5. That all mechanical equipment, including electrical and gas meters are to be screened from view, and that all new electrical transformers are either installed underground or screened.
6. That all exterior architectural elements not detailed on the plans be finished in a style and in materials in harmony with the exterior of the building

Environmental Requirements:

1. That the developer complies with all mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) as certified with the Final Environmental Impact Report
2. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.
3. That the developer shall abandon all existing water wells on the site, if any, according to California Department of Health requirements.
4. That all common areas be kept free of rubbish, debris and other unsightly and/or unsanitary materials.
5. That options offered as part of the Live Oak Master Plan, such as solar panels, be shown on the master building plans so as to be available to all buyers of qualified lots.
6. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
7. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.

8. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
9. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

1. That construction equipment be muffled and construction activities be limited to the hours between 7:00 a.m. to 7:00 p.m., Monday thru Friday, unless the construction is within the enclosed structure or approved by the Community Development Department.
2. That noise from fixed mechanical equipment when measured at the property line meets the standard of the Hanford Noise Element.

Lighting:

1. That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be installed so as not to illuminate adjacent properties.

Screening:

1. That all backflow device and electrical transformers be screened with landscaping.
2. That all backflow devices be painted hunter green.

Fencing/Walls:

1. That all proposed fencing on the site be maintained in good repair with any graffiti at the site removed within 72 hours of occurrence.

Landscaping:

1. That all open and unlandscaped portions of the site be maintained in good condition, free from weeds, dust, trash and debris.
2. That the Developer shall enter into an agreement for a tax assessment district for the maintenance of neighborhood park landscaping, open space slough area, subdivision street lighting, decorative fencing, and landscaping located along the property frontages of Houston Avenue, S. Alpine Avenue, Butterfield Lane, Hume Avenue, 12th Avenue (including Sanchez “not-a-part” area), and Countryside Drive (Hume Avenue to Amber Harvest Drive). The creation of the District will be required prior to the recording of the first subdivision map.

Signage:

1. That all signs proposed for this development be designed and approved in conformance with the City's Sign Ordinance and/or as outlined in the PUD Master Plan. A separate application is required for review and administrative approval.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:

Southern California Edison Co., Jon Bimat: (559) 685-3202 or jon.bimat@sce.com

Or Southern California Edison Co., Eric Thomas: eric.thomas@sce.com

SBC/AT&T, Cindy Lee: (559) 228-7006: cindy.1.lee@att.com

Or SBC/AT&T, Lon Downer: (559) 228-7017 or ld2693@att.com

Southern California Gas Co., Jerry Alvarez: (559) 739-6455 or ajalvarez@semprautilities.com

Or Southern California Gas Co., Louise Lankford llankford@semprautilities.com

Comcast, Brian Copeland: (559) 455-4580 or brian_copeland@cable.comcast.com

USA: 1 (800) 642-2444

Public Utilities:

1. That all utilities including cable TV be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.
3. That existing utility poles and appurtenances along the property frontage of 12th Avenue, Hume Avenue, and Houston Avenue are to be installed underground, at developer's expense, to facilitate widening of streets.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director John Doyel at (559)585-2571

Concerning questions that you may have on the conditions listed below:

General Requirements:

1. That the developer complies with the City of Hanford Public Works Construction Standards and Specification requirements. Any deviation from said standards and specifications must be approved by the City Engineer prior to construction.
2. That the developer is required to contact the City of Hanford Public Works department to discuss proposed off-site street improvements, right-of-way dedications and site drainage requirements prior to submittal of project master plans. Project master plans will be required with the first subdivision of the proposed project.
3. That the development is subject to an engineering review/construction inspection fee in accordance with City Resolution No. 92-58-R, or any revisions thereof. Subject fee shall be payable prior to approval of improvement plans.

Drainage Requirements:

1. That all drainage from the proposed development shall be directed to the Sand Slough and Lone Oak drainage basins located as shown in the Live Oak Master Plan.

2. That applicant is required to comply with State of California Water Resource Control Board requirements specifically related to the National Pollution Elimination System permit process.
3. That applicant is required to comply with the approved layouts for the storm drainage basin size and location and the Live Oak Master Plan for all issues relating to drainage.
4. That developer's engineer provides a storm water system master plan for the project site for city public works department review and approval prior to the approval of the first subdivision on the project site.
5. That People's Ditch shall be relocated and installed underground in a pipeline in accordance with the requirements of both the City of Hanford Public Works Department and the People's Ditch Company. All costs to relocate and to underground People's Ditch with a pipeline and to backfill the abandoned open channel ditch as shown on the tentative subdivision map will be at developer's expense.
6. That all applicable conditions of approval of VTT 865 and VTT 881 relating to drainage requirements shall apply.

Street Right-of-Way Dedication & Easement Requirements:

1. That the developer shall dedicate to the City of Hanford all streets to the widths and locations as shown on the approved master plan and the tentative maps.
2. That all applicable conditions of approval of VTT 865 and VTT 881 relating to street right-of-way dedications and easement requirements shall apply.

Street Requirements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, traffic signal modifications, landscaping, site grading and pavement surfacing and all other improvements be installed in accordance with City of Hanford Public Works construction standards and specifications currently in effect.
2. That streetlights be installed along all public streets in conformance with City Standard GE-56 and PUD master plan guidelines. Street lights shall be located as designated by the city engineer.
3. That all applicable conditions of approval of VTT 865 and VTT 881 relating to street requirements shall apply.

Sanitary Sewer Requirements:

1. That developer's engineer provides a sanitary sewer master plan for the project site for city public works department review and approval prior to the approval of the first subdivision on the project site.
2. That all applicable conditions of approval of VTT 865 and VTT 881 relating to sanitary sewer requirements shall apply.

Water System Requirements:

1. That developer's engineer provides a water system master plan for the project site for city public works department review and approval prior to the approval of the first subdivision on the project site.

2. That all applicable conditions of approval of VTT 865 and VTT 881 relating to water system requirements shall apply.

Refuse Requirements:

1. That refuse facilities be installed as outlined in the PUD master plan.

Soil Requirements:

1. That a Preliminary Soils Report, prepared by a qualified Soils Engineer, be provided to the Engineering and Building Departments prior to approval of development improvement plans.
2. That a final soils report, prepared by a qualified Soils Engineer, be provided to the Engineering and Building Departments prior to acceptance of development improvements by the City.
3. That Developer retains the Design Engineer to inspect and verify that all grading within the development is completed in conformance with approved plans. Design Engineer shall be required to provide a certification letter to the Building Department prior to issuance of any building permits.

Landscape Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of neighborhood park landscaping (Lots "D & E"), open space slough area (Lot "A"), subdivision street lighting, decorative fencing, and landscaping located along the property frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane (Lots "B, C, F, G & H") located as shown on Tentative Subdivision Map 865.
2. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of linear park landscaping (Lots "A, D, E, F, & G"), subdivision street lighting, decorative fencing and landscaping located along the property frontages of Hume Avenue, S. Alpine Avenue, 12th Avenue (Including Sanchez "not-a-part" area), Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane (Lots "B, C, H, I, J, K, L & M") located as shown on Tentative Subdivision Map 881.
3. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision street lighting and decorative fencing.

Development Impact Fees:

1. That development is subject to impact fees as outlined in the recorded development agreement for the Live Oak project.
2. All other transportation related fees as identified in the Final Environmental Impact Report approved with this project are required as outlined in the resolutions of approval and the development agreement. This includes mitigation fees related to the SR198/12th Avenue interim improvements and the SR198/13th Avenue interim improvements.

FIRE DEPARTMENT

Contact Fire Marshall Christy Whittington (559) 585-2594
Concerning questions that you may have on the conditions listed below:

General:

1. Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.

Emergency Access:

1. A city standard all weather fire lane 20 feet in width and an unobstructed vertical clearance of not less than 13 feet six inches be provided around the buildings as required by Article 9 of the 1998 California Fire Code. Access shall be in place prior to above ground construction beginning.
2. Gate widths shall be a minimum of 20 feet unobstructed and if locked a Knox lock will be required.

Special Requirements:

1. Site address shall be posted in an illuminated area, with 6" minimum letters on contrasting background.
2. Smoke detectors required in all units.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

1. That building permits must be obtained from the City Building Division for any structural, plumbing, electrical or mechanical work being done.
2. That the site, as well as the building, be made accessible and usable by the handicapped according to California Building Code Chapter 11A.
3. That no building or structure shall be used or occupied, and no change in the existing occupancy classification of building or structure or portion thereof shall be made until the building official has issued a Certificate of Occupancy.
4. That detailed dimensioned plans be provided to the Building Division prior to obtaining construction permits.
5. That single family dwellings will require plans and calculations signed by the designer. Submittal shall consist of:
 - 5.1 1 copy of the City of Hanford Permit Application form
 - 5.2 1 copy of the building floor plan for the assessor
 - 5.3 2 complete sets of drawings and documentation including:
 - 5.3.1 Site Plan including landscaping
 - 5.3.2 Architectural Drawings
 - 5.3.3 Structural Drawings and Calculations as required, and truss calculations
 - 5.3.4 Electrical Drawings and Calculations as required
 - 5.3.5 Mechanical Drawings and duct sizing calculations

- 5.3.6 Plumbing Drawings and Calculations for dwellings greater than 3,000 SF
- 5.3.7 Energy Calculations

6. Master plans shall follow the submittal requirements, as per item #5 above, for the original plan submittal. All subsequent submittals shall require two copies of a site plan describing the plan to be used and any options which might be included.
7. That separate sewer lateral and water services be provided to each building.
8. That separate gas and electric services be provided to each building.
9. That a school impact fee of \$2.97 (or revision thereof) for each square foot of new residential building area be paid when building permits are issued.
10. That all special inspection reports be submitted to the Building Division prior to final inspection.
11. Addresses shall be assigned by the building division.
12. That a preliminary soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Divisions prior to approval of site improvement plans.
13. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Divisions before issuance of building permits.
14. All construction shall conform to the 2007 California Building Code, California Mechanical Code, California Plumbing Code, California Fire Code; California Electrical Code, and California Energy Code or currently adopted code at time of construction.
15. That Kings County Impact fees shall be assessed as applicable.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 1st day of December, 2020 by the following vote:

AYES:	Council Member	_____

NOES:	Council Member	_____
ABSTAIN:	Council Member	_____
ABSENT:	Council Member	_____

MAYOR

STATE OF CALIFORNIA)

Attachment: Resolution 20-32 R PUD 2005-04 (CD: Live Oak Development Amendment 2)

PUD 2005-04 Amendment #1
Page 13 of 15

COUNTY OF KINGS)
CITY OF HANFORD) SS

I, **Natalie Ortega**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 1st day of December, 2020.

Dated: _____

City Clerk

Attachment: Resolution 20-32 R PUD 2005-04 (CD: Live Oak Development Amendment 2)

Exhibit A:

Live Oak Master Plan (Dated 11-05-2020)

RESOLUTION 20-33-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING AN AMENDMENT TO VESTING TENTATIVE TRACT 865.**

At a regular meeting of the City Council of the City of Hanford duly called and held on December 1, 2020 by motion of Councilmember _____, and seconded by Councilmember _____, and duly carried, the following resolution was adopted:

WHEREAS, the applicant requested an amendment to Tentative Tract 865, requesting to remove certain language from the resolution for Vesting Tentative Tract 865, consistent with changes made to the Live Oak Development Agreement; and

WHEREAS, the Planning Commission held a public hearing on November 10, 2020 and received testimony for and against the project; and

WHEREAS, the Planning Commission determined that the revisions to Vesting Tentative Subdivision Map No. 865 were not significant and recommended approval of the amendment to the City Council at their regularly scheduled meeting on November 10, 2020; and

WHEREAS, the City Council has carefully considered recommendations and testimony presented at the public hearing of December 1, 2020, and

WHEREAS, all various governmental department agencies, staff, and the City Council, have given careful consideration to this Planned Unit Development/Master Plan and have made recommendations thereon; and

WHEREAS, Vesting Tentative Subdivision Map No. 865 was approved by the Planning Commission on August 9, 2009 and the City Council on September 15, 2009, pursuant to Section 66474 of the Subdivision Map Act; and,

WHEREAS, on September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air

Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009; and

WHEREAS, the Final Environmental Impact Report identified significant environmental impacts that can be mitigated to substantially lessen the environmental effects relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation; and

WHEREAS, the City Council, on September 15, 2009, systematically identified both the significant effects of the proposed project and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects in accordance with the provisions of the California Environmental Quality Act as more specifically articulated in “The Mitigation Monitoring and Reporting Plan” in an appendix of the final EIR and incorporated herein by this reference; and

WHEREAS, the changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in the EIR; and

WHEREAS, the City Council has made the following findings pursuant to Section 66474 of the Subdivision Map Act:

1. That the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, and Zoning Ordinance;
2. That the design or improvement of the subdivision is consistent with general or specific plans;

3. That the site is physically suitable for the type of development;
4. That the site is physically suitable for the proposed density of development;
5. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially and unavoidably injure fish or wildlife or their habitat;
6. That the design of the subdivision and type of improvements are not likely to cause serious public health problems; and
7. That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Hanford finds the revisions to Vesting Tentative Subdivision Map No. 865 are substantially consistent with the original approval of the vesting map in 2009; and

THEREFORE BE IT FURTHER RESOLVED that the City Council approves this revised resolution for Vesting Tentative Subdivision Map No. 865, subject to the following conditions of approval:

PLANNING DEPARTMENT

Contact Senior Planner Gabrielle Myers (559) 585-2578

Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by the Development Agreement and development rights of a Vesting Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.

4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
5. That trees be planted, as specified in the Master plan and that all species of trees shall be selected from a list approved by the City Street Tree Commission.
6. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 865.

Zoning:

1. That the proposed subdivision is subject to the R-L-5 Low-Density Residential zone district standards, except as modified by Planned Unit Development No. 2005-04, as specified in the Master Plan.
2. That all lots be limited to single-family residential development.
3. That any changes to the proposed phasing be approved by the Community Development Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 865 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. . All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as Exhibit "A".

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
5. That development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
8. That development is subject to a Storm Water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.
9. That development is subject to a 12th Avenue Sanitary Sewer Area Benefit District assessment fee as required by City Ordinance No. 92-03, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.

Environmental Requirements:

1. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
2. That electric or low nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
3. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
4. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
5. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.

6. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
7. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That nonactive portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal combustion engine drive equipment be properly maintained and well-tuned according to the manufacturer's specifications.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:

Southern California Edison Co., David Loftin: (559) 684-3557

AT&T, John Lewis: (559) 739-6455

Southern California Gas Co., Louise Brown: (559) 739-2316

ComCast, Micahel Corral: (559) 217-9003

USA: 811

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.
3. That all existing utility poles and appurtenances located along the property frontage of 12th Avenue shall be installed underground at the developer's expense.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director John Doyel (559)585-2571
Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and/or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.
3. That the proposed neighborhood park, located as shown on the tentative subdivision map (Lot "A"), shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.
4. That proposed open space/slough area, located as shown on the tentative subdivision map (Lot "B") shall be dedicated to the City for open space/drainage purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing or siding onto 12th Avenue, S. Alpine Avenue, Butterfield Lane and Hume Avenue (except for pedestrian walkways) and shall be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standard ST-32, modified as indicated on the tentative subdivision map, (Street narrowing adjacent to park for traffic calming), except the following:
 - a. Houston Avenue shall be developed as an Arterial street along the development frontage of the subdivision in conformance with city Standards ST-17 and ST-18, modified as indicated on the tentative subdivision map and as follows:
 1. Traffic index used for the design of the street structural section shall be a minimum of 10.0
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston Avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans. Reconstruction of existing Houston Avenue street section (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, street striping, signing, and transitional paving tapers to provide for both acceleration and deceleration lanes at entrances to subdivision. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel land
 - b. Twelfth Avenue shall be developed as an arterial street, along the development frontages of the subdivision, and "Not-a-part" areas south of Hume and north of Butterfield Lane in accordance with section 66462.5 of the Subdivision Map Act. All improvements shall be constructed in conformance with City Standards ST-17 and ST-20, modified as indicated on the tentative subdivision map and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans.

Reconstruction of existing Houston Avenue street section (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.

3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, masonry block wall, street lights, pavement striping, signing, and transitional paving tapers to provide for both acceleration and deceleration lanes at entrances to subdivision. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel land capacity is warranted. Installation of Class II aggregate base rock (4" minimum thickness) over compacted native soil shall be required in the area between existing roadway and new curb and gutter section. A petroleum based palliative shall be applied to the base rock surface to provide dust control. The installation of a raised concrete median in Houston Avenue is not required.
- c. S. Alpine Avenue and Butterfield Lane shall be developed as collector streets in conformance with City Standards ST-26, modified as indicated on the tentative subdivision map.
4. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along Houston Avenue and S. Alpine Avenue shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designed by City Engineer.
5. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards impact fees for permanent street widening improvements constructed by developer within Houston Avenue, consisting of curb and gutter, street striping, signing and street paving from gutter lip to edge of existing Houston Avenue street section. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Houston Avenue street section. Temporary transitional paving improvements beyond the development limits will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.
6. That the developer is responsible for payment of a proportionate cost share of future improvements to mitigate interim impacts to the 13th Avenue/Highway 198 interchange as identified in the project Environmental Impact Report and the Traffic Impact Study prepared by the firm of KD Anderson Transportation Engineers. Payment of developer's equitable share of improvement costs shall be held in a separate interest bearing account and reserved for the interim improvements referenced above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane for lots backing or siding onto said streets :
 - a. A minimum six foot high (or as determined by Mitigation Measure 4.8.2b(1) in the MMRP), decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. Masonry walls shall be constructed along the development frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane for all lots backing or siding onto said streets.
 - c. A 4 ½ foot wide detached sidewalk along the development frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane.
 - d. Landscape and irrigation system improvements along the development frontage of Houston Avenue, S. Alpine Avenue and Butterfield Lane (right of way and landscape easement areas). Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100 (F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.
4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Park Improvements:

1. That all park facility and open space perimeter improvements shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all park facility and open space perimeter improvements. Improvements shall include, but not be limited to, installation of a baseball court, horse shoe pit, covered picnic areas, tot-lot playground, connective linear park, decorative security lighting, drinking fountains, park benches, trash receptacles, and landscaping and irrigation systems. Park and open space improvements shall be

constructed concurrent with the first phase of the development, or as detailed in the Development Agreement.

2. That a minimum six foot high decorative masonry block wall shall be constructed along the south property line of proposed neighborhood park (adjacent to lots 99, 100, 117 and 118).
3. That the development is subject to a park development mitigation impact fee as required by City Municipal Code section 15.44 and any revisions thereof. Developer shall be entitled to a 50% credit towards their park development impact fee, as specified in development agreement, for all park and open space improvements provided by developer in accordance with PUD master plan requirements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 8" diameter sanitary sewer main and appurtenances (unless determined otherwise by the City Engineer) shall be extended within S. Alpine Avenue, from W. Hackberry Lane to Butterfield Lane, to accommodate future development located east of S. Alpine Avenue.
3. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code Section 13.08 for sanitary sewer main improvements constructed within S. Alpine Avenue which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for sanitary sewer main improvements installed within S. Alpine Avenue, if applicable, for City Public Works Department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Works department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin (Lot "A") located as shown on the tentative subdivision map.
3. That developer shall install a minimum 36 inch diameter storm drain pipeline and appurtenances within Houston Avenue in conformance with City storm drainage master plan requirements. The proposed storm drain line will connect the Sand Slough basin located as shown on the tentative subdivision map to an existing slough basin located south of Houston Avenue and just east of proposed development.
4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14 or any revisions thereof, if applicable. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Sand Slough (Lot "A") that satisfy all (full credit) or a portion (partial credit) of their storm water storage requirements.
5. That developer shall be required to comply with State of California Water Resources Control Board requirements specially related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 18 inch diameter water main and appurtenances shall be extended within Houston Avenue from the eastern boundary of proposed development, as shown on the Live Oak master plan, (East property line of existing Sanchez development) to 12th Avenue. Improvement shall conform to the City's water system master plan.
3. That a minimum 12 inch diameter water main and appurtenances shall be extended within 12th Avenue from Houston Avenue to Hume Avenue in conformance with City's water system master plan.
4. Developer maybe entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works Department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
5. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements installed within Houston Avenue, 12th Avenue and S. Alpine Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
6. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of neighborhood park landscaping (Lot "A"), open space slough area (Lot "A"), subdivision street lighting, decorative fencing, and common area landscaping located along the property frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping including park and open space areas, subdivision street lighting and decorative fencing.

FIRE DEPARTMENT

Contact Fire Marshall Christy Whittington (559)585-2594
Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply.

Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.

2. That the blue dot fire hydrant location markers be installed six inches from the middle of the street.
3. That an all weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Departments prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Department prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

Kings County Impact Fees:

1. That Tentative Tract 865 is subject to the following Kings County Impact fees:
 - a. Criminal Justice
 - b. Library
 - c. Animal Control
 - d. Compliance

EXPIRATION:

That this Vesting Tentative Tract Map shall expire with the expiration of the Live Oak Development Agreement.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 1st day of December, 2020 by the following vote:

AYES: Council Member _____

NOES: Council Member _____

ABSTAIN: Council Member _____

ABSENT: Council Member _____

MAYOR

STATE OF CALIFORNIA)

COUNTY OF KINGS)

CITY OF HANFORD) SS

I, **Natalie Ortega**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 1st day of December, 2020.

Dated: _____

City Clerk

Attachment: Resolution 20-33-R TT 865 (CD: Live Oak Development Amendment 2)

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO :

CITY OF HANFORD
COMMUNITY DEVELOPMENT DEPARTMENT
317 N. Douty Street
Hanford, CA 93230

SPACE ABOVE THIS LINE FOR RECORDER'S USE

NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY FOR TRACT NO. 865

NOTICE IS HEREBY GIVEN that City of Hanford Planning Commission Resolution No. 2020-16 approved the development of Tract No. 865 subject to the following conditions pertaining to the continued care and maintenance of the tree(s) and lawn area located in the parkway of said Tract No. 865 by the lot owners in Tract No. 865:

CONDITIONS:

1. Each lot owner within Tract No. 865 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of the lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
2. The tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
3. Should the tree(s) and lawn area become damaged, severely pruned, neglected, removed, or die, the lot owner shall replace said tree(s) and lawn area within a reasonable time frame, but no later than thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway.
4. We understand and agree that our failure to comply with the conditions identified above shall constitute a breach of our obligations as identified in this document and shall also constitute a violation of the provisions of Chapter 17.52 of the Hanford Municipal Code.

WE HEREBY ACKNOWLEDGE AND UNDERSTAND our obligations for the care and maintenance of the parkway along the street frontage(s) of our lot and agree to be bound by the same.

PROPERTY ADDRESS: _____, Hanford, CA 93230

LEGAL DESCRIPTION OF PROPERTY: Lot No. _____ of Tract No. 865, Unit No. _____

ASSESSOR'S PARCEL NUMBER: _____ - _____ - _____

Owner's Signature _____
Print or Type Owner's Name _____

Date _____

Owner's Signature _____
Print or Type Owner's Name _____

Date _____

(attach Notary acknowledgment)

RESOLUTION 20-34-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING AN AMENDMENT TO VESTING TENTATIVE TRACT 881.**

At a regular meeting of the City Council of the City of Hanford duly called and held on December 1, 2020 by motion of Councilmember _____, and seconded by Councilmember _____, and duly carried, the following resolution was adopted:

WHEREAS, the applicant requested an amendment to Tentative Tract 881, requesting to remove certain language from the resolution for Vesting Tentative Tract 881, consistent with changes made to the Live Oak Development Agreement; and

WHEREAS, the Planning Commission held a public hearing on November 10, 2020 and received testimony for and against the project; and

WHEREAS, the Planning Commission determined that the revisions to Vesting Tentative Subdivision Map No. 881 were not significant and recommended approval of the amendment to the City Council at their regularly scheduled meeting on November 10, 2020; and

WHEREAS, the City Council has carefully considered recommendations and testimony presented at the public hearing of December 1, 2020, and

WHEREAS, all various governmental department agencies, staff, and the City Council, have given careful consideration to this Planned Unit Development/Master Plan and have made recommendations thereon; and

WHEREAS, Vesting Tentative Subdivision Map No. 881 was approved by the Planning Commission on August 9, 2009 and the City Council on September 15, 2009, pursuant to Section 66474 of the Subdivision Map Act; and,

WHEREAS, on September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air

Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009; and

WHEREAS, the Final Environmental Impact Report identified significant environmental impacts that can be mitigated to substantially lessen the environmental effects relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation; and

WHEREAS, the City Council, on September 15, 2009, systematically identified both the significant effects of the proposed project and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects in accordance with the provisions of the California Environmental Quality Act as more specifically articulated in “The Mitigation Monitoring and Reporting Plan” in an appendix of the final EIR and incorporated herein by this reference; and

WHEREAS, the changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in the EIR; and

WHEREAS, the City Council has made the following findings pursuant to Section 66474 of the Subdivision Map Act:

1. That the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, and Zoning Ordinance;
2. That the design or improvement of the subdivision is consistent with general or specific plans;

3. That the site is physically suitable for the type of development;
4. That the site is physically suitable for the proposed density of development;
5. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially and unavoidably injure fish or wildlife or their habitat;
6. That the design of the subdivision and type of improvements are not likely to cause serious public health problems; and
7. That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Hanford finds the revisions to Vesting Tentative Subdivision Map No. 881 are substantially consistent with the original approval of the vesting map in 2009; and

THEREFORE BE IT FURTHER RESOLVED that the City Council approves this revised resolution for Vesting Tentative Subdivision Map No. 881, subject to the following conditions of approval:

PLANNING DEPARTMENT

Contact Senior Planner Gabrielle Myers (559) 585-2578
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by the Development Agreement and development rights of a Vesting Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.

4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
5. That trees be planted, as specified in the Master plan and that all species of trees shall be selected from a list approved by the City Street Tree Commission.
6. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 881.

Zoning:

1. That the proposed subdivision is subject to the R-L-5 Low-Density Residential zone district standards, except as modified by Planned Unit Development No. 2005-04, as specified in the Master Plan.
2. That all lots be limited to single-family residential development.
3. That any changes to the proposed phasing be approved by the Community Development Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 881 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. . All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as Exhibit "A".

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
5. That development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
8. That development is subject to a Storm Water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.
9. That development is subject to a 12th Avenue Sanitary Sewer Area Benefit District assessment fee as required by City Ordinance No. 92-03, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.

Environmental Requirements:

1. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
2. That electric or low nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
3. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
4. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
5. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.

6. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
7. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That nonactive portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal combustion engine drive equipment be properly maintained and well-tuned according to the manufacturer's specifications.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:

Southern California Edison Co., David Loftin: (559) 684-3557

AT&T, John Lewis: (559) 739-6455

Southern California Gas Co., Louise Brown: (559) 739-2316

ComCast, Micahel Corral: (559) 217-9003

USA: 811

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.
3. That all existing utility poles and appurtenances located along the property frontage of 12th Avenue shall be installed underground at the developer's expense.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director Lou Camara (559) 585-2567

Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape

improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.

2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and/or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.
3. That proposed neighborhood linear parks, located as shown on the tentative subdivision map (Lots "A", "B", "C" and "D"), shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing or siding onto 12th Avenue, S. Alpine Avenue, Butterfield Lane and Hume Avenue (except for pedestrian walkways) and shall be indicated on the subdivision final map.

People's Ditch Improvements:

1. That People's Ditch shall be relocated and installed underground in a pipeline in accordance with the requirements of both the City of Hanford Public Works department and the People's Ditch Company. The proposed irrigation ditch pipeline alignment shall begin at Hume Avenue/People's ditch intersection and continue west within the Hume Avenue to 12th Avenue, then south within 12th Avenue

to Houston Avenue, then west within Houston Avenue to the intersection of Houston Avenue / People's Ditch. The pipeline will terminate beyond the south limits of the future Houston Avenue right-of-way. All costs to relocate and to underground People's Ditch with a pipeline as stated herein, and to backfill the abandoned open channel ditch as shown on the tentative subdivision map, shall be at developer's own expense.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standard ST-32, modified as indicated on the tentative subdivision map, (Street narrowing adjacent to park for traffic calming), except the following:
 - a. Hume Avenue shall be developed as a collector street (East of People's Ditch) along the development frontage of the subdivision and as a major collector street (West of People's Ditch) from 12th avenue to People's Ditch. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23 & ST-26, modified as indicated on the tentative subdivision map and as follows:
 1. Traffic index used for the design of the street structural section shall be a minimum of 8.0
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Hume Avenue, from S. Alpine Avenue to 12th Avenue, concurrent with the submittal of development improvement plans. Reconstruction of Hume Avenue, from S. Alpine Avenue to 12th Avenue, will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, street striping, signing, and pavement reconstruction of existing roadway, if applicable, and pavement widening along the development frontage of the subdivision (Half-width street improvements, plus a minimum 13 foot travel lane north of street centerline). Street improvements located beyond the development frontage of the subdivision ("Not-a-part" area from 12th Avenue to the west property line of lot # 1 shall include, but not be limited to, the installation of concrete curb & gutter, street lights, street striping, signing and pavement reconstruction and widening to provide for a protected left-turn travel lane and a separate right turn travel lane at east leg of the 12th Avenue / Hume Avenue intersection. (Half-width street improvements, plus additional pavement widening north of street centerline to facilitate turning movements as identified above). The installation of a raised concrete median is not required.
 - b. Twelfth Avenue shall be developed as an arterial street, along the development frontages of the subdivision, and "Not-a-part" areas south of Hume and north of Butterfield Lane in accordance with section 66462.5 of the Subdivision Map Act. All improvements shall be constructed in conformance with City Standards ST-17 and ST-20, modified as indicated on the tentative subdivision map and as follows:

1. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 12th Avenue, from Hume Avenue to Houston Avenue, concurrent with the submittal of development improvement plans. Reconstruction of 12th Avenue between Hume Avenue and Butterfield Lane (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, street lights, median island curb, street striping, signing and pavement reconstruction of existing roadway, if applicable, and pavement widening along 12th Avenue, from Hume Avenue to Butterfield Lane, (including “Not-a-part” areas) to facilitate the installation of a median island with a single 16 foot wide paved travel lane on each side of the median. Transitional paving improvements shall also be required for both acceleration/deceleration lane tapers at the Butterfield Lane entrance to subdivision and at Hume Avenue to facilitate a northbound right turn movement to Hume Avenue and to provide for a protected southbound left-turn movement from 12th Avenue southbound to Hume Avenue. The installation of a raised concrete median north of the Hume Avenue / 12th Avenue intersection is not required for the protected left-turn travel lane. Pavement widening along 12th Avenue other than as stated herein shall be deferred until additional travel lane capacity is warranted.
 4. That electrical conduit and pull boxes shall be installed at the intersection of 12th Avenue / Hume Avenue to facilitate the installation of a future traffic signal system in accordance with Traffic Impact Study prepared by the firm of Kd Anderson and Associates dated March 20, 2006.
- c. S. Alpine Avenue and Butterfield Lane shall be developed as collector streets along the development frontages of the subdivision in conformance with City Standard ST-26, modified as indicated on the tentative subdivision map for Tract # 865 (Live Oak I).
4. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along 12th Avenue, Hume Avenue and S. Alpine Avenue shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designated by City Engineer.
 5. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 12th Avenue, consisting of curb & gutter, median curb, street striping, signing and street paving from gutter lip to edge of the existing 12th Avenue street section. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Houston Avenue street section. Transitional paving improvements beyond the development limits, as stated in section 2b above, that are not considered to be a permanent improvements and the reconstruction of the existing 12th Avenue street section, if required, will not be subject to a credit. The developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for

convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

6. That the developer is responsible for payment of a proportionate cost share of future improvements to mitigate interim impacts to the 13th Avenue/Highway 198 interchange as identified in the project Environmental Impact Report and the Traffic Impact Study prepared by the firm of KD Anderson Transportation Engineers. Payment of developer's equitable share of improvement costs shall be held in a separate interest bearing account and reserved for the interim improvements referenced above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane for lots backing or siding onto said streets:
 - a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. Masonry walls shall be constructed along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane for all lots backing or siding onto said streets.
 - c. A 4 1/2 foot wide detached sidewalk along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane.
 - d. Landscape and irrigation system improvements along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane right of way and landscape easement areas. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100 (F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.

4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Park Improvements:

1. That all linear park facility improvements shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all linear park facility improvements. Improvements shall include, but not be limited to, installation of covered picnic areas, connective linear parks, decorative security lighting, drinking fountains, park benches and trash receptacles landscaping and irrigation systems. Linear park improvements shall be constructed concurrent with the first phase of the development.
2. That a minimum six foot high decorative masonry block wall shall be constructed along the side yard property lines of proposed connective linear parks (adjacent to lots 17, 18, 51, 52, 81, 82, 103, 104, 124, 125, 145, 146, 161 and 162)
3. That the development is subject to a park development mitigation impact fee as required by City Municipal Code section 15.44 and any revisions thereof. Developer shall be entitled to a 50% credit towards their park development impact fee, as specified in development agreement, for all park and open space improvements provided by developer in accordance with PUD master plan requirements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.08 for sanitary sewer main improvements constructed within Amber Harvest Drive which also provides a benefit to others. Developer shall submit competitive bid cost proposals to substantiate costs for sanitary sewer main improvements installed within S. Amber Harvest drive, if applicable, for Public Works department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Works department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin located as shown on the tentative subdivision map for Tract #865 (Live Oak I, "Lot A") and in conformance with Live Oak Development Master Plan requirements.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Sand Slough (Tract # 865 - Lot "A") that satisfy all (full credit) or a portion (partial credit) of their storm water storage requirements.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 24 inch diameter offsite water main and appurtenances shall be extended within the future alignment of 12 ½ Avenue, from Hanford-Armona Road to Hume Avenue, located as shown on the Live Oak development master plan. Improvement shall conform to the City's water system master plan.
3. That a minimum 12 inch diameter offsite water main and appurtenances shall be extended within the future extension of Hume Avenue from future 12 ½ Avenue to 12th Avenue, located as shown on the Live Oak development master plan. Improvement shall conform to the City's water system master plan.
4. That developer may be entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
5. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements constructed within future 12 ½ Avenue, from Hanford-Armona Road to future Hume Avenue and within future Hume Avenue, from 12 ½ Avenue to 12th Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
6. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of linear park landscaping (Lots "A", "B", "C" and "D"), subdivision street lighting, decorative fencing and landscaping located along the property frontages of Hume Avenue, S. Alpine Avenue, 12th Avenue common area (including Sanchez "not-a-part" area), Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane located as shown on the tentative subdivision map.

- That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision street lighting and decorative fencing.

FIRE DEPARTMENT

Contact Fire Inspector Susan Martinez @ 559-585-4793 or smartinez@cityofhanfordca.com
Concerning questions that you may have on the conditions listed below:

General:

- That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.
- That the blue dot fire hydrant location markers be installed six inches from the middle of the street.
- That an all-weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

Soils:

- That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
- That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Departments prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
- That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Department prior to building permit issuance.

Street Names and Addresses:

- That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
- That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
- That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

Kings County Impact Fees:

- That Tentative Tract 881 is subject to the following Kings County Impact fees:

- a. Criminal Justice
- b. Library
- c. Animal Control
- d. Compliance

EXPIRATION:

That this Vesting Tentative Tract Map shall expire with the expiration of the Live Oak Development Agreement.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 1st day of December, 2020 by the following vote:

AYES: Council Member _____

NOES: Council Member _____

ABSTAIN: Council Member _____

ABSENT: Council Member _____

MAYOR

STATE OF CALIFORNIA)

COUNTY OF KINGS)

CITY OF HANFORD) SS

I, **Natalie Ortega**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 1st day of December, 2020.

Dated: _____

City Clerk

Attachment: Resolution 20-34-R TT 881 (CD: Live Oak Development Amendment 2)

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO :

CITY OF HANFORD
COMMUNITY DEVELOPMENT DEPARTMENT
317 N. Douty Street
Hanford, CA 93230

SPACE ABOVE THIS LINE FOR RECORDER'S USE

NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY FOR TRACT NO. 881

NOTICE IS HEREBY GIVEN that City of Hanford Planning Commission Resolution No. 2020-16 approved the development of Tract No. 881 subject to the following conditions pertaining to the continued care and maintenance of the tree(s) and lawn area located in the parkway of said Tract No. 881 by the lot owners in Tract No. 881:

CONDITIONS:

1. Each lot owner within Tract No. 881 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of the lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
2. The tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
3. Should the tree(s) and lawn area become damaged, severely pruned, neglected, removed, or die, the lot owner shall replace said tree(s) and lawn area within a reasonable time frame, but no later than thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway.
4. We understand and agree that our failure to comply with the conditions identified above shall constitute a breach of our obligations as identified in this document and shall also constitute a violation of the provisions of Chapter 17.52 of the Hanford Municipal Code.

WE HEREBY ACKNOWLEDGE AND UNDERSTAND our obligations for the care and maintenance of the parkway along the street frontage(s) of our lot and agree to be bound by the same.

PROPERTY ADDRESS: _____, Hanford, CA 93230

LEGAL DESCRIPTION OF PROPERTY: Lot No. _____ of Tract No. 881, Unit No. _____

ASSESSOR'S PARCEL NUMBER: _____ - _____ - _____

Owner's Signature _____

Print or Type Owner's Name _____

Date _____

Owner's Signature _____

Print or Type Owner's Name _____

Date _____

(attach Notary acknowledgment)

Attachment: Resolution 20-34-R TT 881 (CD: Live Oak Development Amendment 2)

RESOLUTION 20-35-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING AN AMENDMENT TO VESTING TENTATIVE TRACT 909. VESTING TENTATIVE TRACT 909 (AMENDMENT #1) IS A REQUEST TO AMEND THE ORIGINAL APPROVAL OF VESTING TENTATIVE TRACT 909 BY INCREASING THE NUMBER OF RESIDENTIAL LOTS FROM 642 TO 719 FOR A 197.1 ACRE PROPERTY. THE PROJECT IS LOCATED SOUTH OF HUME AVENUE, NORTH OF HOUSTON, WEST OF 12TH AVENUE

At a regular meeting of the City Council of the City of Hanford duly called and held on December 1, 2020 by motion of Councilmember _____, and seconded by Councilmember _____, and duly carried, the following resolution was adopted:

WHEREAS, Vesting Tentative Subdivision Map No. 909 Amendment #1, **Exhibit A**, filed by Forebay Farms, has been reviewed by the City Council of the City of Hanford as a decision-making body in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the Planning Commission held a public hearing on November 10, 2020 and received testimony for and against the project; and

WHEREAS, the Planning Commission recommended approval of the amendment to the City Council at their regularly scheduled meeting on November 10, 2020; and

WHEREAS, the City Council has carefully considered recommendations and testimony presented at the public hearing of December 1, 2020, and

WHEREAS, all various governmental department agencies, staff, and the City Council, have given careful consideration to this Planned Unit Development/Master Plan and have made recommendations thereon; and

WHEREAS, Vesting Tentative Subdivision Map No. 881 was approved by the Planning Commission on August 9, 2009 and the City Council on September 15, 2009, pursuant to Section 66474 of the Subdivision Map Act; and,

WHEREAS, on September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air

Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009.

WHEREAS, the Final Environmental Impact Report identified significant environmental impacts that can be mitigated to substantially lessen the environmental effects relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation; and

WHEREAS, the City Council, on September 15, 2009, systematically identified both the significant effects of the proposed project and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects in accordance with the provisions of the California Environmental Quality Act as more specifically articulated in “The Mitigation Monitoring and Reporting Plan” in an appendix of the final EIR and incorporated herein by this reference; and

WHEREAS, the changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in the EIR; and

WHEREAS, pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act and Hanford’s Zoning Ordinance the following findings can be made by the Planning Commission:

- A. Consistency Finding: A consistency finding can be made because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan and Zoning and Subdivision Ordinances;

Analysis: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance.

The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size,

frontage, width, and depth. Compliance with the requirement of the R-L-5 Low-Density Residential zone district is required, except where modified by Planned Unit Development No. 2005-04/Live Oak Master Plan.

- B. Design Finding: A design finding can be made because the design or improvement of the subdivision map is consistent with general and specific plans.

Analysis: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the requirement of the R-L-5 Low-Density Residential zone district is required, except where modified by Planned Unit Development No. 2005-04/Live Oak Master Plan.

- C. Type of Development Finding: A type of development finding can be made because the site is physically suitable for the proposed type of development.

Analysis: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 909. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

- D. Density Finding: A density finding can be made because the site is physically suitable for the proposed density of development.

Analysis: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 3.64 dwelling units per gross acre.

- E. Environmental Finding: An environmental finding can be appropriately made because the design of the subdivision map and/or the proposed improvements is not likely to cause serious substantial environmental damage, or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That on September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009. The changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required.

- F. Public Health Finding: A public health finding can be appropriately made because the design of the subdivision map and/or type of improvement is not likely to cause serious public health problems.

Analysis: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to the interested agencies for review of the Live Oak Development, any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

- G. Improvements & Access Findings:

Analysis: An improvements and access finding can be appropriately made because the design of the subdivision map and/or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed parcels.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Hanford approves Vesting Tentative Tract 909 Amendment #1, as shown in **Exhibit A**, subject to the following conditions of approval:

PLANNING DEPARTMENT

Contact Senior Planner Gabrielle Myers at (559)585-2590
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by development rights of a Vesting Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.
4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
5. That trees be planted, as specified in the Live Oak Master Plan and that all species of trees shall be selected from a list approved by the City Street Tree Commission.
6. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 909.

Zoning:

1. That the proposed subdivision is subject to the R-L-5 Low-Density Residential zone district standards, except as modified by Planned Unit Development No. 2005-04, as specified in the Master Plan.
2. That all lots be limited to single-family residential development.
3. That any changes to the proposed phasing be approved by the Community Development Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 909 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. All species of trees shall be selected from

a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.

3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as in **Exhibit B**.

Environmental Requirements:

1. That all mitigations identified in the Mitigation Monitoring and Reporting Program prepared for the Live Oak Master Plan Environmental Impact Report be made conditions of Tentative Tract 909.
2. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
3. That electric or low nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
4. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
5. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
6. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.
7. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@vallevair.org.
8. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That nonactive portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal combustion engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:
Southern California Edison Co., David Loftin: (559) 684-3557
AT&T, John Lewis: (559) 739-6455
Southern California Gas Co., Louise Brown: (559) 739-2316
ComCast, Micahel Corral: (559) 217-9003
USA: 811

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.
3. That all existing utility poles and appurtenances located along the property frontage of 12th Avenue shall be installed underground at the developer's expense.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director John Doyel (559)585-2571
Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.

3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape lots, located as shown on the tentative subdivision map (Lots "A", "B", "C" and "D") shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing or siding onto 12th Avenue, Houston Avenue, Aquifer Drive and Hume Avenue (except for pedestrian walkways) and shall be indicated on the subdivision final map.

People's Ditch Improvements:

1. That People's Ditch shall be relocated and installed underground in a pipeline in accordance with the requirements of both the City of Hanford Public Works department and the People's Ditch Company. The proposed irrigation ditch pipeline alignment shall begin at Hume Avenue / People's ditch intersection and continue west within the Hume Avenue to 12th Avenue, then south within 12th Avenue to Houston Avenue, then west within Houston Avenue to the intersection of Houston Avenue / People's Ditch. The pipeline will terminate beyond the south limits of the future Houston Avenue right-of-way. All costs to relocate and to underground People's Ditch with a pipeline as stated herein, and to backfill the abandoned open channel ditch as shown on the tentative subdivision map, shall be at developer's own expense.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford

Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.

2. That all streets within the subdivision shall be developed to residential street standard ST-32, modified as indicated on the tentative subdivision map, (Street narrowing adjacent to park (Lot "A") and South Greenbrier Drive for traffic calming), except the following:
 - a. Hume Avenue shall be developed as a major collector street (Section "C") along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, modified as indicated on the tentative subdivision map and as follows:
 - i. Traffic index used for the design of the street structural section shall be a minimum of 8.
 - ii. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, street striping, signing, and pavement widening along the development frontage of the subdivision (Half-width street improvements, plus a minimum 16 foot travel lane north of street centerline). The installation of a raised concrete median is not required.
 - b. Twelfth Avenue (Section "B") shall be developed as an arterial street, along the development frontages of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-20, modified as indicated on the tentative subdivision map and as follows:
 - i. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 - ii. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 12th Avenue, from Hume Avenue to Houston Avenue, concurrent with the submittal of development improvement plans. Reconstruction of 12th Avenue between Hume Avenue and Houston Avenue (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.
 - iii. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, median island curb, street striping, signing and pavement reconstruction of existing roadway, if applicable, and pavement widening along the development frontage of the subdivision (half width street improvements, including a raised median island and a minimum 16 foot wide paved travel lane east of the proposed median).
 - iv. That electrical conduit and pull boxes shall be installed at the intersection of 12th Avenue / Hume Avenue to facilitate the installation of a future traffic signal system in accordance with Traffic Impact Study prepared by the firm of KD Anderson and Associates dated March 20, 2006.
 - c. Aquifer Drive (sections "F", "F-1" and "F-2" shall be developed as a collector street along the development frontages of the subdivision in conformance with City Standard ST-26, modified as indicated on the tentative subdivision map.
 - i. Traffic index for the design of street structural section shall be a minimum of 7.0
 - ii. Street improvements shall include, but not be limited to, the installation of concrete curb, gutter, sidewalk, landscape, masonry block wall, street lights, street paving, striping and signing.

- d. Houston Avenue shall be developed as a major Arterial street along the development frontage of the subdivision in conformance with City Standards ST-17 and ST-18, modified as indicated on the tentative subdivision map as follows:
 - i. Traffic index used for the design of the street structural section shall be a minimum of 10.0.
 - ii. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston Avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans. Reconstruction of existing Houston Avenue street section (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.
 - iii. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, masonry block wall, street lights, pavement striping, signing, and transitional paving tapers to provide for both acceleration and deceleration lanes at entrances to subdivision. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel lane capacity is warranted. Installation of Class II aggregate base rock (4' minimum thickness) over compacted native soil shall be required in the area between existing roadway and new curb and gutter section. A petroleum based palliative shall be applied to the base rock surface to provide dust control. The installation of a raised concrete median in Houston Avenue is not required.
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along 12th Avenue, Hume Avenue, Houston Avenue and Aquifer Drive shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designated by City Engineer.
4. That the developer is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by the developer within 12th Avenue and Houston Avenue consisting of curb & gutter, median curb, street striping, signing and street paving from gutter lip to edge of the existing 12th Avenue and Houston Avenue street sections. If applicable, the developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 12th Avenue and Houston Avenue street sections. Transitional paving improvements beyond the development limits, as stated in section 2b and 2d above, that are not considered to be a permanent improvements and the reconstruction of the existing 12th Avenue and Houston Avenue, street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate cost of reimbursable items for City Public Works department review and approval prior to beginning construction.
5. That the developer is responsible for payment of a proportionate cost share of future improvements to mitigate interim impacts to 13th Avenue/Highway 198 interchange as identified in the project environmental impact report and the traffic impact study prepared by the firm of KD Anderson Transportation Engineers. Payment of developer's equitable share of improvement shall be collected by the City prior to the recording of a subdivision final map. Mitigation fees shall be held in a separate-interest banking account and reserved for the interim improvements referenced above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 12th Avenue, Hume Avenue, Houston Avenue, Aquifer Drive and the entry streets of South Greenbrier Drive, and West Deer Drive for lots backing or siding onto said streets:
 - a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. A 4 1/2 foot wide detached sidewalk along the development frontages of 12th Avenue, Hume Avenue, Houston Avenue, Aquifer Drive and entry streets of South Greenbrier Drive, and West Deer Drive for lots backing or siding onto said streets.
 - c. Landscaping and irrigation system improvements along the development frontages of 12th Avenue, Hume Avenue, Houston Avenue, Aquifer Drive and entry streets of South Greenbrier Drive and West Deer Drive. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments. Landscape and irrigation plans shall conform to City's landscape efficiency ordinance.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development department review and approval.
3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.
4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Park Improvements:

1. That all park facility improvements (lots "A", "B", "C" and "D") shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all park facility improvements. Improvements shall include, but not be limited to, installation of covered picnic areas, decorative security lighting, drinking fountains, park benches and trash receptacles landscaping and irrigation systems. Park improvements (lot "A") shall be constructed per the Development Agreement.

2. That a minimum six foot high decorative masonry block wall shall be constructed along the side yard property lines of Lots "B" and "D".
3. That the development is subject to a park development mitigation impact fee as required by City Municipal Code section 15.44 and any revisions thereof. Developer shall be entitled to a 50% credit towards their park development impact fee, as specified in development agreement, for all park and open space improvements provided by developer in accordance with PUD master plan requirements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.08 for sanitary sewer main improvements constructed within Hume Avenue, which also provides a benefit to others. Developer shall submit competitive bid cost proposals to substantiate costs for sanitary sewer main improvements installed within Hume Avenue, if applicable, for Public Works department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Works department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin located as shown on the tentative subdivision map for Lot "C" and in conformance with Live Oak Development Master Plan requirements.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.
4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Slough Area (Lot "C") that satisfy all (full credit) or a portion (partial credit) of their storm water storage requirements.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 24 inch diameter offsite and on-site water main and appurtenances shall be extended within the future alignment of Aquifer Drive, from Hanford-Armona Road to Houston Avenue and within Houston Avenue from Aquifer Drive to 12th Avenue, located as shown on the Live Oak development master plan. Improvement shall conform to the City's water system master plan.

3. That a minimum 12 inch diameter water main and appurtenances shall be extended within Hume Avenue from Aquifer Drive to 12th Avenue and within 12th Avenue from Hume Avenue to Houston Avenue, located as shown on the Live Oak development master plan. Improvements shall conform to the City's water system master plan.
4. That developer maybe entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
5. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements constructed within Aquifer Drive from Hanford-Armona to Houston Avenue, within Houston from Aquifer to 12th Avenue and within 12th Avenue from Hume Avenue to Houston Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
6. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of park and open space landscaping (Lots "A", "B", "C" and "D"), subdivision street lighting, and decorative fencing and landscaping located along the property frontages of Hume Avenue, Aquifer Drive, Houston Avenue, 12th Avenue and portions of entry streets along South Greenbrier Drive and West Deer Drive, located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision street lighting and decorative fencing.

FIRE DEPARTMENT

Contact Fire Marshall Christy Whittington at (559)585-2594
Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.
2. That the blue dot fire hydrant location markers be installed six inches from the middle of the street.
3. That an all weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.
4. Provide fire flow and hydrant information for structures that meet California Fire Codes and City of Hanford water criteria of the Public Works Construction Standards.

5. Structures shall be provided with an Automatic Fire Alarm System. Sprinkler plans shall be submitted and, once approved, installed by a state licensed sprinkler contractor. 2019 California Fire Code Section 907.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

Codes:

1. That all construction shall conform to the 2013 Edition, California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code and the California Energy Code. Also, with the City of Hanford, Water Efficient Landscape Design and Installation Ordinance.

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

EXPIRATION:

That this Vesting Tentative Tract Map shall expire with the expiration of the Live Oak Development Agreement.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 1st day of December, 2020 by the following vote:

AYES: Council Member

NOES: Council Member

ABSTAIN: Council Member

ABSENT: Council Member

MAYOR

STATE OF CALIFORNIA)

COUNTY OF KINGS)

CITY OF HANFORD) SS

I, **Natalie Ortega**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 1st day of December, 2020.

Dated: _____

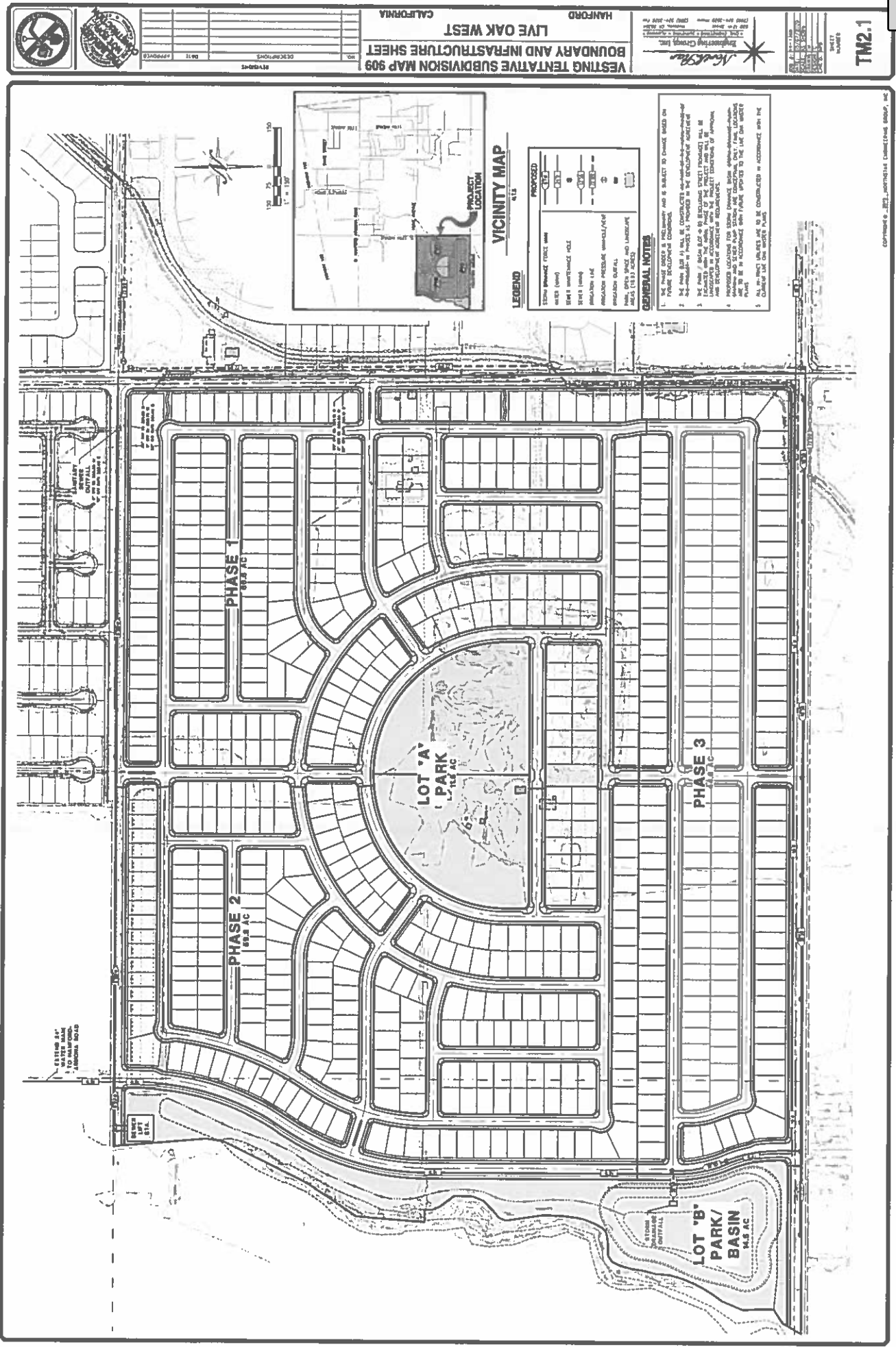
City Clerk

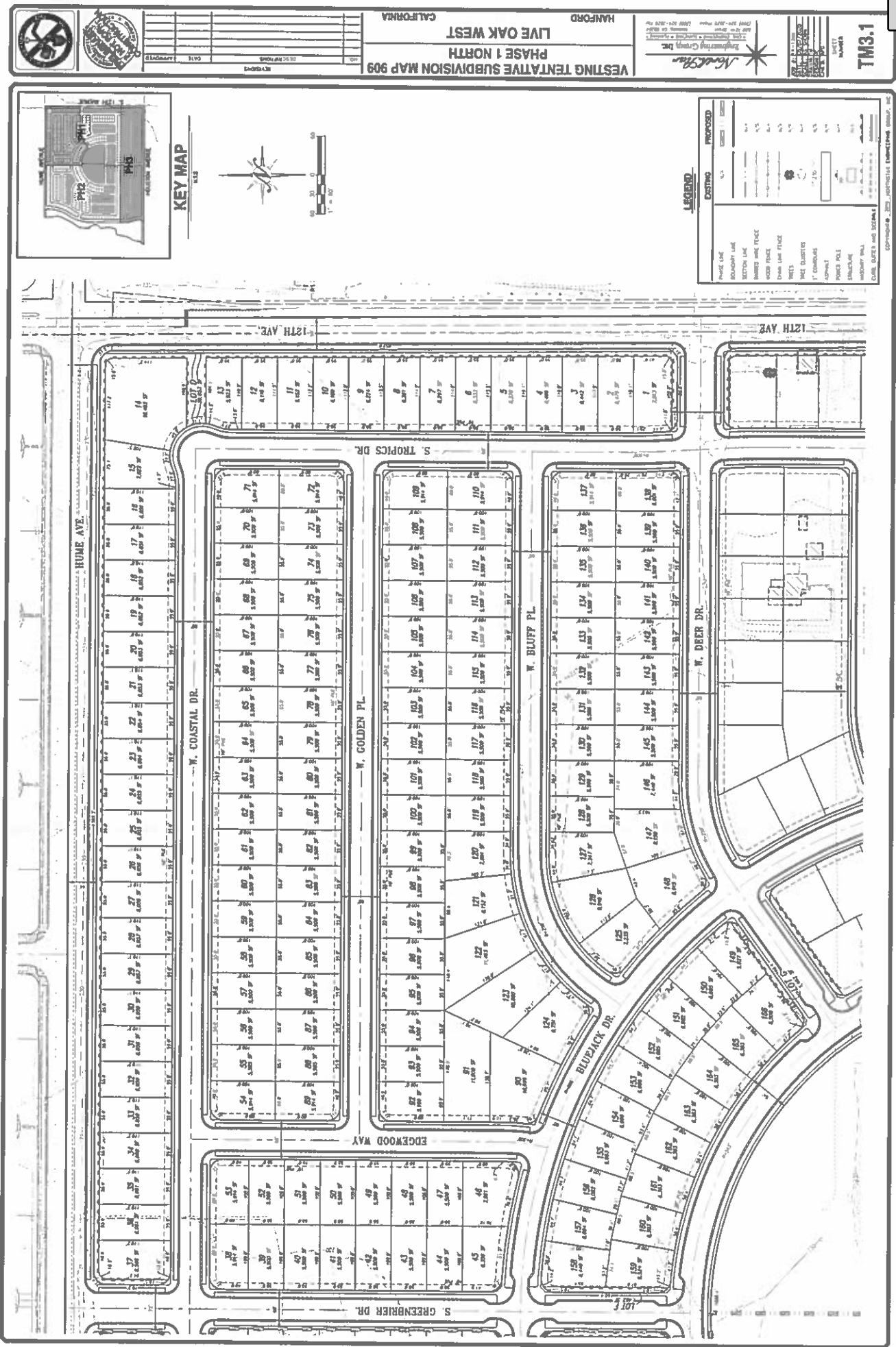
Attachment: Resolution 20-35-R TT 909 (CD: Live Oak Development Amendment 2)

Exhibit A:
Vesting Tentative Tract 909

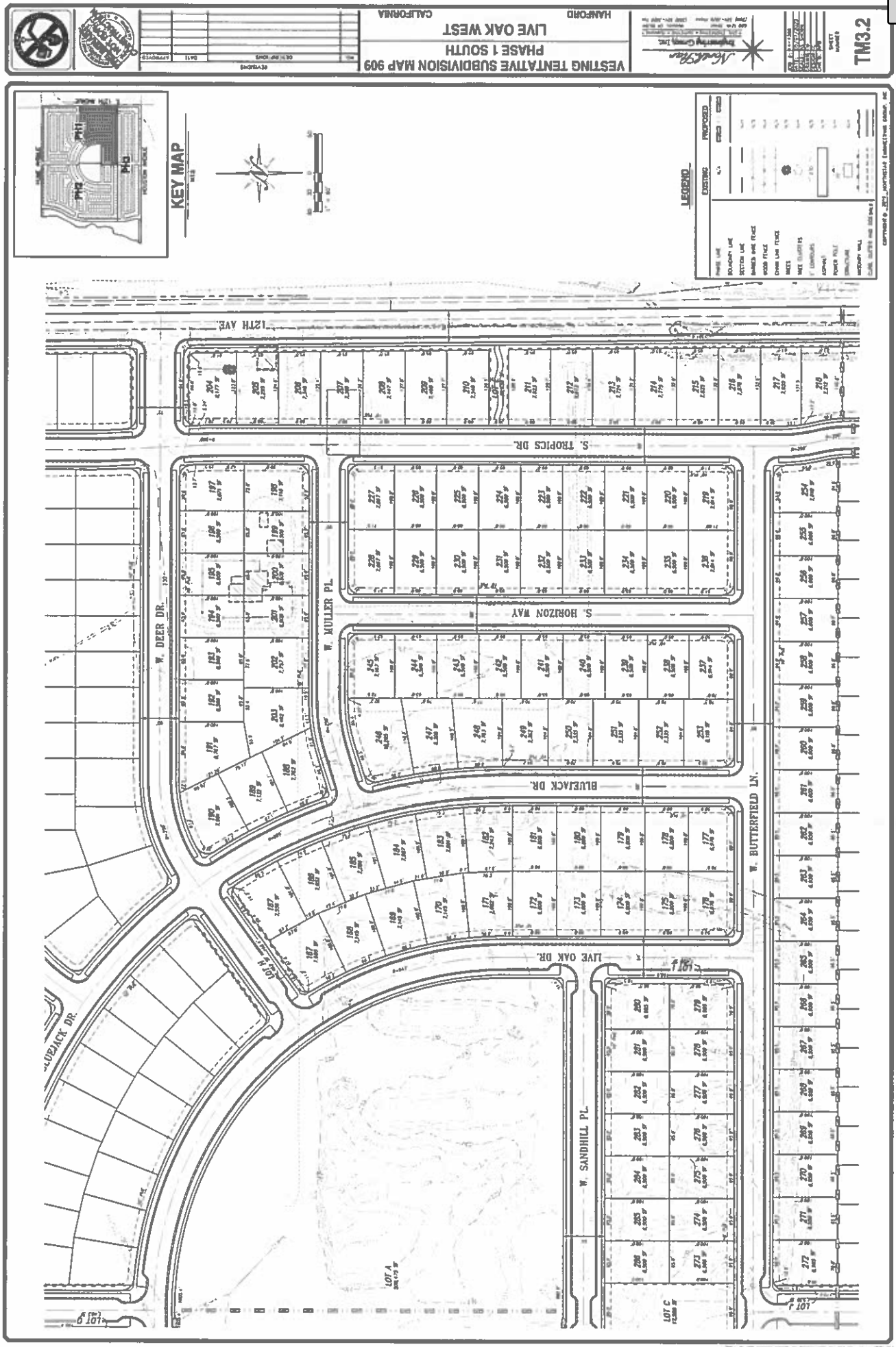
Attachment: Resolution 20-35-R TT 909 (CD: Live Oak Development Amendment 2)

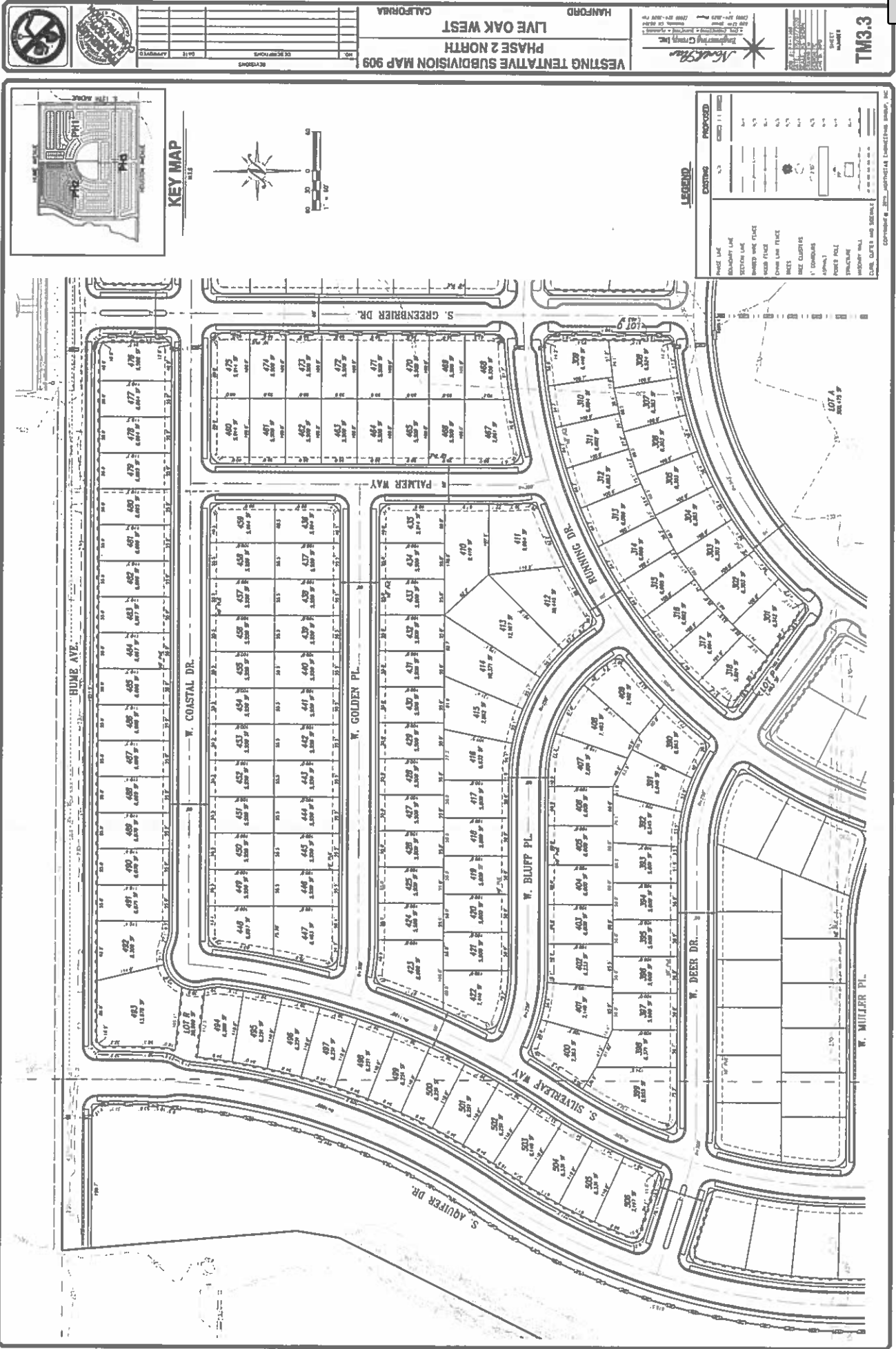


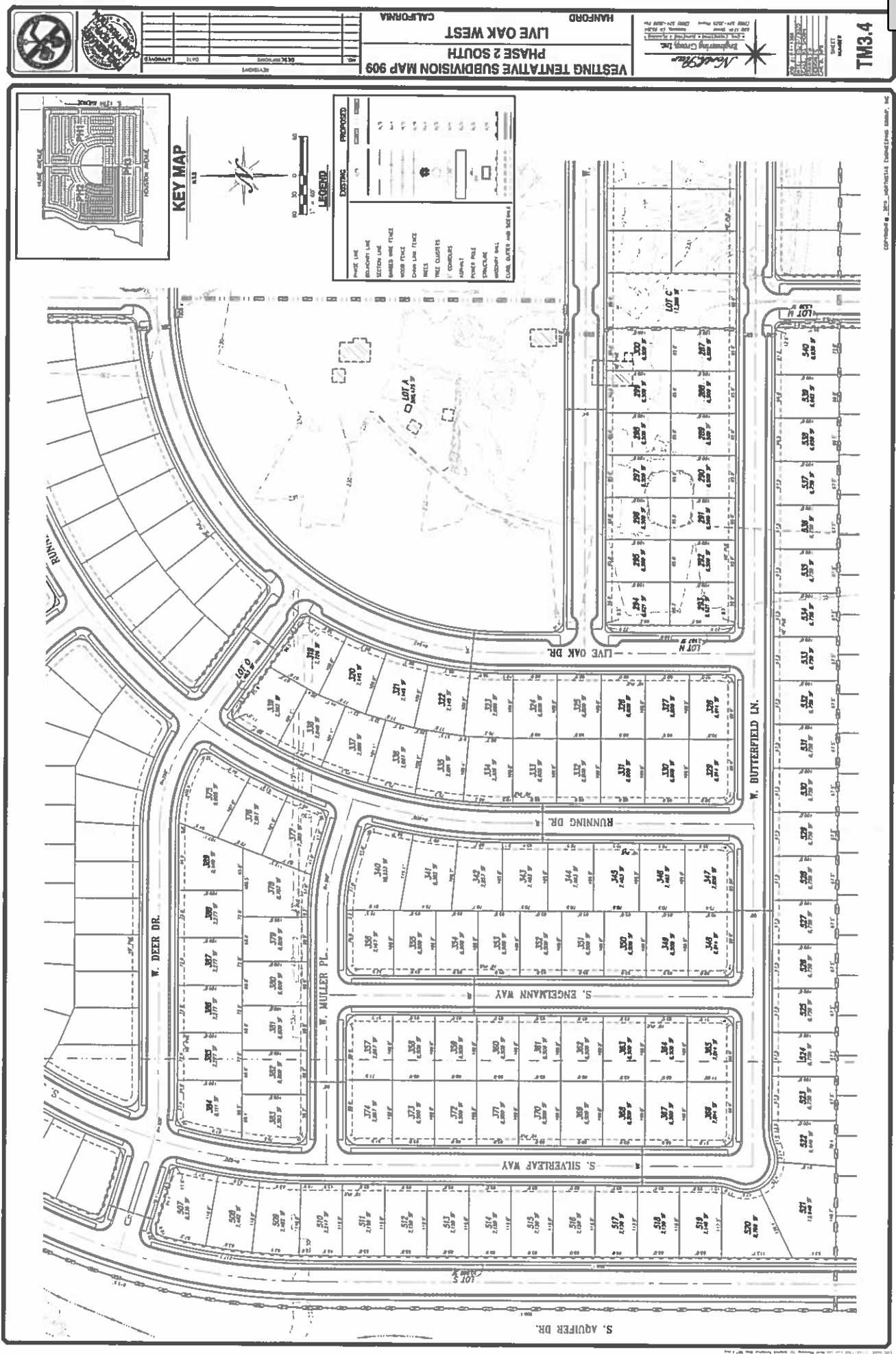




Attachment: Resolution 20-35-R TT 909 (CD: Live Oak Development Amendment 2)







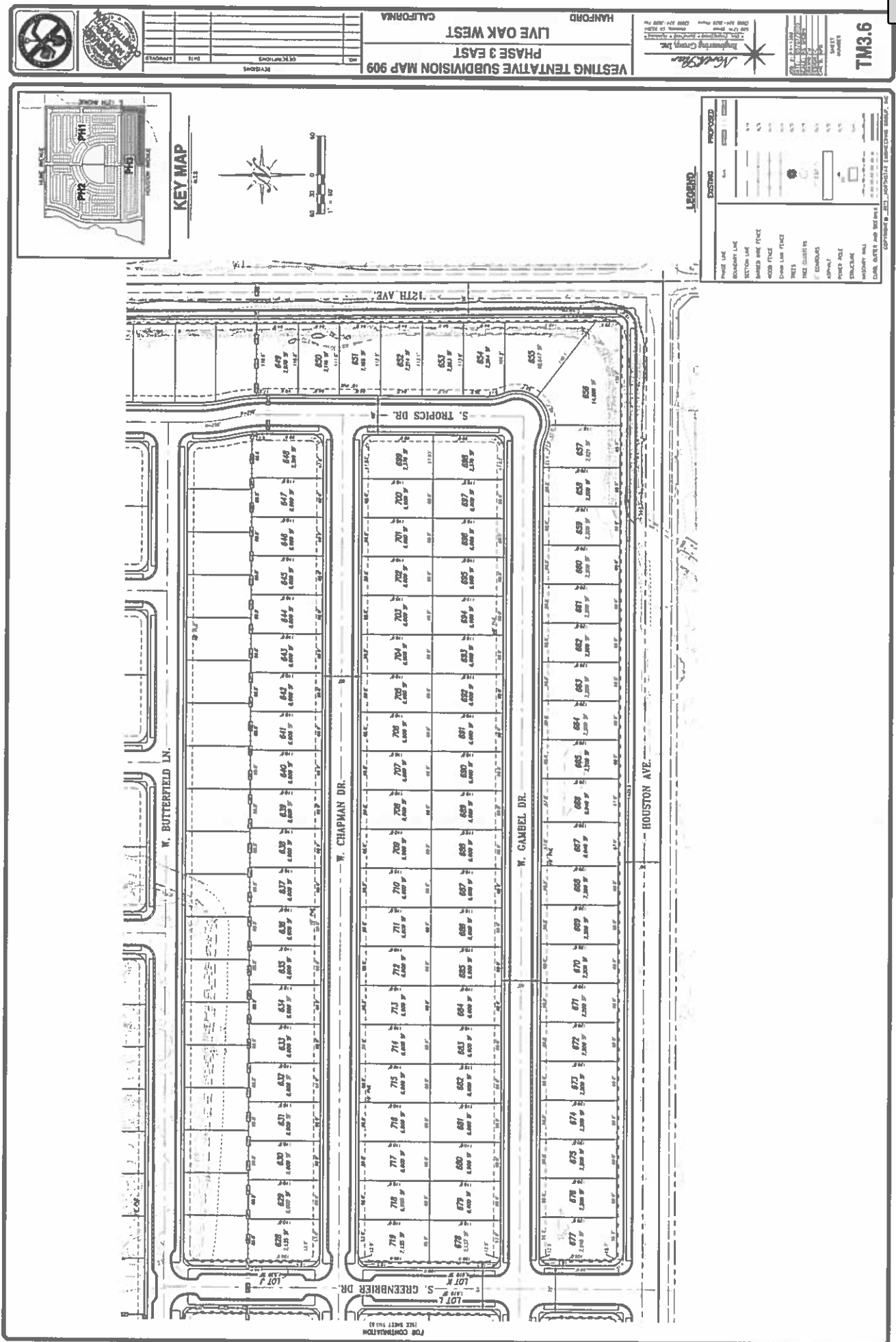


Exhibit B

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO :

CITY OF HANFORD
COMMUNITY DEVELOPMENT DEPARTMENT
317 N. Douty Street
Hanford, CA 93230

SPACE ABOVE THIS LINE FOR RECORDER'S USE

NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY FOR TRACT NO. 909

NOTICE IS HEREBY GIVEN that City of Hanford Planning Commission Resolution No. 2005-04 approved the development of Tract No. 909 subject to the following conditions pertaining to the continued care and maintenance of the tree(s) and lawn area located in the parkway of said Tract No. 909 by the lot owners in Tract No. 909:

CONDITIONS:

1. Each lot owner within Tract No. 909 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of the lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
2. The tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
3. Should the tree(s) and lawn area become damaged, severely pruned, neglected, removed, or die, the lot owner shall replace said tree(s) and lawn area within a reasonable time frame, but no later than thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway.
4. We understand and agree that our failure to comply with the conditions identified above shall constitute a breach of our obligations as identified in this document and shall also constitute a violation of the provisions of Chapter 17.68 of the Hanford Municipal Code.

WE HEREBY ACKNOWLEDGE AND UNDERSTAND our obligations for the care and maintenance of the parkway along the street frontage(s) of our lot and agree to be bound by the same.

PROPERTY ADDRESS: _____, Hanford, CA 93230

LEGAL DESCRIPTION OF PROPERTY: Lot No. _____ of Tract No. 909, Unit No. _____

ASSESSOR'S PARCEL NUMBER: _____ - _____ - _____

Owner's Signature _____

Print or Type Owner's Name _____

Date _____

Owner's Signature _____

Print or Type Owner's Name _____

(attach Notary acknowledgment)

Date _____

Attachment: Resolution 20-35-R TT 909 (CD: Live Oak Development Amendment 2)

RESOLUTION 20-36-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING AN AMENDMENT TO VESTING TENTATIVE TRACT 912.**

At a regular meeting of the City Council of the City of Hanford duly called and held on December 1, 2020 by motion of Councilmember _____, and seconded by Councilmember _____, and duly carried, the following resolution was adopted:

WHEREAS, the applicant requested an amendment to Tentative Tract 912, requesting to remove certain language from the resolution for Vesting Tentative Tract 912, consistent with changes made to the Live Oak Development Agreement; and

WHEREAS, the Planning Commission held a public hearing on November 10, 2020 and received testimony for and against the project; and

WHEREAS, the Planning Commission determined that the revisions to Vesting Tentative Subdivision Map No. 912 were not significant and recommended approval of the amendment to the City Council at their regularly scheduled meeting on November 10, 2020; and

WHEREAS, the City Council has carefully considered recommendations and testimony presented at the public hearing of December 1, 2020, and

WHEREAS, all various governmental department agencies, staff, and the City Council, have given careful consideration to this Planned Unit Development/Master Plan and have made recommendations thereon; and

WHEREAS, Vesting Tentative Subdivision Map No. 881 was approved by the Planning Commission on August 9, 2009 and the City Council on September 15, 2009, pursuant to Section 66474 of the Subdivision Map Act; and,

WHEREAS, on September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air

Attachment: Resolution 20-36-R TT 912 (CD: Live Oak Development Amendment 2)

Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009; and

WHEREAS, the Final Environmental Impact Report identified significant environmental impacts that can be mitigated to substantially lessen the environmental effects relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation; and

WHEREAS, the City Council, on September 15, 2009, systematically identified both the significant effects of the proposed project and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects in accordance with the provisions of the California Environmental Quality Act as more specifically articulated in “The Mitigation Monitoring and Reporting Plan” in an appendix of the final EIR and incorporated herein by this reference; and

WHEREAS, the changes proposed to the Live Oak Development have been analyzed in an addendum to the EIR (Addendum #1) to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project. The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in the EIR; and

WHEREAS, the City Council has made the following findings pursuant to Section 66474 of the Subdivision Map Act:

WHEREAS, the Planning Commission has made the following findings pursuant to Section 66474 of the Subdivision Map Act:

- a.) That the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, and Zoning Ordinance;

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning and Subdivision Ordinances, and the Live Oak Master Plan (Planned Unit Development 2005-04).

- b.) That the design or improvement of the subdivision is consistent with general or specific plans;

ANALYSIS: That a design finding can be made, because the design or improvement of the subdivision map is consistent with the General Plan, Zoning and Subdivision Ordinances, and the Live Oak Master Plan (Planned Unit Development 2005-04).

- c.) That the site is physically suitable for the type of development;

ANALYSIS: That a type-of-development finding can be made, because the site is physically suitable for the proposed type of development.

- d.) That the site is physically suitable for the proposed density of development;

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and nine units per acre. The project has a gross density of 3.91 units per gross acre.

- e.) That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially and unavoidably injure fish or wildlife or their habitat;

ANALYSIS: That an environmental finding can be appropriately made because an Environmental Impact Report (“EIR”) was prepared for the Live Oak Master Plan, which includes the subject property. The EIR identified many topic areas with no impact or a less than significant impact. It also identified several significant impacts that can be mitigated to a less-than-significant level relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation, and a Mitigation, Monitoring and Reporting Plan (“MMRP”) was prepared for the project. In addition to the significant impacts that can be mitigated, the report identified unavoidable significant adverse impacts that include Agricultural Resources, Air Quality, and Energy Conservation and Climate Change. Because significant adverse impacts have been found which cannot be mitigated, a

statement of overriding considerations was made in accordance with CEQA. The Final Environmental Impact Report, along with CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, was certified by City Council Resolution No. 09-57-R on September 15, 2009

- f.) That the design of the subdivision and type of improvements are not likely to cause serious public health problems; and

ANALYSIS: That a public health finding can be appropriately made, because the Kings County Health Department has reviewed and commented on the project. Comments have been incorporated into the resolution.

- g.) That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.

ANALYSIS: An improvements-and-access finding can be appropriately made, because the design of the subdivision map and/or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed parcels.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Hanford finds the revisions to Vesting Tentative Subdivision Map No. 912 are substantially consistent with the original approval of the vesting map in 2014; and

THEREFORE BE IT FURTHER RESOLVED that the City Council approves this revised resolution for Vesting Tentative Subdivision Map No. 912, subject to the following conditions of approval:

PLANNING DEPARTMENT

Contact Senior Planner Gabrielle Myers (559) 585-2578
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.

2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by development rights of a Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.
4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
5. That trees be planted, as specified in the Live Oak Master Plan and that all species of trees shall be selected from a list approved by the City Street Tree Commission.
6. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 912.

Zoning:

1. That the proposed subdivision is subject to the R-L-5 Low-Density Residential zone district standards, except as modified by Planned Unit Development No. 2005-04, as specified in the Master Plan.
2. That all lots be limited to single-family residential development.
3. That any changes to the proposed phasing be approved by the Community Development Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 912 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and landscaping area along the street side of their lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk. The proposed typical landscaping improvements are to be drought tolerant and are to be approved by the City of Hanford and the project proponent.
3. That the tree(s) and landscape area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis, in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and landscaping area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and landscaping area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the

same species that was originally planted. The landscaping area shall be replaced with suitable drought-tolerant landscaping to be approved by the City of Hanford and the project proponent.

5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as in **Exhibit B**.

Environmental Requirements:

1. That all mitigations identified in the Mitigation Monitoring and Reporting Program prepared for the Live Oak Master Plan Environmental Impact Report be made conditions of Vesting Tentative Tract 912.
2. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
3. That electric or low-nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
4. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
5. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
6. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.
7. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
8. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust-control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That non-active portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on-site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal-combustion engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

FIRE DEPARTMENT

Contact Fire Marshall Christy Whittington at (559)585-2594

Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.
2. That the blue dot fire hydrant location markers be installed six inches from the middle of the street.
3. That an all weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.
4. That Havard Lane be named W. Sunset Lane to be in compliance with the City of Hanford Ordinance for street names.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director John Doyel, at (559) 585-2571

Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That proposed open space/drainage facility, located as shown on the tentative subdivision map (Lot "A"), shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford

Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.

2. That all streets within the subdivision shall be developed to residential street standards ST-32, modified as indicated on the tentative subdivision map, except the following:
 - a. Houston Avenue shall be developed as a major Arterial street along the development frontage of the subdivision in conformance with City Standards ST-17 and ST-18, modified as indicated on the tentative subdivision map and as follows:
 1. Traffic index used for the design of the street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston Avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans. Reconstruction of Houston Avenue (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, street lights, street striping, signing, and transitional paving tapers to provide for both acceleration / deceleration lanes at entrance to subdivision only, as shown on the approved tentative map. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel lane capacity is warranted. The installation of a raised concrete median in Houston Avenue is not required.
 4. The street transition paving and restriping as needed to transition traffic into and out of the entrance of the subdivision from the Houston Avenue and shall comply with the Manual on Uniform Traffic Control Devices (MUTCD) Standards (design speed shall be 55 mph).
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along Houston Avenue shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designated by City Engineer.
4. That the development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards impact fees for permanent street improvements constructed by developer within Houston Avenue, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Houston Avenue street section. Temporary transitional paving improvements beyond the development limits, and any removal and reconstruction of portions of the existing Houston Avenue street section required to facilitate drainage of the subdivision, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works department review and approval prior to beginning construction. All bids and other documentation materials submitted for reimbursement consideration must be well organized and tabulated in a professional manner for convenient reference by Public Works staff. Improvement quantities and costs proposed for reimbursement must be easily identifiable and clearly distinguished from non-reimbursable subdivision improvements without requiring additional quantity calculations and cost breakdowns.

5. That the developer is responsible for payment of a proportionate cost share of interim improvements to mitigate impacts to the intersection of 13th Avenue / State Highway 198 interchange as identified in project Environmental Impact Report and Traffic Impact Study prepared by the firm of KD Anderson Transportation Engineers dated 3/20/06. Payment of applicant's fair share of interim improvements costs shall be prorated and collected by City prior to issuance of building permits. Mitigation fees shall be held in a separate interest bearing account and reserved for the interim improvements identified above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontage of Houston Avenue:
 - a. Landscaping and irrigation system improvements along the development frontages of Houston Avenue (right of way and landscape parcel areas). Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development department review and approval.
3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.
4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Open Space/ Drainage Facility Improvements:

1. That all open space / drainage facility improvements shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all park facility and open space perimeter improvements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan, including entire slough area, complete with calculations for the entire subdivision for City Public Works Department review and

approval prior to recording a subdivision final map. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin located as shown on the tentative subdivision map.
3. That developer shall install a minimum 36 inch diameter storm drain pipeline and appurtenances within Houston Avenue in conformance with City storm drainage master plan requirements. The proposed storm drain line will connect the Sand slough basin located as shown on the tentative subdivision map to an existing slough basin located south of Houston Avenue and just east of proposed development.
4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Sand Slough and the conveyance enhancement improvements to construct the 36' storm drainage line within Houston Avenue that satisfy all (full credit) or a portion (partial credit) of their storm water storage and conveyance requirements.
5. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 18 inch diameter water main and appurtenances shall be extended within Houston Avenue from the Eastern boundary of proposed development to the Western boundary of proposed development, as shown on the Tentative Subdivision Map, Improvements shall conform to the City's water system master plan.
3. Developer maybe entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works Department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
4. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements installed within Houston Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
5. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of neighborhood open space landscaping (Lot "A"), landscaping along South Scarlet Drive from Houston Avenue to the south boundary of subdivision, subdivision street lighting, decorative fencing, and landscaping located along the property frontage of Houston Avenue located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, including open space areas, subdivision street lighting and decorative fencing.

Development Impact Fees:

1. That the development is subject to City of Hanford impact fees as outlined in the recorded Development Agreement for the Live Oak residential development project.
2. That the development is subject to additional transportation related mitigation fees as identified in the Final Environmental Impact Report approved for the Live Oak residential development project including mitigation fees for SR 198 /13th Avenue interim interchange improvements.

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.

KINGS COUNTY HEALTH DEPARTMENT

Contact Troy Hommerding at (559) 584-1411

Concerning questions that you may have on the conditions listed below:

1. As per the Kings County Public Health Officer, *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available
2. At www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.
3. Due to the severe drought conditions and water restrictions/reductions issued by the State of California, drinking water, if used for dust control, should be minimized or alternative methods should be sought for dust control for this project.

EXPIRATION:

That this Vesting Tentative Tract Map shall expire with the expiration of the Live Oak Development Agreement.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 1st day of December, 2020 by the following vote:

AYES:	Council Member	_____

NOES:	Council Member	_____
ABSTAIN:	Council Member	_____
ABSENT:	Council Member	_____

MAYOR

STATE OF CALIFORNIA)
COUNTY OF KINGS)
CITY OF HANFORD) SS

I, **Natalie Ortega**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 1st day of December, 2020.

Dated: _____

City Clerk

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO : _____

CITY OF HANFORD
COMMUNITY DEVELOPMENT DEPARTMENT
317 N. Douty Street
Hanford, CA 93230

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Attachment: Resolution 20-36-R TT 912 (CD: Live Oak Development Amendment 2)

NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY FOR TRACT NO. 912

NOTICE IS HEREBY GIVEN that City of Hanford Planning Commission Resolution No. 2005-04 approved the development of Tract No. 912 subject to the following conditions pertaining to the continued care and maintenance of the tree(s) and lawn area located in the parkway of said Tract No. 912 by the lot owners in Tract No. 912:

CONDITIONS:

1. Each lot owner within Tract No. 912 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of the lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
2. The tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
3. Should the tree(s) and lawn area become damaged, severely pruned, neglected, removed, or die, the lot owner shall replace said tree(s) and lawn area within a reasonable time frame, but no later than thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway.
4. We understand and agree that our failure to comply with the conditions identified above shall constitute a breach of our obligations as identified in this document and shall also constitute a violation of the provisions of Chapter 17.68 of the Hanford Municipal Code.

WE HEREBY ACKNOWLEDGE AND UNDERSTAND our obligations for the care and maintenance of the parkway along the street frontage(s) of our lot and agree to be bound by the same.

PROPERTY ADDRESS: _____, Hanford, CA 93230

LEGAL DESCRIPTION OF PROPERTY: Lot No. _____ of Tract No. 912, Unit No. _____

ASSESSOR'S PARCEL NUMBER: _____ - _____ - _____

Owner's Signature	_____	Date	_____
Print or Type Owner's Name	_____		

Owner's Signature	_____	Date	_____
Print or Type Owner's Name	_____		

(Attach Notary acknowledgment)

M E M O R A N D U M

DATE: July 17, 2019

TO: Hanford City Council

FROM: Forebay Farms and Blue Mountain Communities

RE: Proposed Modifications to Entitlements for Live Oak Project and Related Review Under CEQA

Forebay Farms, LLC (“Forebay”) and Blue Mountain Communities have an interest in the Live Oak Project in Hanford, California, (the “Project”) are contemplating minor modifications to the entitlements for the Project, including the Development Agreement; Planned Unit Development No. 2005-04; and Vesting Tentative Subdivision Maps Nos. 865, 881, 912 and 909 . The purpose of these modifications would be to, among other things, (i) clarify the developer’s obligations to the City, and (ii) ensure all Project entitlements are consistent with the Development Agreement to avoid potential confusion.

This Memorandum summarizes the proposed modifications to the existing entitlements for the Project, as well as the proposed environmental review under the California Environmental Quality Act, Pub. Resources Code, § 21000, *et seq.* (“CEQA”). As you will see, our goal was to propose specific modifications, where feasible.

A. Proposed Modifications to Entitlements

1. Proposed Modifications to Development Agreement:

The City first approved the Development Agreement on October 06, 2009 and adopted a First Amendment to the Development Agreement in approximately September 2016 to, *inter alia*, remove the provisions regarding affordable housing. We believe it would be prudent to modify the following provisions of the Development Agreement:

Modification of Section 1.12 and Addition of Section 1.12.1. To avoid potential confusion about the applicability of future actions taken by the City, we propose the following additional language in Section 1.12, and the addition of Section 1.12.1. Such language is commonplace in development agreements in California:

1.12.1 CONFLICTING ENACTMENTS.

Any change in the Effective Standards, including, without limitation, any change in the General Plan or Master Plan, zoning, subdivision or building rule or regulation, adopted or becoming effective after the Effective Date, including, without limitation, any such change by means of an ordinance, initiative, resolution, policy, order or moratorium, initiated or instituted for

any reason whatsoever and adopted by the City Council, the Planning Commission or any other board, agency, commission, committee, or department of City, or any officer or employee thereof, or by the electorate, as the case may be, which would, absent this Agreement, otherwise be applicable to the Property and which would conflict in any way with or be more restrictive than the Effective Standards (collectively, the “**Subsequent Rules**”), shall not be applied by City to the Property unless required to be applied to the Property by State or Federal law, or as permitted by this Agreement. The term “more restrictive” shall mean that such rule would increase requirements on Developer or increase Developer’s obligations or would otherwise limit Developer’s rights under the Project Approvals. Developer may give City written notice of its election to have any Subsequent Rule applied to the Property or a portion thereof, in which case such Subsequent Rule shall be deemed a part of the Effective Standards.

2. **Proposed Modifications to Planning Unit Development (PUD) No. 2005-04**

On September 15, 2009, the City Council approved PUD No. 2005-04, subject to various conditions. To ensure PUD No. 2005-04 conforms to the Amendments to the Development Agreement approved in approximately September 2016, we believe it would be prudent to modify the following condition:

Delete General Condition No. 6 (Affordable Housing). Planning Department General Condition No. 6 requires 10% of all units be affordable housing units. This condition is inconsistent with the First Amendment to the Development Agreement adopted in approximately September 2016. To conform to the DA’s requirement, as modified, it should be deleted.

Modifications to Live Oak Master Plan. We also suggest that a small number of goals and policies stated in the Live Oak Master Plan be modified:

Goals and Policies Concerning Affordable Housing. To ensure the Live Oak Master Plan policies are consistent with the First Amendment to the Development Agreement, Goal Nos. 1.6.1(1), 3.3(1) and Policy No. 3.4.1(j) should be deleted.

Goals and Policies Concerning Density. As explained above, Forebay seeks to modify Vesting Tentative Subdivision Map No. 909 to increase the lot count to be consistent with changes in zoning adopted by the City of Hanford. To ensure none of the policies stated in the Live Oak Master Plan conflict with this request, which would result in increased lot density in the southern portion of Live Oak West, Goal Nos. 1.6.1(5), 3.3(5) and Policy No. 3.4.1(b) should be deleted.

3. **Proposed Modifications to Vesting Tentative Subdivision Map No. 865**

Delete Planning Department Special Requirement No. 7. Special Requirement No. 7 of the Resolution includes an affordable housing requirement, which should be deleted due to its

inconsistency with the First Amendment to the Development Agreement adopted in approximately September 2016.

4. Proposed Modifications to Vesting Tentative Subdivision Map No. 881

Delete Planning Department Special Requirement No. 7. Special Requirement No. 7 of the Resolution includes an affordable housing requirement, which should be deleted due to its inconsistency with the First Amendment to the Development Agreement adopted in approximately September 2016.

5. Proposed Modifications to Vesting Tentative Subdivision Map No. 912

Delete Planning Department Special Requirement No. 6. Special Requirement No. 6 on page 5 of the Resolution includes an affordable housing requirement, which should be deleted due to its inconsistency with the First Amendment to the Development Agreement adopted in approximately September 2016.

6. Proposed Modifications to Vesting Tentative Subdivision Map No. 909

On September 23, 2014, the City's Planning Commission by resolution approved Vesting Tentative Subdivision Map No. 909 (the "Subdivision Map"). There are several issues with the Subdivision Map and the resolution adopting the Subdivision Map, which we believe should be modified:

Delete Planning Department Special Requirement No. 6. Special Requirement No. 6 on page 5 of the Resolution includes an affordable housing requirement, which should be deleted due to its inconsistency with the First Amendment to the Development Agreement adopted in approximately September 2016.

Modify Park Improvements Requirement No. 1. The last sentence of this requirement provides that "Park improvements (lot "A") shall be constructed concurrent with the first phase of the development." We seek to modify this language to state that "Park improvements (lot "A") shall be constructed as provided in the Development Agreement."

Delete General Note 2. General Note 2 of the Subdivision Map currently states that, for Live Oak West, "the Park (Lot A) will be constructed as part of the initial phase of the Project." This should be deleted or not included in the new map.

Modify General Note 3. General Note 3 should be modified to state that "the Park/Basin (Lot C) will be excavated with the Initial Phase of the Project and will be landscaped in subsequent phases in accordance with the terms of the Development Agreement."

Increase of Lot Count. The developers propose to increase the lot count for Live Oak West. This will not change the overall number of lots beyond that analyzed in the Live Oak EIR, and as consistent with the updated General Plan land use designation and zoning.

B. Environmental Review Under CEQA

We understand there is some concern that the City would be opening up the previously approved EIR in the event the City contemplates the above changes for approval. We understand this is based on the fact that one of the Project Objectives for the Project was to “Ensure the development of affordable housing units to accommodate moderate income residents.” This project objective, which was one of 26 projective objectives, was of course used to justify the City’s selection of the Project over Project Alternatives, and as a basis for the City’s Statement of Overriding Considerations.

Based on the following analysis, we believe an Addendum to the previously-certified EIR would be appropriate. A previously certified EIR is “conclusively presumed valid. This presumption acts to preclude reopening of the CEQA process even if the initial EIR is discovered to have been fundamentally inaccurate and misleading in the description of a significant effect or the severity of its consequences.” (*River Valley Preservation Project v. Metro. Transit Devel. Bd.* (1995) 37 Cal.App.4th 154, 178.)

Thus, CEQA includes a strong presumption against requiring any further environmental review once an EIR has been prepared for a project. (Pub. Resources Code, § 21166; see also *San Diego Navy Broadway Complex Coalition v. City of San Diego* (2010) 185 Cal.App.4th 924; see also *Moss v. County of Humboldt* (2008) 162 Cal.App.4th 1041, 1049-50 [“after a project has been subjected to environmental review, the statutory presumption flips in favor of the developer and against further review”].) This presumption implements the legislative policy favoring “prompt resolution of challenges to the decisions of public agencies regarding land use” and providing a degree of finality to the results of the CEQA process. (*Citizens for a Megaplex-Free Alameda v. City of Alameda* (2007) 149 Cal.App.4th 91, 111.)

When a lead agency considers modifications to, or further approvals for, a project for which an EIR has already been prepared, the lead agency may not require preparation of a further EIR unless one of three triggers specified in Section 15162 of the CEQA Guidelines occurs. Where an EIR was previously adopted, a subsequent or supplemental EIR is **only** required where:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete . . . shows . . .

- (A) The Project will have one or more significant effects not discussed in the previous EIR;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(CEQA Guidelines, § 15162(a).)

When “none of the conditions described in Section 15162 . . . have occurred,” the lead agency “shall prepare an addendum” to the prior EIR. (CEQA Guidelines, § 15164(a).) A lead agency’s determination that circumstances do not exist that would require the preparation of a subsequent or supplemental EIR need only be supported by “substantial evidence” in the record of the agency’s proceedings. (*Abatti v. Imperial Irr. Dist.* (2012) 205 Cal.App.4th 650, 667 [citing *Citizens for a Megaplex-Free Alameda v. City of Alameda* (2007) 149 Cal.App.4th 91, 110].) As such, a project opponent bears “the burden . . . to demonstrate that the City’s decision to approve” project modifications with an addendum “is not supported by substantial evidence and was thus improper.” (*Mani Brothers Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 1397 [citing Pub. Resources Code, § 21168; CEQA Guidelines, § 15384(a)]; see also *Citizens for Responsible Equitable Env. Dev. v. City of San Diego* (2011) 196 Cal.App.4th 515, 527-28.)

An addendum is warranted here. While some changes to the Project are proposed, none of those changes seek to alter the number of houses being built, the configuration of parkland, or any other environmental resource. At most, the proposed modifications change the *timing* of the construction of certain phases of the project and parkland. All potential impacts to parks and services were to be mitigated through the payment of impact fees, which the developers do not intend to modify. As such, there are no “substantial changes” in the Project that would require revisions to the EIR due to the involvement of any new significant environmental effects, or a substantial increase in the severity of previously-identified environmental effects. Nor would any of those changes cause any new significant effect, or result in a substantial increase in severity of any significant effect. (See Pub. Resources Code, § 15162.)

We are not concerned by the fact that one of the Project Objectives for the Project was to “Ensure the development of affordable housing units to accommodate moderate income residents.” As an initial matter, we strongly believe that, irrespective of whether 10% of the homes are specifically set-aside for affordable housing, we believe many, and perhaps most, of the residences in the development will be priced to accommodate “moderate income residents.”

But even if this were not the case, the removal of a Project Objective does not trigger any of the conditions under Section 15162. First, the removal of a Project Objective is not a “substantial change” to the Project itself, or a manner in which the Project is undertaken; rather, it is merely a goal or objective. Likewise, the removal of a “project objective” does not itself create new significant environmental effects. As such, Section 15162, subdivisions (a)(1) and (a)(2), do not apply on their face.

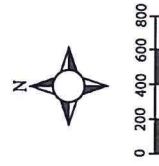
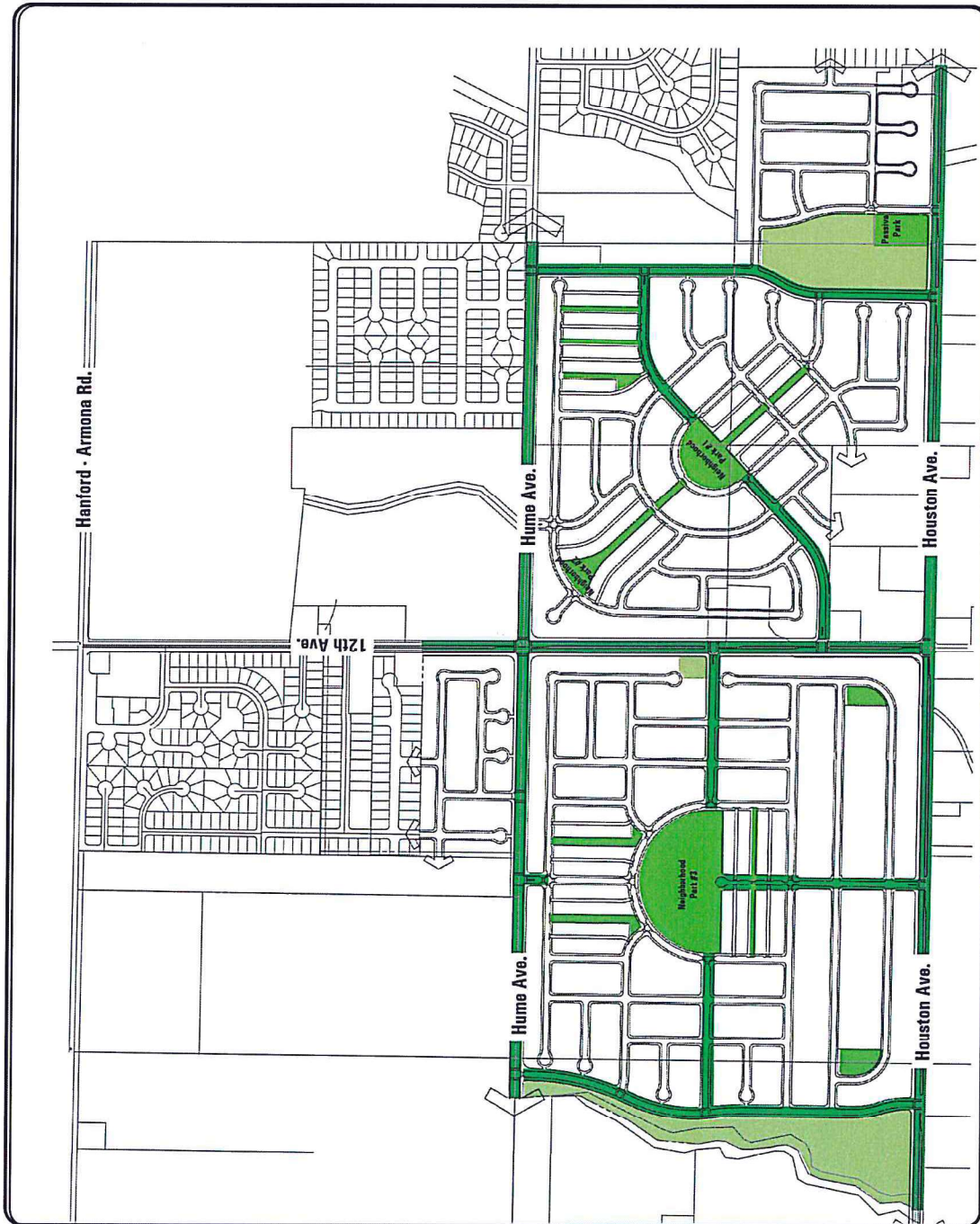
Nor does Subdivision (a)(3) apply. Even assuming the removal of one (of 26) project objectives is “new information of substantial importance,” the removal of a “project objective” does not itself (A) create a new significant environmental effect, (B) cause an effect to be more severe, or (C) affect the feasibility of any alternative or mitigation measure. Nor does the inapplicability of a “project objective” affect whether “considerably different” mitigation measures or alternatives could be applied to the Project. (See Pub. Resources Code, § 15162, subd. (a)(3)(D).) This is particularly true given that any lack of affordable housing is not itself an environmental effect, but an economic or social issue not cognizable under CEQA.

As such, we strongly believe any project modifications should be considered under an addendum to the EIR adopted under Section 15162 of the Public Resources Code.

Figure 5-1
Open Space Diagram

Legend

-  Park / Linear Park / Pocket Park
-  Open Space
-  Enhanced Landscape Edge



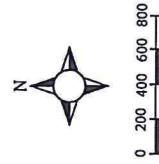
5-3

Open Space Diagram

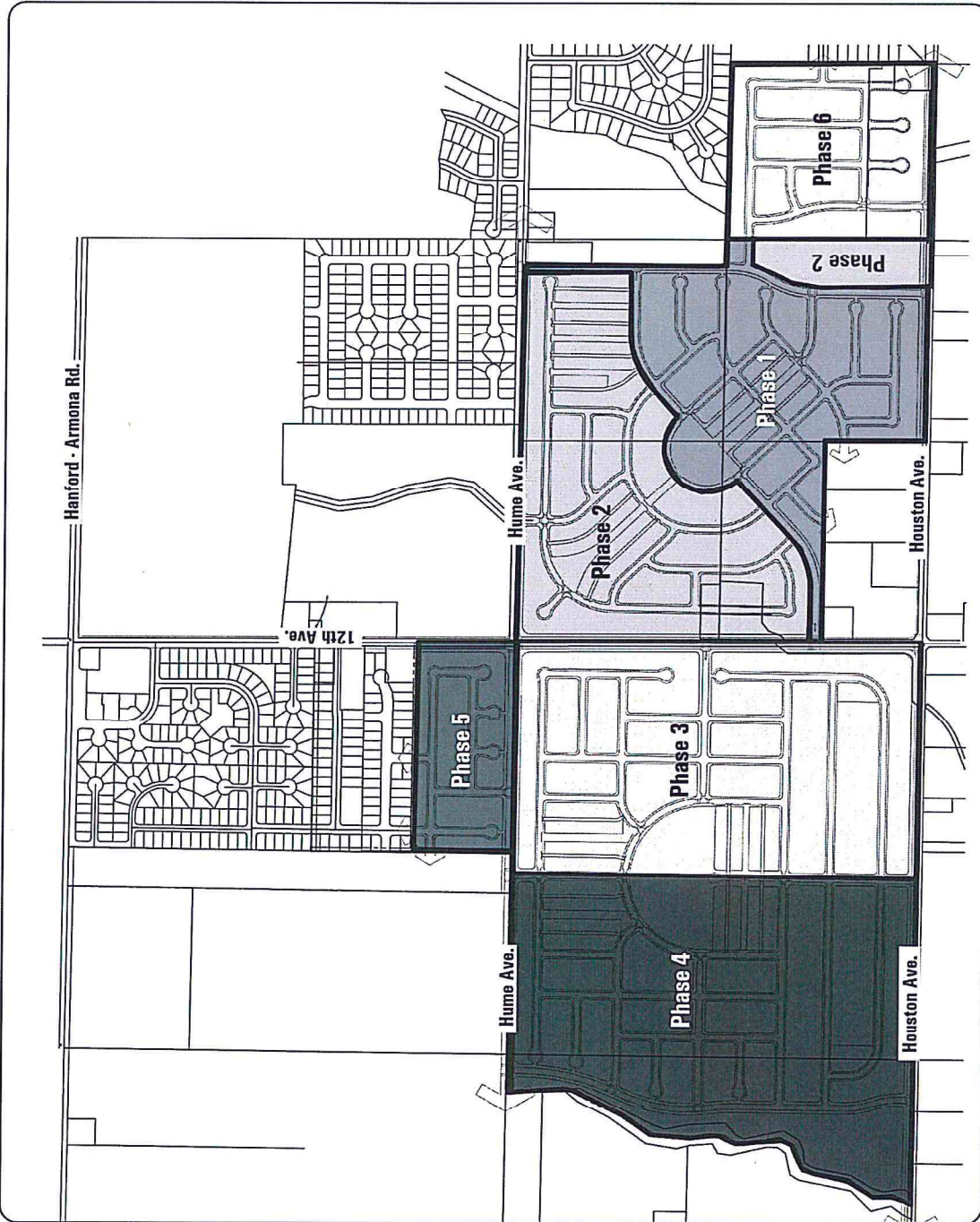
Figure 7-1
Plan Area Infrastructure Phasing Plan

Legend

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6



7-3



Plan Area Infrastructure Phasing Plan

1 - Proposed Modification to Development Agreement

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Item	Description	Page - Sheet
1.	Removed Section 1.3.3 per previous 2016 Amendment to the DA	4
2.	Added text to Section 1.12.1 per current proposed Amendment to the DA	10
3.	Removed Section 2.6.3 per previous 2016 Amendment to the DA	19
4.	Revised Section 2.10.1(a) per previous 2016 Amendment to the DA	21
5.	Revised Section 2.10.1(b) per previous 2016 Amendment to the DA	21 - 22
6.	Revised Section 7.1 per previous 2016 Amendment to the DA	30 - 33
7.	Revised Section 8.3.3 per previous 2016 Amendment to the DA	39

RECORDING REQUESTED BY:

City Clerk
 City of Hanford
 317 North Douty Street
 Hanford, California 93230

AND WHEN RECORDED MAIL TO:

City of Hanford
 317 North Douty Street
 Hanford, CA 93230
 Attn: City Manager

MMV Development, LLC
 550 Harvest Park Drive
 Suite A
 Brentwood, CA 94513
 Attn: Manny Vierra

Space Above For Recorder's Use

APN 018-172-010
 APN 018-172-012
 APN 018-172-029
 APN 018-172-031
 APN 018-172-032
 APN 018-112-017
 APN 018-112-027
 APN 018-112-052
 APN 018-112-053
 APN 018-112-073
 APN 018-112-074
 APN 018-112-075

**DEVELOPMENT AGREEMENT
 BY AND BETWEEN THE
 CITY OF HANFORD
 AND
 MMV DEVELOPMENT, LLC
 RELATING TO THE RESIDENTIAL DEVELOPMENT KNOWN AS
 LIVE OAK**

[Ordinance No. ____ Adopted on ____, 2009]

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DEVELOPMENT AGREEMENT
BY AND BETWEEN
THE CITY OF HANFORD
AND
MMV DEVELOPMENT, LLC
RELATING TO THE RESIDENTIAL DEVELOPMENT KNOWN AS
LIVE OAK

This DEVELOPMENT AGREEMENT ("**Agreement**") is made and entered into on this ____ day of _____, 2009, by and between the CITY OF HANFORD, a political subdivision of the State of California ("**City**") and MMV DEVELOPMENT, LLC, a California corporation ("**Developer**"). Developer and City may be referred to herein individually as "**Party**" and collectively as "**Parties**." This Agreement is entered into with reference to the following facts:

RECITALS

A. In order to strengthen the public land use planning process, to encourage private participation in comprehensive planning, provide more certainty in the approval of development projects, to reduce the economic risk of development and to reduce the waste of resources, the Legislature of the State of California adopted the "**Development Agreement Statute**" (Government Code Section 65864 et seq.). The Development Agreement Statute authorizes the City and an applicant for a development project, having legal or equitable interest in the real property, to enter into a development agreement establishing certain development rights in and obligations with respect to the property which is the subject of a development project application. Pursuant to the Development Agreement Statute, the City has adopted rules and regulations establishing procedures and requirements for consideration of development agreements on June 5, 2007 by Ordinance 07-04 ("**Development Agreement Ordinance**"). This Agreement has been processed, considered, and executed in accordance with the Development Agreement Statute and the Development Agreement Ordinance.

B. The Development Agreement Statute permits cities and counties to contract with private interests for their mutual benefit in a manner not otherwise available to the contracting parties. Such agreements, as authorized by the Development Agreement Statute, allow developers to proceed with projects assured that approvals granted by public agencies will not change during the period of development of their projects. Cities and counties are equally assured that costly infrastructure such as roads, sewers, schools, fire protection facilities, etc. will be available at the time development projects come on line.

C. Pursuant to Government Code Section 65865 (a), Developer represents and warrants that it has a legal or equitable interest in those certain parcels of real property consisting of approximately 390 acres ("**Property**") as further defined herein in Section 1.1 and as shown on Exhibit A, attached hereto. The legal description of the Property is set forth in Exhibit B, attached hereto.

D. Developer desires to develop the Property consistent with this Agreement and the following entitlements, permits, approvals and actions that have been enacted or that are contemplated by the City Council, referred to collectively as "**Project Entitlements.**"

(1) The Kings County Local Agency Formation Commission ("**LAFCO**") approved annexation of the Property to the City on December 7, 2005 by LAFCO Case No. 05-15;

(2) City adopted Negative Declaration No. 2005-31 by City Council Resolution 05-55-R on October 18, 2005;

(3) Certification of the Final Environmental Impact Report ("**FEIR**"), Adoption of California Environmental Quality Act Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Programs by City Council Resolution _____ on _____, 2009;

(4) Approval of the Live Oak Planned Unit Development Application including all conditions of approval contained therein pursuant to City Council Resolution _____ on _____, 2009, attached hereto as Exhibit C;

(4) Approval of the Final Live Oak Master Plan and all conditions of approval attached thereto by City Council Resolution _____ on _____, 2009, attached hereto in Exhibit D;

(5) Approval of Vesting Tentative "A" Map (TT865) by City Council Resolution _____ on _____ a copy of which maps are attached hereto in Exhibit E;

(6) Approval of Vesting Tentative "B" Map (TT881) by City Council Resolution _____ on _____ a copy of which maps are attached hereto in Exhibit F;

(7) Adoption of the Conditions of Approval by City Council Resolution _____ on _____, 2009.

E. The development of the Property in accordance with this Agreement and the Project Entitlements will provide for orderly growth within the City, consistent with the goals, policies, and other provisions of the City's General Plan, the City's Zoning Ordinance and the Live Oak Master Plan.

F. City recognizes that the economic success of the Project, as defined below, depends greatly upon the certainty and timing of the City's regulations and fees.

G. For the reasons recited herein, Developer and City have determined that the Project is the type of development for which this Agreement is appropriate. This Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property and

otherwise achieve the goals and purposes for which the Development Agreement Statute and the Development Agreement Ordinance were enacted.

H. In exchange for these benefits to the City, together with the public benefits that will result from the development of the Land pursuant to the Project Entitlements, Developer desires to receive the assurance that it may proceed with development of the Property, including receipt of building permits and construction of the Project in accordance with the terms and conditions of this Agreement.

I. On August 11, 2009, the City's Planning Commission considered this Agreement and recommended its approval to the City Council.

J. On September 15, 2009, the City Council considered this Agreement.

J. Having duly considered this Agreement and having held the noticed public hearings, the City finds and declares that the provisions of this Agreement are consistent with the maps and text of the City's General Plan, the City's Zoning Ordinance and the Project Entitlements.

K. The Parties shall cooperatively collect this Agreement, all documents mentioned in Recital D and elsewhere in this Agreement, and place them in a three ring binder to be maintained at all times by the City Clerk. Two true and correct conformed copies of such binder shall be prepared and given to Developer and Community Development Director of the City respectively. The Parties shall rely on the documents in such binder to determine the approvals granted by the City and the ordinances, policies and regulations in effect at the Effective Date of this Agreement.

NOW, THEREFORE, it is agreed by and between the Parties as follows:

ARTICLE 1

GENERAL PROVISIONS

1.1. THE PROPERTY.

The subject property of this Agreement is that certain real property located in the City of Hanford, County of Kings, State of California, consisting of approximately 390 acres made up of those parcels more commonly described as Assessor's Parcel Numbers, 018-172-010, 018-172-012, 018-172-029, 018-172-031, 018-172-032, 018-112-017, 018-112-027, 018-112-052, 018-112-053, 018-112-073, 018-112-074, and 018-112-075 (collectively "Property"), depicted on Exhibit A and described more fully in Exhibit B, attached hereto. The Property is located in the southwestern portion of the City of Hanford. The northern boundary of the Property is Hume

Avenue and the southern boundary of the Property is Houston Avenue. Lone Oak Slough and Sand Slough form the western boundary and eastern boundary, respectively, of the Property.

1.2. THE PROJECT.

The Live Oak residential project ("Project" or "Live Oak") includes the construction of approximately 1,560 residential dwelling units, in a range of housing, density and lot types, on the Property in accordance with the Live Oak Master Plan ("Master Plan"), attached hereto as Exhibit D. The Project is a mixed-use project consisting of very low density residential, low density residential, medium density residential, park facilities, open space/conservation land and pedestrian trails. The land use characteristics of the above uses are described in the Master Plan. The Master Plan also sets forth detailed development standards, design standards, and an implementation program for the development of the Project.

1.3. DEFINITIONS.

Unless the context requires otherwise, any word or phrase defined by the introductory paragraph and Recitals of this Agreement and the following words and phrases hereinafter defined shall apply throughout the Agreement:

1.3.1. "**AB 1600**" means the Mitigation Fee Act (Government Code Sections 66000-66025).

1.3.2. "**AB 1600 Capital Facilities Fees**" means the City's capital facility programs and resulting fee schedule, specifically the Live Oak Residential Fee Schedule, as set forth on Exhibit F

1.3.3. "**Affordable Housing**" or "**Affordable Units**" means Units within the Project that will be developed, offered to, and sold to a household with moderate income, as that term is defined in Health and Safety Code Section 50093. The cost of affordable housing means the published affordable rate by the U.S. Department of Housing and Urban Development.

Commented [TDM1]: Removal per First Amendment of Development Agreement

1.3.4. "**Agreement**" means this Development Agreement entered into by and between the City and Developer relating to the residential development known as Live Oak.

1.3.6. "**CEQA**" means the California Environmental Quality Act, Sections 21000, et seq., of the Public Resources Codes of the State of California.

1.3.7. "**City**" means the City of Hanford, a California general law city. The City's principal office, for purpose of this Agreement, is 319 North Douty Street, Hanford, California.

1.3.8. "**City Council**" shall mean the duly elected legislative body governing the City of Hanford.

1.3.9. "Design Guidelines" shall mean the Live Oak Master Plan Design Guidelines, set forth in Chapter 3 of the Master Plan as interpreted by the City of Hanford Community Development Department.

1.3.10. "Developer" shall mean MMV Development, LLC, a California corporation, and includes the Developer's assigns and/or successors-in-interest. Developer's principal office, for purposes of this Agreement, is 550 Harvest Park Drive, Suite A, Brentwood, California.

1.3.11. "Developer Fees" are a sub-category of the City's AB-1600 Capital Facility Fees, including infrastructure fees, connection fees, use fees, and other applicable fees.

1.3.12. "Director of Community Development" shall mean the individual acting as the Director of the Community Development Department for the City of Hanford.

1.3.13. "Effective Date" shall mean the 30th day following (a) the date of adoption by the City Council of the ordinance approving this Agreement, (b) publication of the ordinance pursuant to Government Code Section 25214, or (c) date upon which this Agreement is executed by Developer and by the City, whichever is later.

1.3.14. "Effective Standards" means the ordinances, resolutions, rules, policies and regulations adopted by the City Council in effect and applicable to the Property on the Effective Date, including the adopting ordinances that govern the permitted uses of land, the density and intensity of use, the timing of development, and the design, improvement, construction standards, the General Plan, the zoning ordinance and all other ordinances, codes, rules, and regulations of the City establishing subdivision standards, park regulations, impact or development fees and building standards (but only to the extent the Zoning Ordinance, the AB 1600 Capital Facilities Fees attached hereto in Exhibit F, and other such regulations that are not inconsistent with this Agreement and the Master Plan), and as may from time to time be amended in accordance with the terms and conditions of this Agreement. Effective Standards does not include design and/or construction requirements for public improvements or improvements to be acquired by a public entity, except where such requirements are explicitly addressed by the Master Plan. Effective Standards do not include non-land use regulations, which include taxes.

1.3.15. "Final Map" shall mean and refer to one or more final subdivision maps for the Property prepared by Developer pursuant to the State Subdivision Map Act (California Government Code Section 66410 et seq.) that conforms with the Project Entitlements.

1.3.16. "Financing Districts" shall mean, collectively, one or more Mello-Roos Community Facilities Districts (Government Code Section 53311 et seq.), 1913-1915 Limited Obligation Improvement Assessment Districts, Landscape and Lighting Maintenance Districts (Streets and Highway Code Section 22500 et seq.), Benefit Assessment Districts (Government Code Section 54703 et seq.), or other similar districts that the City and Developer may form for the purpose of facilitating the long-term financing for the operation and maintenance of public facilities.

1.3.17. “Final Environment Impact Report” (“FEIR”) means a detailed environmental statement prepared under CEQA as defined in Section 15362(b) of the State CEQA Guidelines.

1.3.18. “General Plan” means the General Plan of the City of Hanford including the text and maps, as amended in connection with the Project.

1.3.19. “Infrastructure Improvements” or “Improvements” is the infrastructure, including without limitation water, sewer, drainage and street improvements, necessary to serve the Project area. The Parties anticipate the Master Plan Infrastructure Improvements to be constructed and funded in multiple phases in accordance with this Agreement and the Project Entitlements.

1.3.20. “Master Plan” shall mean the Live Oak Master Plan and all conditions of approval applicable thereto adopted by Resolution _____ dated _____, a copy of which Master Plan has been attached hereto in Exhibit D.

1.3.21. “Model Unit” shall mean a Unit that is temporarily utilized, for marketing and sales purposes only, as either a so-called model home or as an ancillary sales office and/or parking lot.

1.3.22. “Mortgagee” shall mean the holder of any mortgage or the beneficiary of any deed of trust covering all or part of the Property or any successor or assignee of any such mortgage holder or beneficiary, identified by name and mailing address in a written notice received by City by personal delivery or certified mail—return receipt requested. Such notice shall state whether such mortgagee desires to receive a notice of default as provided by this Agreement.

1.3.23. “Party” or “Parties” shall mean Developer, City or any other party to this Agreement, as the context may require.

1.3.24. “Phasing Plan,” “Project Phasing,” or “Phase” shall mean the phasing of the Project’s development as identified in the Master Plan, as that document may be amended from time to time.

1.3.25. “Planning Commission” shall mean the Planning Commission of the City of Hanford.

1.3.26. “Project” shall mean and refer to the land uses, densities and improvements of the Property, as specified in Section 1.2 consistent with the Project Entitlements and as provided for in the provisions of this Agreement, including the Master Plan and all other incorporated exhibits.

1.3.27. “Project Entitlements” shall mean those entitlements, permits and approvals listed above in Paragraph D of the Recitals and any and all of which may be amended from time to time in compliance with this Agreement.

1.3.28. "Property" shall mean and refer to that real property described in Section 1.1 above, located in the City of Hanford, County of Kings, State of California, consisting of approximately 390 acres made up of those parcels depicted on the map attached hereto as Exhibit A and described more fully in Exhibit B.

1.3.29. "Reserved Discretionary Approvals" shall mean each discretionary approval, including without limitation, preliminary and final development plans, preliminary and final improvements plans, conditional use permits, tentative subdivision maps, including vesting and non-vesting tentative parcel maps and tentative tract maps, building permits, variances, lot line adjustments, grading permits, encroachment permits, site plan approvals, and any accompanying conditions of approval that will accomplish the goals, objectives, policies and plans referenced, described, implied and shown in the Agreement and obtained by the Developer for the Project after the Effective Date.

1.3.30. "Vested Components" shall mean and refer to those vested resolutions, ordinances, regulations, and other terms described in Section 1.12 below, including without limitation, this Agreement, the Project Entitlements and approved Reserved Discretionary Approvals.

1.3.31. "Vesting Tentative Maps" shall mean the Vesting Tentative Maps for the Property as approved by the City Council on _____ by Resolution No. _____, as may be amended from time to time in compliance with this Agreement, a copy of which maps and enabling resolution are attached hereto as Exhibit E.

1.3.34. "Unit" shall mean a single family detached residential dwelling to be constructed on the Property pursuant to the Project Entitlements herein.

1.3.35. "Zoning Ordinance" means the Zoning Ordinance of the City of Hanford including the text and maps, as amended in connection with the Project.

1.4. INCORPORATION OF RECITALS AND EXHIBITS.

The Parties agree that the Recitals and Exhibits to this Agreement are true and correct and are incorporated into the Agreement as if they were set forth in the Agreement. In the event of inconsistency between the Recitals and the provisions of Articles 1 through 8, the provisions of Articles 1 through 8 shall prevail.

1.5. PROJECT IS A PRIVATE UNDERTAKING.

It is agreed among the Parties that the Project is a private development and that City has no interest therein except as authorized in the exercise of governmental functions. Nothing in this Agreement shall preclude the Developer from forming any form of investment entity for the purpose of completing any portion of the Project.

1.6. DURATION OF AGREEMENT AND VESTING TENTATIVE MAP.

The term of this Agreement shall commence upon the Effective Date and shall expire on the twelfth (12th) anniversary from the Effective Date ("**Initial Term**") unless otherwise terminated, modified, extended, or breached by the circumstances set forth in this Agreement, particularly in Article 8.

1.7. CONSISTENCY WITH GENERAL PLAN.

City hereby finds and declares that this Agreement furthers the public health, safety, and general welfare of the community and that the provisions of this Agreement and all Project Entitlements are consistent with the General Plan and Zoning Ordinance.

1.8. EXERCISE OF CITY CONTRACTING AUTHORITY.

The City, by electing to enter into this Agreement, acknowledges that the obligations of the City shall survive beyond the term or terms of the present City Council and that such action will serve to bind the City and future city councils to the obligations thereby undertaken. By approving this Agreement, the City Council has elected to exercise certain governmental powers at the time of entering into this Agreement rather than deferring its actions to some undetermined future date. The terms and conditions of this Agreement have undergone extensive review by both the City and the City Council and have been found to be fair, just and reasonable, and the City has concluded that the pursuit of the Project will serve the best interests of its citizens, and the public health, safety and welfare will be best served by entering into this Agreement.

1.9. DEVELOPMENT AGREEMENT REGULATIONS.

City and Developer have taken all actions mandated by and fulfilled all requirements set forth in the Development Agreement Statute and the Development Agreement Ordinance.

1.10. SUBSTANTIAL COSTS TO THE PARTIES.

The Parties, at their sole cost and expense, have incurred and will incur substantial costs in order to process the Project Entitlements, to comply with conditions of approval and environmental mitigation measures of the Project Entitlements, and to assure development of the Property in accordance with the Project Entitlements and the terms of this Agreement. Nothing in this Section 1.10 is intended, nor shall it be construed, as a waiver by the City of any fees to which the Developer is obligated to pay as set forth in the Live Oak Residential Fee Schedule in Exhibit F.

1.11. PRIORITY OF ENACTMENT.

In the event of conflict between the Agreement and the Effective Standards, the Parties agree that the following sequence of approvals establishes the relative priority of the approvals, each approval superior to the approvals listed thereafter: (1) the General Plan and Zoning Ordinance, as in effect on the Effective Date; (2) this Agreement, Project Entitlements, Project Approvals and all other exhibits attached hereto; and (3) the Effective Standards.

1.12. VESTED RIGHTS OF DEVELOPER.

Provided that this Agreement is not cancelled or terminated due to default by the Developer, as provided herein, during the Initial Term of this Agreement, and any extension or

modification thereto, the Project Entitlements and the Effective Standards are declared fully vested in the Developer, its successors and assigns, and are referred to herein as the “Vested Components”, except as the Effective Standards may be modified by the City from time to time. Nothing herein shall be construed to limit the City’s power of eminent domain.

1.12.1 CONFLICTING ENACTMENTS. Any change in the Effective Standards, including, without limitation, any change in the General Plan or Master Plan, zoning, subdivision or building rule or regulation, adopted or becoming effective after the Effective Date, including, without limitation, any such change by means of an ordinance, initiative, resolution, policy, order or moratorium, initiated or instituted for any reason whatsoever and adopted by the City Council, the Planning Commission or any other board, agency, commission, committee, or department of City, or any officer or employee thereof, or by the electorate, as the case may be, which would, absent this Agreement, otherwise be applicable to the Property and which would conflict in any way with or be more restrictive than the Effective Standards (collectively, the “Subsequent Rules”), shall not be applied by City to the Property unless required to be applied to the Property by State or Federal law, or as permitted by this Agreement. The term “more restrictive” shall mean that such rule would increase requirements on Developer or increase Developer’s obligations or would otherwise limit Developer’s rights under the Project Approvals. Developer may give City written notice of its election to have any Subsequent Rule applied to the Property or a portion thereof, in which case such Subsequent Rule shall be deemed a part of the Effective Standards.

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1.13. ASSIGNMENT AND TRANSFER OF DEVELOPMENT RIGHTS.

This Agreement shall not prevent the Developer from assigning or delegating, in any way, its rights and duties under this Agreement in connection with the sale, assignment, or other transfer of the Property, in whole or in part, with all its right, title and interest therein to any person, partnership, joint venture, firm or corporation at any time during the term of this Agreement. Developer shall provide City with notice of the assignment and delegation within thirty (30) days of such sale or delegation as provided for in Section 9.8. Developer shall be deemed relieved of the rights assigned and released from the duties delegated under an assignment and assumption agreement that contains terms reasonably satisfactory to the City, which terms shall include, but not be limited to, agreement by the assignee or transferee to be bound to all the terms of this Agreement, and provided that the City Clerk receives a copy of the express written assignment and assumption agreement by such purchaser, assignee or transferee of the benefits and obligations of this Agreement, and further provided that such purchaser, assignee or transferee provides evidence to the reasonable satisfaction of the City that such purchaser, assignee or transferee shall be able to perform the obligations of Developer under this Agreement.

1.14. SUCCESSORS IN INTEREST/COVENANTS RUN WITH LAND.

1.14.1 The conditions and covenants set forth in this Agreement and incorporated herein shall run with the land and the benefits and burdens shall bind and inure to the benefit of the Parties. Each and every purchaser, assignee, or transferee of an interest in the Property, or any portion thereof, shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary thereof and a Party thereto, but only with respect to the Property, or such portion thereof, sold, assigned, or transferred to it. Any such purchaser, assignee, or transferee shall observe and fully perform all duties and obligations of a Developer contained in this Agreement, as such duties and obligations pertain to the portion of the Property sold, assigned, or transferred to it. Provided, however, notwithstanding anything to the contrary above, if any such sale, assignment or transfer is related to a completed residential unit which has been approved by the City for occupancy, the automatic termination provisions of Section 8.2 herein shall apply thereto and the rights and obligations of Developer hereunder shall not run with respect to such portion of the Property sold, assigned, or transferred and shall not be binding upon such purchaser, assignee or transferee.

1.14.2 Except as to any sale, assignment, or transfer related to a completed residential unit which has been approved by the City for occupancy, if Developer conveys, assigns, or transfers a partial interest in the Property or an entity that owns the Property to a third party so that there are multiple owners of the Property, all owners of the Property shall be jointly and severally liable for the Developer's obligations hereunder. All owners of the Property shall be jointly deemed to be the Developer. Any funds payable to Developer from City shall be paid to all owners of the Property on a proportionate basis in accordance with their respective ownership interests unless otherwise specified in writing by all the owners of the Property.

1.15. AMENDMENT.

This Agreement may be modified, amended, changed, added to or subtracted from by the mutual consent of the Parties or their successors in interest, after notice and public hearing in conformance with and pursuant to the provisions of Government Code Section 65868. Any duly adopted amendment or change shall be in written form, executed and approved with the same formalities as this Agreement, and attached to the original Agreement to maintain continuity. The Director of Community Development shall have authority to make ministerial changes in any of the exhibits made a part of this Agreement (e.g., replacing an exhibit that has been superceded as a result of action by the Planning Commission or the City Council with the current exhibit); all other changes to the Agreement require approval of the City Council. Unless otherwise provided by law, all other amendments may be approved without a noticed public hearing.

1.16. RECORDATION.

Pursuant to Government Code Section 65868.5, the Clerk of the City Council shall record a copy of this Agreement with the Office of the County Recorder no later than ten (10) days after the ordinance approving this Agreement takes effect.

1.17. RESERVED DISCRETIONARY APPROVALS.

The Reserved Discretionary Approvals shall automatically become part of the Project Entitlements, which vest hereunder, as each such approval becomes effective following formal action by the City. In reviewing and approving such applications, the City reserves the right to exercise its discretion as set forth in applicable provisions of the Development Agreement Statute, the General Plan and City Municipal Code in effect as of the Effective Date.

ARTICLE 2

PROJECT DEVELOPMENT

2.1. GENERAL PERMITTED USES.

The Project's permitted uses, density and intensity of use, the maximum height and size of the proposed buildings, provisions for reservations and dedications of land or payment of fees in lieu of dedication for public purposes, the location, construction, installation and extension of public improvements and utilities, and other terms and conditions of development applicable to the Project shall be those set forth in this Agreement and the Project Entitlements, as they pertain to the Project, and any amendments thereto, as permitted herein.

2.2. SUBSEQUENT APPROVALS.

2.2.1. Application of Subsequently Enacted Standards. The City may apply to the Project only such later enacted or modified rules, regulations and policies which:

- (a) Are not in conflict with those in effect on the Effective Date and application of which would not prevent development of the Project or increase the cost of development or building, except as identified in subsection 2.21(b); or
- (b) Are the then current development fees as adopted by the City Council and in effect on the July 1 nearest each two year anniversary from the Effective Date of this Agreement, including any periodic cost of living increases applied thereto as determined by a percentage no greater than the engineering cost index as published by the Engineering News record for the preceding 12 months.
- (c) Are consistent with the most recent version of the California Building Code as published by the California Building Standards Commission and as modified and adopted by the City; or
- (d) Are subsequent citywide changes to construction or technical design standards or specifications for public improvements which are reasonably and directly related to durability or longevity of the public improvements; or
- (e) Are changes in City laws, regulations, plans, or policies, the terms of which are specifically mandated and required by changes in state or federal law or regional application thereof; or
- (f) Are necessary to avoid placing the residents of the subdivision or the immediate community, or both, in a condition dangerous to their health or safety, or both; or
- (g) Are otherwise unambiguously and expressly authorized in this Agreement;

or

(h) Are the subject of City-wide services that are applicable to all residents within the City.

With respect to Subsection (f) of this Section 2.2.1, nothing in this Agreement shall be construed to be in derogation of City's police power to protect the public health and safety.

2.3. POLICE POWER AND TAXING POWER.

The City, through the exercise of either its police power or its taxing power, whether by direct City Council action or initiative or referendum by the City's electorate, shall not establish, enact or impose any additional conditions, dedications, fees, and other exactions, policies, standards, laws or regulations which relate or apply, directly or indirectly, to the Project except as provided in Section 2.2.1 herein or other provision of this Agreement that allows the City to make such changes. Nothing herein prohibits the Project from being subjected to a (i) city-wide bond issue, (ii) city-wide special or general tax, or (iii) special assessment for the construction or maintenance of a city-wide facility as may be voted on by the electorate or otherwise enacted, provided that such tax, assessment or measure is city-wide in nature, does not discriminate against the Property, and does not distinguish between developed and undeveloped parcels.

2.4. PHASING OF DEVELOPMENT.

The Parties acknowledge that the phase sequence indicated in Figure 8-1 in the Master Plan, attached hereto in Exhibit D, provides for the order of development of the Project.

2.5. PROVISIONS FOR INFRASTRUCTURE.

2.5.1. Provisions for Storm Drainage.

(a) Developer's obligation. In lieu of paying the AB 1600 Capital Facilities Fee for storm drainage in effect as of the Effective Date of this Agreement as listed in Exhibit F attached hereto, the Developer shall design, engineer and construct the storm drainage infrastructure "**New Storm Infrastructure**", to serve the Project consistent with the terms of this Agreement and the Project Entitlements. Developer's provision of New Storm Infrastructure shall be deemed full and complete mitigation of the Project's impact on storm drainage so long as the New Storm Infrastructure is of sufficient capacity to serve the Project; does not utilize any existing City owned storm drainage infrastructure, is a design approved by the City; and is constructed in accordance with City Standards and Specifications as determined in the sole and absolute discretion of the City.

(b) Reimbursement Rights. Pursuant to Section 2.9.1 and to the extent such storm drainage infrastructure exceeds the capacity necessary to serve the Project and constitutes oversized facilities pursuant to the City's Municipal Code Section 15.50.050, Developer shall be reimbursed by the City, via cash or fee credits toward the storm drainage fee, for such oversizing from the stormwater system development impact fee as permitted under Municipal Code Section 15.50.040.

2.5.2. Provisions for Wastewater.

(a) Developer's obligation. Prior to the issuance of the building permit for each Unit, Developer shall be deemed to fully and completely satisfy its impact on wastewater by paying the AB 1600 Capital Facilities Fee for wastewater in effect as of the Effective Date of this Agreement as listed in Exhibit F attached hereto, as may be adjusted pursuant to the terms of this Agreement.

(b) Reimbursement Rights. Pursuant to Section 2.9.1 and to the extent such wastewater infrastructure exceeds the capacity necessary to serve the Project and constitutes oversized facilities pursuant to the City's Municipal Code Section 15.47.050, Developer shall be reimbursed by the City, via cash or fee credits toward the wastewater fee, for such oversizing from the wastewater system development impact fee as permitted under Municipal Code Section 15.47.040.

2.5.3. Provisions for Water.

(a) Developer's obligation. Prior to the issuance of the building permit for each Unit, Developer shall pay the impact fee AB 1600 Capital Facilities Fee for water as listed in Exhibit F attached hereto, as may be adjusted pursuant to the terms of this Agreement. Additionally, Developer shall design, engineer, construct and install water infrastructure to serve the Project in a manner and timing consistent with this Agreement and the Project Entitlements. Developer's payment of the water impact fee and provision of water infrastructure shall be deemed full and complete mitigation of the Project's impact on water.

(b) Reimbursement Rights. Pursuant to Section 2.9.1 and to the extent that such water infrastructure exceeds the capacity needed to serve the Project and constitutes an oversized facility pursuant to Municipal Code Section 15.49.050, Developer shall be reimbursed from the City pursuant to Municipal Code Section 15.49.040, via cash or fee credits, for such oversizing.

2.5.4. Provisions for Traffic. Prior to the issuance of the building permit for each Unit, Developer shall be deemed to fully and completely satisfy its impact on traffic by paying the mitigation fees for improvements for the Projects effects on the 13th Avenue and Highway 198 interchange, on the 12th Avenue and Highway 198 Interchange, and its AB 1600 Capital Facilities Fee for traffic in effect as of the Effective Date of this Agreement as listed in Exhibit F attached hereto, as may be adjusted pursuant to the terms of this Agreement.

2.6. OTHER PROVISIONS.

2.6.1. Provisions for Parkland.

(a) Developer's obligation. Prior to the issuance of the building permit for each Unit, Developer shall pay the AB 1600 Capital Facilities Fee for parkland in effect as of the Effective Date of this Agreement, or as may be amended from time to time as provided for in

this Agreement, as listed in Exhibit F attached hereto. Of this park impact fee, the City agrees that fifty percent (50%) of the fee is allocated to neighborhood parks while fifty percent (50%) of the park impact fee is attributable to community parks. In consideration of Developer's provision of "Public Parks" (including neighborhood parks, but excluding community parks) dedicating the parkland and park improvements made to such Public Parks to the City as discussed herein, and payment of the park impact fee, the City agrees to abide by the General Plan and parkland and park development standards as they exist on the Effective Date, including without limitation, how those standards appear in the City's General Plan, Quimby Act ordinance. Upon Developer's payment of the AB 1600 Capital Facilities Fee for parkland in effect as of the Effective Date of this Agreement as listed in Exhibit F attached hereto, the fifty percent (50%) portion paid shall constitute Developer's full and complete mitigation of the Project's impacts on community parkland and to have satisfied and paid in full any parkland in lieu fees, AB 1600 Community Facilities Impact Fees for park development, capital facility fees, Quimby Act fees or exactions, special taxes, assessments or other similar obligation of a monetary or non-monetary kind, both for parkland and for park development, improvement, or construction purposes, or any combination of these, or similar obligations of any kind for community parks.

(b) Timing. Developer and City intend that the public parks in the Project area be built so that parks generally are available as new residents arrive in new neighborhoods. To achieve this mutual purpose, Developer shall design, engineer and construct the parks in the following program of phasing:

(i) Neighborhood Park #1.

(1) Prior to the issuance of the 1st building permit of the first residential unit on the Vesting Tentative Map, excluding Model Units, Developer shall submit for review and approval a complete set of landscape and irrigation plans for the Neighborhood Park #1, as shown in Figure 5-1 of the Master Plan attached hereto in Exhibit D, to the City Engineer. Said landscape and irrigation plans shall be prepared by a licensed landscape architect and shall be developed in accordance with, and shall fully comply with the City's Municipal Code and the Master Plan. Developer shall not be required to commence said parkland improvements until the City Engineer has signed and stamped approved such plans. Developer shall post a performance bond in the appropriate amount guaranteeing performance on the construction of Neighborhood Park #1 within ten (10) days following approval of the park improvement plans by the City Engineer and the Community Development Department.

(2) Prior to the issuance of the 1st building permit, the improvement plans for Neighborhood Park #1 in the Project area, as shown in Figure 5-1 of the Master Plan attached hereto in Exhibit D, shall be approved by the City Engineer and Community Development Department.

(3) Prior to the issuance of the 50th building permit, the infrastructure for Neighborhood Park #1 shall be completed.

(4) Prior to the issuance of the 75th building permit, excluding Model Units, the landscaping, improvements and fixtures for Neighborhood Park #1 shall be installed.

(5) Prior to the issuance of the 100th building permit, excluding Model Units, the improvements and fixtures (sports courts, picnic facilities, play structure, and accent landscaping) for Neighborhood Park #1 shall be installed.

(ii) Neighborhood Park #2.

(1) Prior to the issuance of the 1st building permit of the first residential unit on the Vesting Tentative Map, excluding Model Units, Developer shall submit for review and approval a complete set of landscape and irrigation plans for the Neighborhood Park #2, as shown in Figure 5-1 of the Master Plan attached hereto in Exhibit D, to the City Engineer. Said landscape and irrigation plans shall be prepared by a licensed landscape architect and shall be developed in accordance with, and shall fully comply with the City's Municipal Code and the Master Plan. Developer shall not be required to commence said parkland improvements until the City Engineer has signed and stamped approved such plans. Developer shall post a performance bond in the appropriate amount guaranteeing performance on the construction of Neighborhood Park #2 within ten (10) days following approval of the park improvement plans by the City Engineer and the Community Development Department..

(2) By the 1st building permit, the improvement plans for Neighborhood Park #2 in the Project area, as shown in Figure 5-1 of the Master Plan attached hereto in Exhibit D, shall be approved by the City Engineer and Community Development Department..

(3) By the issuance of the 50th building permit, the infrastructure (curb, gutter, and sidewalk) for Neighborhood Park #2 shall be completed.

(4) By the issuance of the 75th building permit, excluding Model Units, the landscaping (turf and trees) and irrigation for Neighborhood Park #2 shall be installed.

(5) By the issuance of the 100th building permit, excluding Model Units, the improvements and fixtures (sports courts, picnic facilities, play structure, and accent landscaping) for Neighborhood Park #2 shall be installed.

(ii) Remaining Phases. Developer is not processing vesting tentative subdivision maps concurrently with this Agreement for later phases of the Project. However, the development of the Public Parks on the Property in later phases of the Project shall be accomplished in accordance with the conditions of approval for the Master Plan and the City's standards for park land development.

(c) Reimbursement Rights. Pursuant to Section 2.9.1 and in consideration of Developer's dedication of Public Parks to the City, via a final map, as discussed more fully in Section 2.8, Developer shall be reimbursed from the City out of the park impact fee account from the fifty percent (50%) vested portion of the park impact fee attributable to

neighborhood parklands and park improvements, not to exceed 50% of park impact fees collected from the Live Oak development, as set forth in subsection (a) above, upon the dedication of such neighborhood parkland on the respective final map and the completion and acceptance of park improvements (Notice of completion accepted by City Council) for each phase of development as referenced herein.

To the extent reasonably practical and taking into consideration the total funds in the park impact fee account collected from the Live Oak Development, the City shall use the portion of the park impact fees attributable to neighborhood parkland, collected in Phases I and II, to reimburse the Developer for all Public Park land and improvements in Phases I and II. To the extent reasonably practical and taking into consideration the total funds in the park impact fee account, collected from the Live Oak Development, the City shall use the portion of the park impact fees attributable to neighborhood parkland, collected in Phases III, IV and V, to reimburse the Developer for all Public Park land and improvements in Phases III, IV and V. To the extent reasonably practical and taking into consideration the total funds in the park impact fee account, the City shall use the portion of the park impact fees attributable to neighborhood parkland, collected in Phase VI, to reimburse the Developer for all Public Park land and improvements in Phase VI.

However, in any event, the reimbursement provisions for Public Parks shall be granted to the Developer, for cost associated with such Public Parks, in the following order of priority, as depicted in Figure S-1 of the Master Plan attached hereto in Exhibit D:

- (i) Neighborhood Park #1 in Phase I;
- (ii) Neighborhood Park #2 in Phase II;
- (iii) Portion of Neighborhood Park #3 dedicated and improved in Phase III;
- (iv) Portion of Neighborhood Park #3 dedicated and improved in Phase IV;

(g) Maintenance. City and Developer desire to develop an open-space maintenance program to ensure that all open-spaces in the Project are properly maintained. Prior to the issuance of the first building permit of the Project, City and Developer shall determine the proper entity or entities to be obligated for such maintenance, including, but not limited to, maintenance community facilities district, landscape and lighting districts, and similar districts, and City and Developer shall proceed with the establishment of such entity or entities in accordance with applicable law. City and Developer desire to have the open-space maintenance program include facilities, such as, but not limited to, Public Parks and landscaping, and to have the open-space maintenance program in operation prior to the recording of the subdivision final map.

2.6.2. Provisions for Police and Fire Protection and Refuse Collection. Prior to the issuance of the building permit for each Unit, Developer shall fully and completely satisfy its impact

on police and fire protection and refuse collection by paying the AB 1600 Capital Facilities Fee for police, fire and refuse collection respectively, as listed in Exhibit F attached hereto, as may be amended pursuant to the terms of this Agreement.

2.6.3. Provisions for Affordable Housing.

(a) Stated Objectives. Subject to the terms of this Agreement, Developer shall ensure that ten percent (10%) of all Units constructed within the Project be affordable to moderate income households, as that term is presently defined under Health and Safety Code Section 50093. ("Affordable Units"). The Parties hereby agree that the construction of the Developer's Affordable Units may be assigned, dedicated, or transferred to a non profit organization or other affordable housing developers. Additionally, unless otherwise provided herein, the Parties hereby agree that the Affordable Units shall be distributed throughout the Project.

(b) Type of Units. Developer and City agree that a portion of the Affordable Units to be constructed by Developer may include concentrated senior citizen housing as defined under Civil Code Section 51.3, at the discretion of the City.

(c) Timing of Construction. Ten percent (10%) of the Units on each Vesting Tentative Subdivision Map shall be Affordable Units. Developer shall pull a building permit for one (1) Affordable Unit for each ten (10) building permits pulled for market rate units.

(d) Duration of Affordability. Each Affordable Unit shall have a covenant that it will remain affordable to moderate income households for a period of forty five (45) years, unless otherwise agreed to by the Parties.

(e) City Cooperation. In order to assist in the provision of Affordable Units in the Project, City agrees, at City's sole and absolute discretion, to apply for and participate, directly or through a public housing agency with jurisdiction within the City, or another public agency or non profit organization of the City's choosing, in affordable housing programs provided by the state and federal governments. However, any housing related grant funding applied for by City, whether or not received from a funding entity, is not a condition precedent to Developers obligations under this section 2.6.3.

(f) Qualification. The City, acting through the Community Development Department, an existing public housing agency, or another public agency or non profit organization of the City's choosing, shall be responsible for administering, verifying and overseeing the pre-qualification process for the Affordable Units. For those Affordable Units of which the Developer has the responsibility to provide, Developer shall notify the Director of Community Development upon pulling a building permit for an Affordable Unit. The City shall have one hundred twenty (120) days from the issuance of the Final Inspection for that Affordable Unit built by the Developer or the Developer's successor, assignee or affiliate, to pre-qualify a resident for that Affordable Unit. If the City cannot pre-qualify a resident within one hundred twenty (120) days of the issuance of the Final Inspection for that Affordable Unit, the Developer may sell that unit as a market rate unit.

2.7 ACQUISITION OF EASEMENTS AND RIGHTS-OF WAY FOR PUBLIC IMPROVEMENTS.

Commented [TDM3]: Removal per First Amendment of Development Agreement

With regard to property acquisitions and dedications for the purpose of constructing any public improvements, including without limitation Infrastructure Improvements, the City shall use its best efforts to include as a condition of approval of other development projects adjacent to the Project, that such adjacent projects shall dedicate easements and rights-of-way necessary for the Infrastructure Improvements, as feasible, and Developer shall use and document its reasonable efforts to obtain easements and rights-of-way where the City is unable, due to lack of immediate jurisdiction, to require a dedication. If Developer is unable to acquire such easements or rights-of-way within a reasonable timeframe and after the exercise of reasonable diligence, then Developer shall request that City initiate and exercise its power of eminent domain in accordance with Government Code Section 66462.5 to acquire such easements and/or rights-of-way. Developer shall advance all costs and expenses which may be incurred through a condemnation action to acquire the easements and rights-of-way, including but not limited to, payment of the fair market value or negotiated settlement of the subject property, the cost of removing any existing structures and/or relocation expenses if necessary to construct the requirement improvements, and all appraisal, expert, legal, staff and administrative costs, as well as condemnation proceedings, if any. Developer shall indemnify the City, its elected and appointed officers, officials, employees, agents, representatives and volunteers against any adverse determination, adjudication or monetary award to a plaintiff in an eminent domain proceeding conducted pursuant to the provisions of this Agreement, by a court of competent jurisdiction.

2.8. DEDICATIONS.

Developer shall offer and the City shall accept such dedications for all required public lands upon completion of the improvements to be installed therein, or when otherwise provided herein, as follows:

- (a) **Parks.** Each park site, or portion thereof, including without limitation, neighborhood parks, linear parks, pocket parks, and open space, within the Project shall be dedicated to the City, at no cost to the City or any other public agency, and the City shall accept such dedication upon the recordation of the final map for the corresponding subdivision.
- (b) **Rights-of Way.** Developer shall dedicate its interest in any and all public road rights-of-way without expense to the City, at no cost to the City or any other public agency, and the City shall accept such dedication upon the recordation of the final map for the corresponding subdivision. Such rights-of-way or property to be conveyed to City pursuant to the Project Entitlements shall be delivered by Developer free of any liens, encumbrances, special taxes, or assessments, not approved by City, and shall be excluded from any covenants, conditions and restrictions on the Property.
- (c) **Public Utility Easements.** Developer shall dedicate its interest in any and all improvements to water lines, water tanks, pump stations, sewer lines, storm drains, storm retention basins (including Sand Slough and Lone Oak Slough) and other public utilities for public utility purposes, as required by the public utilities having jurisdiction and City's Engineer, in a form approved by City's Engineer, to the City, at no cost to the City or any other public agency, and the City shall accept such dedication. The easements shall be effective upon recordation of said form.

(d) **All Dedications.** Such rights-of-way or property to be dedicated to City pursuant to the Project Entitlements shall be delivered by Developer free of any liens, encumbrances, special taxes, or assessments, not approved by City, and shall be excluded from any covenants, conditions and restrictions on the Property.

2.9. REIMBURSEMENTS.

2.9.1. Oversizing. Whenever new development, not including the Project, uses water, wastewater, storm drain lines or any other utilities, public improvements or public services, the City agrees to use its best efforts to include as a condition of approval, that such other new development will be subject to the provisions of the Hanford Municipal Code sections 13.04.130 & 13.04.140 & 13.08.140 related to infrastructure reimbursement agreements.

2.10. FINANCING OF PUBLIC FACILITIES AND MAINTENANCE.

2.10.1. Financing District.

(a) **Formation.** ~~Prior to the issuance of the first final map, the City shall take all actions reasonably necessary to form a maintenance Community Facilities District ("CFD") pursuant to the provisions of Government Code Section 53311, et seq., assessment district, or other similar project related public financing mechanisms (collectively "Financing District") for the purpose of funding and assuring long term operation and maintenance of certain public improvements constructed in conjunction with the Project, including without limitation, all public landscaping and irrigation improvements (including all medians and street landscaping), bike trails, neighborhood parks, pocket parks, linear parks, open space and storm drainage facilities, whether temporary or permanent, to serve the Project. The City shall take all actions reasonably necessary to form a Financing District by January 1, 2017 (or as soon thereafter is as reasonably possible) for the purposes of funding and assuring long-term operation and maintenance of certain public improvements constructed in conjunction with the Project, including without limitation, all public landscaping and irrigation improvements (including all medians and street landscaping), bike trails, neighborhood parks, pocket parks, open space and storm drainage facilities, whether temporary or permanent, to serve the Project."~~

Commented [TDM4]: Removal per First Amendment of Development Agreement

(b) **Developer's Participation.** City and Developer acknowledge and agree that Developer shall participate in the Financing District and any amendments thereto, applicable to Project for its benefit-based, pro rata fair share of the costs of the public improvements necessary for the Project to be financed thereby, in accordance with the provisions of this Agreement. Developer agrees that each parcel on a tentative subdivision map in the Project area, with the exception of Vesting Tentative Subdivision Map 902 ("Tract 902"), shall be annexed into the Financing District formed for such financing where Developer was the owner of taxable property within the boundaries of such district on the date of formation thereof and to the extent permitted by law, no bonds or other indebtedness will be sold or incurred by such CFD or other financing district without prior written consent of both the City and Developer. Notwithstanding Section 1.13 herein, Developer's foregoing right to consent shall not be assignable and Developer's foregoing right to consent shall terminate at such time as Developer owns less than fifty percent (50%) of the taxable land (measured in area rather than assessed value) within the

Commented [TDM5]: Inclusion per First Amendment of Development Agreement

boundaries of such district, subject only to Developer's continuing right to protest. With the exception of the owner of Tract 902, the owners of the Property will execute all documents necessary for and will reasonably cooperate with the City in the formation of the Financing District.

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(c) Future Funding Mechanisms. City shall retain the ability to initiate or process applications for the formation of new Financing Districts covering all or any portion of the Project site. Notwithstanding the foregoing, as long as Developer is an owner of any portion of the Property, Developer retains all its rights to oppose the formation or proposed assessment of any new Financing Districts. In the event a Financing District is lawfully formed to provide funding for services, improvements, maintenance or facilities which overlap with those services, improvements, maintenance or facilities being funded by the fees, taxes or assessment to be paid by Developer under the Project Entitlements and in accordance with this Agreement, such fees, taxes, or assessments to be paid by Developer shall be reduced or credited in an amount equal to such fees, taxes, or assessments as have been paid by Developer under the Project Entitlements and this Agreement.

2.10.3 Fees.

(a) Development Fees. Except as provided in this Agreement, Developer, or its successor-in-interest or assignee, shall only pay those fees adopted by the City Council and in effect on the Effective Date of this Agreement, except as such fees may be modified from time to time pursuant to Section 2.2.1(b) of this Agreement. The applicable development fees are attached hereto in Exhibit E, "Live Oak Residential Fee Schedule." The City shall have the right, but not the obligation, to apply to the Project, increases in its AB-1600 Capital Facilities Fees, connection fees, use fees and other applicable fees as set forth in Exhibit F hereto, once a year by an amount no greater than the annual increase, if any, by a percentage no greater than the engineering cost index as published by the Engineering News Record for the preceding 12 months or pursuant to a study of such fees by the City. Such adjustments must be applied uniformly by City to all development within the City or other development otherwise subject to such fees. Except as authorized in Section 2.2.1(b) of this Agreement, the City shall neither impose nor collect any other City development fees, impact fees, hook-up fees or similar fees on the Project.

(b) Fee Deferral Program. Notwithstanding anything contrary in this Agreement, Developer and City may agree to defer the payment of any Development Fees from time of issuance of a building permit to the final inspection so long as the affected property enters into a separate agreement secured by a lien against the improved property.

(c) Revision of Ministerial Fees. Subject to the following sentence, this Agreement shall not be construed to limit the authority of the City to charge processing fees for land use approvals, building permits as they relate to plumbing, mechanical, electric or fire code permits, or other similar permits and entitlements which are in force and effect on a city-wide basis at the time those permits are applied for, except to the extent any such processing regulations would be inconsistent with this Agreement. Such fees and charges shall not be increased, or new fees added after the Effective Date with respect to the development of the Project, except that City may increase those fees and charges based on (i) any increase in the estimated reasonable cost to City for

performing the work for which the particular fee or charge is paid, by an amount which will compensate City for the estimated reasonable cost of increases incurred.

(d) Exceptions to Development Fees.

(i) School Facilities Fees. City and Developer acknowledge that all or portions of the Project lie within the jurisdiction of Hanford Joint Union High School District, Hanford Elementary School District, and Armona Elementary School District (collectively "**School Districts**") and that the School Districts have certain facilities needs related to serving the expected student population to be generated by new development. To the extent legally permissible, the Developer shall provide full mitigation for school impacts caused by the Project by complying with the Leroy S. Greene School Facilities Act of 1998 (Senate Bill 50) and paying those school facilities fees in place, as adopted by the School Districts, at the time Developer, its successors or assignees, pull a building permit, or any other fee agreed upon between the Developer and the School Districts.

(e) Changes in Fees and Construction Costs. If any subsequent change in local ordinance, state law or by court decision causes any citywide fee (including, but not limited to school fees) applicable to the Project to be reduced or eliminated, or a subsequent change in local citywide ordinance, state law or by court decision change building and/or construction requirements so that those requirements make building and/or construction less expensive to Developer, then the subsequent change shall apply to this Agreement. Provided, however, that no such change shall apply to this Agreement with respect to facilities already financed, under construction, or constructed, unless such change contains a specific provision calling for the retroactive implementation of the change.

2.11. NOTICE OF COMPLETION.

Developer shall execute, acknowledge and record in the manner provided by law, a notice of completion of the Infrastructure Improvements and/or other public improvements required as a condition to this Agreement and/or the Project Entitlements within ten (10) days after the Department of Public Works for the City provides written notice to the Developer that the Infrastructure Improvements and/or other public improvements required as a condition to this Agreement and/or the Project Entitlements have passed the final inspection. Upon completion of the Infrastructure Improvements or other public improvements, the Developer's Engineer shall supply to the City with one mylar set of "as built drawings" and an electronic version of same in a format satisfactory to the City Engineer. These drawings shall be certified on each page by a Registered Civil Engineer as being "as built drawings," pursuant to Business and Professions Code section 6735.6 as may be amended from time-to-time.

2.12. FINAL INSPECTION.

After completion of each Unit in the Project, the City shall provide Developer with a Final Inspection for that Unit. The Final Inspection is conclusive determination that the obligations of the Developer under this Agreement have been met for that Unit.

2.13. WILLIAMSON ACT CONTRACTS.

Three (3) parcels within the Project are subject to a land conservation contracts pursuant to the California Land Conservation Act of 1965, also known as the Williamson Act. A notice of non-renewal of the Williamson Act contract has been filed as to each parcel. Developer has filed a petition for cancellation of the contract on two (2) parcels, specifically Assessor's Parcel Numbers 018-012-073 and 018-012-074, and the City is processing such cancellations. The City agrees to follow the procedures proscribed by law for canceling such contracts, provided that Developer promptly pays all fees and taxes associated with such cancellations.

2.14. COMPLIANCE WITH CEQA.

The FEIR for the Project was certified by the City Council. Except as otherwise required by CEQA, as it may be amended from time to time or by other state law, no subsequent environmental impact report, supplement to an environmental impact report, addendum to an environmental impact report, or other type of additional environmental review, except a mitigated negative declaration, including, but not limited to an expanded negative declaration, shall be required of any Reserved Discretionary Approval or other subsequent approval concerning the Project unless:

- (a) The Reserved Discretionary Approval or other subsequent approval concerning does not substantially comply with the approved Design Guidelines of the Project Entitlements for the uses, such as residential, for which there has been adequate environmental review; or,
- (b) The Reserved Discretionary Approval or other subsequent approval concerning proposes land uses, population densities or building intensities which are greater than permitted by the Project Entitlements; or,
- (c) The Reserved Discretionary Approval or other subsequent approval concerning does not substantially comply with the approved Design Guidelines of the Project Entitlements and/or proposes land uses population densities or building intensities which are greater than permitted by the Project Entitlements and these changes directly cause significant environmental impacts that were not discussed in the earlier environmental impact report.

Notwithstanding the foregoing, a subsequent or supplemental environmental impact report shall be required whenever the standards of Public Resources Code Section 21666 and CEQA Guidelines Section 15166, or either, are met.

- (d) A court or tribunal of competent jurisdiction requires such additional environmental review of the Reserved Discretionary Approval or other subsequent approval, or otherwise determines the Project must submit to additional environmental review.

ARTICLE 3

OBLIGATIONS OF DEVELOPER

3.1. OBLIGATIONS.

In consideration of the City entering into this Agreement, Developer agrees and acknowledges as follows:

(a) That it will comply with this Agreement and all of the Project Entitlements, including, but not limited to, all conditions of approval identified in each of the components of the Project Entitlements.

(b) That an express condition to the City's issuance of any permits to or for the benefit of the Project shall be the financing and construction of those Infrastructure Improvements in the Master Plan on such terms and at such times as the City, in its sole discretion, deems necessary and appropriate in order to provide infrastructure service to the Project.

(c) That the City's execution of this Agreement is a material consideration for Developer's acceptance of, and agreement to comply with, the foregoing. Developer shall only make those dedications, and otherwise be subject to those conditions and exactions that are expressly set forth in this Agreement, the Project Entitlements and the Effective Standards.

(d) That the Developer's agreement to perform, and Developer's performance of, the obligations of Developer under this Agreement are a material consideration for City's acceptance of, and agreement to comply with, the terms of this Agreement.

ARTICLE 4

OBLIGATIONS OF CITY

4.1. CITY PROCESSING AND REVIEW.

The City shall allow the uses on the Property that are permitted by this Agreement and the Vested Components. Subject to the applicable regulations and the Project Entitlements, City agrees that upon payment of all applicable fees and costs by Developer, City will accept for processing and review the Reserved Discretionary Approvals or other entitlements necessary to accomplish the goals and purposes set forth in the Project Entitlements, without restriction as to number as set forth in this Article. Such applications will be processed in compliance with statutory and municipal code provisions. Notwithstanding any other provisions contained herein to the contrary, failure to meet any of the time lines set forth in this Article shall not be deemed to be a breach of this Agreement by City and shall not relieve Developer of any obligations under this Agreement, provided that City is operating in good faith hereunder.

4.2. COOPERATION BETWEEN CITY AND DEVELOPER.

Obtaining required permits is the sole and absolute obligation of the Developer. Notwithstanding Developer's sole obligation to properly obtain all permits required under this Agreement, the City agrees to reasonably cooperate with Developer in securing all permits which may be required by City.

4.3. ANNUAL REVIEW.

The City shall review the extent of good faith compliance by Developer, or its successors in interest, with the terms of this Agreement at least every twelve (12) months from the Effective Date, at which time the Developer, or successors in interest thereto, shall be required to demonstrate good faith compliance with the terms of this Agreement. Developer, on or before June 1 of each year during the Initial Term and any extensions thereof, shall meet with the Community Development Director and provide the Community Development Director the information requested by the Community Development Director to demonstrate Developer's compliance with the terms of this Agreement. The Community Development Director shall review the information submitted by Developer and shall prepare a staff report to the City Council for its consideration, in accordance with the requirements of the Development Agreement Ordinance. The City Council, after a public hearing, shall determine on the basis of substantial evidence whether or not the Developer has, for the period under review, demonstrated good faith compliance with the terms and conditions of this Agreement. The failure of any review or annual review of the Agreement to occur shall not terminate, void, make voidable, or otherwise adversely affect this Agreement.

The City shall deposit in the mail or fax to the Developer a copy of all staff reports and related exhibits concerning contract performance at least seven (7) days prior to the public hearing on such periodic review. Developer shall be permitted an opportunity to be heard orally or in

writing regarding its performance under this Agreement before the City Council and, if the matter is referred to the Planning Commission, before said Planning Commission.

If the City determines after the hearing on the basis of substantial evidence that Developer has not complied in good faith with the terms and conditions of this Agreement, the City shall provide written notice thereof to Developer. Said notice shall specify the nature of the alleged failure and, where appropriate, the manner and period of time in which the failure might be satisfactorily cured. If the nature of the alleged failure is such that it cannot reasonably be cured within three (3) months, the commencement of the cure within such time period and diligent prosecution to completion of the cure shall be deemed a cure, except that failure to cure such default within thirty (30) days of Developer's commencement of a good faith effort to cure shall be deemed a breach of this Agreement.

During any period of curing, the Developer shall not be considered in default for the purposes of termination or institution of legal proceedings as long as Developer is diligently prosecuting such cure to completion.

ARTICLE 5

MORTGAGE PROTECTION

5.1. ENCUMBRANCES ON THE PROPERTY.

The Parties hereto agree that this Agreement shall not prevent or limit the Developer, in any manner, at the Developer's sole and absolute discretion, from encumbering the Property or any portion thereof or any improvements thereon with any mortgage or deed of trust securing financing with respect to the construction, development, use or operation of the Project. The City acknowledges that Mortgagee may request certain modifications to this Agreement, and the City agrees, upon request, from time to time, to meet with Developer and/or any representatives of such Mortgagee to negotiate in good faith any such request for modification. The City further agrees that it will consider any such requested modification to this Agreement provided the proposed modification is consistent with the overall intent of the Master Plan and the Project Entitlements and with any agreements between the City and the Developer. Notwithstanding anything contained in this Section 5.1 to the contrary, the decision on whether to accept and approve any requested modification of this Agreement rests within the reasonable judgment and discretion of the City. Any Mortgagee and its successor and assigns shall be entitled to the rights and privileges set forth in this section.

5.2. MORTGAGE PROTECTION.

This Agreement shall be superior and senior to the lien of any mortgage or deed of trust recorded against the Property. Notwithstanding the foregoing, no breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage or deed of trust made in good faith and for value, and any acquisition or acceptance of title or any right or interest in or with respect to the Property or any portion thereof by a Mortgagee (whether pursuant to foreclosure, trustee's sale, deed in lieu of foreclosure, lease termination or otherwise) shall be subject to all of the terms and conditions of this Agreement. However, notwithstanding these provisions, no Mortgagee shall have any obligation or duty under this Agreement to perform the obligations of the Developer or other affirmative covenants of Developer hereunder, or to guarantee such performance, except that, to the extent that any covenant to be performed by the Developer is a condition to the performance of a covenant by the City, the performance thereof shall continue to be a condition precedent to the City's performance hereunder.

5.3. MORTGAGEE NOTICE AND RIGHT TO CURE DEFAULT.

A Mortgagee may elect to receive notice of any default or non-compliance under City Code and/or notice of public hearing under City Municipal Code by furnishing both the Developer and the City prior written notice of such election by personal delivery, or by certified mail—return receipt requested. In such case, the Mortgagee shall have the right to (a) cure a default, or (b) show good faith compliance, as provided in the Agreement and the City Municipal Code.

ARTICLE 6

ESTOPPEL CERTIFICATE.

Either Party may, at any time, and from time to time, deliver written notice to the other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party: (i) this Agreement is in full force and effect and a binding obligation of the Parties, (ii) this Agreement has not been amended or modified either orally or in writing, or if so amended, identifying the amendments, and (iii) the requesting Party is not known to be in default of the performance of its obligations under this Agreement, or if in default, to describe therein the nature and amount of any such defaults. A Party receiving a request hereunder shall execute and return such certificate within thirty (30) days following the receipt thereof. The Community Development Director, or any other individual designated in writing by the City, shall issue such certification on behalf of the City. If the certifying Party fails to execute and deliver such statement to the requesting Party within such time, the requesting Party shall submit a second request in which the other Party to this Agreement shall have ten (10) business days to execute and deliver to the requesting Party a statement certifying the above listed information.

The City acknowledges that a certificate hereunder may be relied upon by assignees and other persons having an interest in the Property, including Mortgagees.

For any estoppel certificates requested in a single year the City may charge Developer a reasonable fee directly related to the actual cost to review the request, investigate the facts and performance of Developer under this Agreement, and prepare the certificate. Said fee shall be paid by Developer to the City before the City releases the executed certificate.

ARTICLE 7

INSURANCE

7.1. COVERAGE.

~~7.1.1. Insurance.~~ At all times that Developer is designing, engineering, or constructing any improvements that will become public improvements, Developer shall take out and maintain, or shall have maintained, insurance policies with coverage at least as broad as follows:

Commented [TDM7]: Removal per First Amendment of Development Agreement

~~i. Workers Compensation Coverage.~~ Developer shall maintain Worker's Compensation Insurance and Employer's Liability Insurance for its employees in accordance with the laws of the State of California. In addition, Developer shall require each subcontractor to similarly maintain worker's compensation insurance and employer's liability insurance in accordance with the laws of the State of California for all of subcontractor's employees. Any notice of cancellation, non-renewal or modification of any Workers' compensation policies must be received by the City at least thirty (30) days prior to such termination, non-renewal or modification. The insurer shall agree to waive all rights of subrogation against City, its officials, officers, agents, employees and volunteers for losses arising from work performed by Developer or its contractors or subcontractors for the design, engineering and construction of public improvements under this Agreement.

~~ii. General Liability Coverage.~~ Developer shall maintain commercial general liability insurance in an amount not less than one million dollars (\$1,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the design, engineering, and construction of public facilities to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit identified in this paragraph.

~~iii. Automobile Liability Coverage.~~ Developer shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the design, engineering, and construction of public facilities to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars (\$1,000,000) combined single limit for each occurrence.

A. Minimum Scope and Limits of Insurance: At all times that Developer is designing, engineering, or constructing any improvements that will become public improvements, Developer shall maintain, or shall have maintained by its contractors and/or consultants, insurance policies with coverage at least as the following:

(1) Commercial General Liability (CGL): Insurance Services Office (ISO) Form CG 000 I 1207 covering CGL on an "occurrence" basis, including products-completed operations, personal and advertising injury, with limits no less than TWO MILLION AND NO/100 DOLLARS (\$2,000,000) per occurrence. If a general aggregate limit applies,

either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be FOUR MILLION AND NO/100 DOLLARS (\$4,000,000).

(2) Automobile Liability: ISO Form Number CA 00 0 1 covering any auto (Code I), or if Developer has no owned autos, hired (Code 8), and non-owned autos (Code 9), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.

(3) Workers' Compensation: As required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease.

(4) Professional Liability Coverage: Each individual or entity hired by Developer for the provision of professional services will maintain Professional Liability coverage with limits no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per occurrence or claim, and TWO MILLION AND NO/100 DOLLARS (\$2,000,000) policy aggregate

The required insurance policies shall be 'occurrence' policies and not 'claims-made' coverage, with the exception of Professional Liability Coverage. Each individual and entity required to have Professional Liability Coverage hereunder shall either maintain such Professional Liability Coverage or, if such coverage is terminated, tail coverage through the fifth (5th) year anniversary of: (i) the expiration of the Initial Term, as may be extended, or (ii) the termination of this Agreement, whichever occurs first.

Developer may maintain an Umbrella policy in conjunction with the insurance policies referenced above. In such case, Developer shall be deemed to have satisfied the insurance requirements of this Agreement as long as: (i) the coverage limits of the Umbrella policy and of the underlying liability policy(ies), when combined, satisfy each of the per occurrence and aggregate requirements identified in this Subsection A.; and (ii) coverage under the Umbrella policy is as broad as and includes all incidents and events covered by the underlying insurance that it supplements.

B. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by City. City may require Developer to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, City may require Developer to provide a financial guarantee satisfactory to City guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention.

C. Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:

(1) General Liability and Automobile Liability Coverages.

(a) City and its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Developer including materials, parts, or equipment furnished in connection with such work or operations; products used by the Developer; or automobiles owned, leased, hired or borrowed by the Developer. General liability coverage can be provided in the form of an endorsement to the Developer's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to City, its officers, officials, employees or volunteers.

(b) For any claims related to this Agreement, Developer's insurance coverage shall be primary insurance and non-contributory with respect to City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by City and/or its officers, officials, employees, or volunteers shall be in excess of Developer's coverage.

(c) Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to City, its officers, officials, employees or volunteers.

(d) Developer's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

D. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

E. Verification of Coverage. Developer shall furnish City with original certificates and amendatory endorsements or copies of Developer's policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Developer's obligation to provide them. City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

F. Waiver of Subrogation. Developer hereby grants to City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Developer may acquire against City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Developer shall obtain endorsements necessary to effect this waiver of subrogation and agrees that this provision applies regardless of whether or not City has received a waiver of subrogation endorsement from an insurer of Developer.

G. Special Risks or Circumstances. City reserves the right to

modify the insurance requirements contained in this Agreement, including, without limitation, coverage limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Commented [TDM8]: Inclusion per First Amendment of Development Agreement

7.2. DEDUCTIBLES AND SELF-INSURED RETENTIONS.

Any deductibles or self-insured retentions must be declared to and approved by the City, in the reasonable discretion of the City. At the City's option, Developer shall demonstrate financial capability for payment of such deductibles or self-insured retentions.

7.3. ADDITIONAL INSURED ENDORSEMENT.

Each general liability and automobile liability insurance policy shall be endorsed with the following specific language:

i. The City, its elected or appointed officers, officials, employees, agents, representatives and volunteers shall be covered as additional insureds on all such policies of insurance with respect to liability arising out of design, engineering, and construction of public improvements performed by or on behalf of the Developer, including materials, parts or equipment furnished in connection with such design, engineering, and construction activities.

ii. These policies of insurance shall be considered primary and non-contributory insurance as respects the City, its elected or appointed officers, officials, employees, agents, representatives and volunteers. Any insurance maintained by the City, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with the policies of insurance obtained by Developer.

iii. These policies of insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.

iv. The insurer waives all rights of subrogation against the City, its elected or appointed officers, officials, employees, agents, representatives or volunteers.

v. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents, representatives or volunteers.

vi. The insurance provided by these policies shall not be suspended, voided, canceled, modified or reduced in coverage or in limits except after thirty (30) days written notice has been received by the City.

vii. The general liability insurance coverage shall be at least as broad as Insurance Services Office commercial general liability coverage (occurrence form CG0001 1188). The automobile liability insurance coverage shall be at least as broad as Insurance Services Office form number CA 0001 0692 Code 1 (any auto).

7.4. PRIORITY OF POLICIES.

The Developer's insurance coverage shall be primary insurance regarding the City, its elected and appointed officers, officials, employees, agents, representatives and volunteers. Any insurance or self-insurance maintained by the City or City's elected and appointed officers, officials, employees, agents, representatives or volunteers shall be excess of the Developer's insurance and shall not contribute with Developer's insurance.

7.5. COMPLIANCE.

Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City or its elected and appointed officers, officials, employees, agents, representatives and volunteers.

7.6. APPLICATION.

The Developer's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

7.7. NOTICE OF CANCELLATION.

Each insurance policy required by this Article 7 shall be endorsed to state that coverage shall not be suspended, voided, canceled except after thirty (30) days' prior written notice has been given to City. The Developer shall promptly notify, or cause the insurance carrier to promptly notify, the City of any change in the insurance policy or policies required under this Agreement, including, without limitation, any reduction in coverage or in limits of the required policy or policies.

7.8. INSURANCE RATING.

Each general liability and automobile liability insurance policy shall be with insurers possessing a Best's rating of no less than A:VII and which are licensed to conduct business in California.

7.9. CONTRACTORS AND SUBCONTRACTORS.

Developer shall require that all of its contractors and subcontractors involved in the design, engineering, and construction of public facilities under this Agreement are subject to the insurance and indemnity requirements stated herein, or shall include all subcontractors as additional named insureds under its insurance policies.

7.10. PROOF OF INSURANCE.

At least ten (10) days prior to the commencement of design, engineering or construction of any improvements which will become public improvements, Developer shall furnish City with certificates of insurance and with original endorsements effecting coverage required by this Agreement, including, without limitation, those effecting coverage for contractors and subcontractors of the Developer. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements shall be received and, in City's sole and absolute discretion, approved by City. City reserves the right to require complete copies of all required insurance policies and endorsements, at any time.

7.11. LIMITATION OF LIABILITY.

The limits of insurance described herein shall not limit the liability of the Developer and Developer's officers, employees, agents, representatives, contractors or subcontractors.

ARTICLE 8

EXTENSION, CANCELLATION, TERMINATION, EXTENSION, DEFAULT, ENFORCEMENT AND REMEDIES

8.1. EXTENSION

8.1.1. Extension of Terms. Provided that Developer is not then in default under any provision of this Agreement and further provided that neither City nor Developer has terminated this Agreement, City and Developer agree that it be mutually desirable for the Initial Term to be extended. The Developer may request in writing, at least thirty (30) days before the expiration of the Initial Term, as may be extended, that the City extend the Initial Term of this Agreement. Upon the consent of the City the Agreement may be extended for one additional five (5) year period. Such extension shall constitute an amendment to this Agreement subject to the provisions of this Agreement regarding amendments, including Government Code section 65868.

8.1.2. Extension of Term Upon Legal Challenge. If any litigation affecting the Property or Project is filed challenging this Agreement, any Project Entitlement, or any Reserved Discretionary Approval granted pursuant to this Agreement (including but not limited to any environmental determinations relating to any of the foregoing), or otherwise raising issues of the validity and binding nature of this Agreement, the Initial Term of this Agreement shall be extended for the period of time from the date of the filing of such litigation until the conclusion of such litigation by dismissal or final entry of judgment, and the Developer and City shall execute an amendment to this Agreement setting forth the period of any such extension and may record a notice to such effect. The extension of time shall not be applicable if the Developer is the plaintiff or petitioner in the litigation unless a court of competent jurisdiction orders an extension based on a finding that the action filed was in good faith. The filing of any third party lawsuit(s) against City or Developer relating to this Agreement, the Project Entitlements, or the Reserved Discretionary Approvals shall not delay or stop the development, processing or construction of the Project or approval of any Reserved Discretionary Approvals, unless enjoined by a court of competent jurisdiction, except that Developer proceeds with such development processing or construction at Developer's sole and absolute risk. Nothing in the foregoing shall be construed to relieve Developer of its obligation to pay necessary application fees, or be reimbursed for application fees paid. City shall not stipulate to the issuance of any such order.

8.1.3 Automatic Extension—Force Majeure. In addition to specific provisions of this Agreement, performance by either Party hereunder shall not be deemed to be in default where delays or defaults are due to war, insurrection, strikes, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than the City, enactment of conflicting state or federal laws or regulations, or new or supplementary environmental regulation enacted by the state or federal government or litigation. An extension of time for such cause shall be granted in writing by City for the period of the enforced delay or longer, as may mutually agreed upon.

8.1.4 Term of Subdivision Maps, Vested Components and Permits.

(a) Except for fees relating thereto, the term of any parcel map, tentative subdivision map, vesting parcel map or vesting tentative subdivision map, any subdivision improvement agreement related to the development of the Property or any portion thereof, and all Vested Components shall automatically be extended (pursuant to Government Code Section 66452.6(a)) for the longer of:

(i) the Initial Term, as may be extended from time to time under the terms of this Agreement; or

(ii) the term of the particular map otherwise allowed under the Subdivision Map Act (Government Code Section 66410 et seq.) and the City's subdivision ordinance.

(b) The term of any use permits or other entitlements for development for all or any part of the Property shall be extended (pursuant to Government Code Section 65863.9) for the longer of:

(i) the Initial Term, as may be extended from time to time under the terms of this Agreement;

(ii) the term of that permit or entitlement; or

(iii) the term of a subdivision map or parcel map relating to that portion of the Property that is the subject of the permit or other entitlement.

8.2. CANCELLATION

8.2.1. Cancellation by Mutual Consent. This Agreement may be canceled in whole or in part, by mutual consent of the Parties to the Agreement or their successors in interest in conformance with Government Code section 65868 and City Code Section 16.44.130.

8.2.2. Cancellation for Non-Compliance. Pursuant to City Code Section 16.44.140, the City may terminate or cancel this Agreement, or impose new terms or conditions as the City, in its sole discretion, determines reasonable, upon a finding that the Developer has not complied with the terms and conditions of this Agreement and has failed to cure such noncompliance. This provision is subject to the notice, hearing and cure provisions of City Code Section 16.44.140.

8.2.3. Rights Upon Cancellation or Termination. The rights of the Parties in the event that this Agreement is canceled or otherwise terminated are set forth in Section 16.44.130 of the City Code. In no event shall Developer be entitled to any damages against City upon cancellation or termination of this Agreement.

8.3. TERMINATION

8.3.1. Termination Date. This Agreement shall be deemed terminated ("Termination Date") and of no further effect upon the occurrence of any of the following events:

- (a) Expiration of the Initial Term, as may be extended from time to time under the terms of this Agreement;
- (b) Entry after all appeals have been exhausted of a final court judgment or issuance of a final court order directed to the City to set aside, withdraw, or abrogate the City's approval of this Agreement or any material part thereof; or
- (c) The effective date of a Party's election to terminate the Agreement as provided in this Agreement; or
- (d) When the Property has been fully developed and all of the Developer's obligations in connection therewith are satisfied as determined by the City.

8.3.2. Recordation Upon Termination. Upon termination of this Agreement pursuant to Section 8.3.1, the City shall record a notice of such termination in a form satisfactory to the City Attorney that the Agreement has been terminated. This Agreement shall automatically terminate and be of no further force or effect as to any single-family residence or any non-residential building, and the lot or parcel upon which such residence is located, when it has been approved by the City for occupancy.

8.3.3. Effect Of Termination on Developer Obligations. Termination of this Agreement as to the Developer of the Property or any portion thereof shall not affect any of the Developer's obligations to comply with the General Plan and the terms and conditions of any applicable zoning, or subdivision map or other land use entitlements approved with respect to the Property, ~~nor shall it affect the provisions for affordable housing in Section 2.6.3 hereof, or any other covenants or any other development requirements specified in this Agreement to continue after the termination of this Agreement, or obligations to pay assessments, liens, fees or taxes.~~

Commented [TDM9]: Removal per First Amendment of Development Agreement

8.3.4. Effect Upon Termination on City. Upon any termination of this Agreement as to the Developer of the Property, or any portion thereof, the entitlements, conditions of development, limitations on fees and all other terms and conditions of this Agreement shall no longer be vested hereby with respect to the Property affected by such termination (provided vesting of such entitlements, conditions or fees may then be established for such Property pursuant to then existing planning and zoning law), and the City shall no longer be limited, by this Agreement, to make any changes or modifications to such entitlements, conditions or fees applicable to such property.

8.4. DEFAULT

8.4.1. Default by Developer. Failure or unreasonable delay by Developer to perform any term, provision, or condition of this Agreement, or creation by Developer of a condition or circumstance which will render such performance impossible, for a period of thirty (30) days after written notice thereof from the City shall constitute a default under this Agreement, subject to

extensions of time by mutual consent in writing. Said notice shall specify the nature of the alleged default and, where appropriate, the manner and period of time in which said default might be satisfactorily cured. If the nature of the alleged default, with the exception of any failure to pay money, is such that it cannot reasonably be cured within such thirty (30) day period, the commencement of the cure within such time period and the good faith diligent pursuit to completion of the cure shall be deemed a cure within such period, except that failure to cure such default within thirty (30) days of Developer's commencement of a good faith effort to cure shall be deemed a breach of this Agreement. During any period of curing, the Developer shall not be considered in default for the purposes of termination or institution of legal proceedings. If the default is cured, then no default shall exist and the noticing Party shall take no further action.

Subject to the foregoing, after notice and expiration of the thirty (30) day period without cure or commencing to cure, the City, at its option, may institute legal proceedings pursuant to this Agreement and/or give notice of intent to terminate the Agreement pursuant to Government Code Section 65868. Following such notice of intent to terminate, the matter shall be scheduled for consideration and review by the City Council in the manner set forth in Government Code Sections 65865, 65867, and 65868.

Following consideration of the evidence presented in said review before the City Council, and a determination by the City Council based thereon, the City, at its option, may give written notice of termination of this Agreement to the Developer by certified mail.

8.4.2. Default by City. In the event City defaults under the terms of this Agreement, Developer shall have all rights and remedies provided herein or under applicable law or equity (except as limited herein). Developer shall provide City with written notice of the default and the City shall have thirty (30) days to notify Developer of City's initial action to cure the default and ninety (90) days thereafter to cure the default.

8.4.3. Waiver of Default. Waiver of any default or breach of any provision of this Agreement by a Party shall not be deemed to be waiver of any subsequent default or breach, and shall not be construed to be a modification of the terms of this Agreement unless this Agreement is modified as provided herein. Either Party's consent to or approval of any act shall not be deemed to render unnecessary the obtaining of that Party's consent to or approval of any subsequent act by either Party.

8.5. NO AGENCY, JOINT VENTURE OR PARTNERSHIP.

8.5.1. No Relationship Created. It is specifically understood and agreed to by and between the Parties hereto that:

- (a) the subject development is a private development;
- (b) except for City projects, the City has no interest or responsibilities for, or duty to, third parties concerning any improvements until such time, and only until such time, that the City formally accepts the dedication of such improvements;

(c) the Developer shall have full power over and exclusive control of the Project and the Project site, subject only to the limitations and obligations of Developer under Project Entitlements and this Agreement; and

(d) the City and Developer hereby renounce the existence of any form of agency relationship, partnership, joint venture, or a joint powers agreement under Government Code Section 6000 et seq., or otherwise, between the City and Developer and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating any such relationship between the City and Developer.

8.5.2. Representations by Developer. Developer shall not represent and conduct itself as an employee, agent, representative, or independent contractor of the City at any time during the term of this Agreement.

8.5.3. Authority of Parties. Developer shall not have the authority, express or implied, to act on behalf of, bind or obligate the City or any City department, City agent or City employee in any way without the express prior written consent of the City. City shall not have the authority, express or implied, to act on behalf of, bind or obligate Developer, Developer agent or Developer employee in any way without the express prior written consent of Developer.

8.6. INDEMNIFICATION.

8.6.1. Indemnity. Developer agrees to indemnify, defend and hold harmless the City and its elected or appointed officials, officers, employees, agents, representatives, independent contractors and volunteers (collectively the “**Indemnified Parties**”) from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all attorneys fees and other expenses which the Indemnified Parties, or any of them, may sustain or incur as a consequence of or in anyway related to Developer’s negligence, recklessness, or willful misconduct or its failure to perform or comply with any of its obligations or responsibilities contained in this Agreement. This indemnification shall survive the termination of this Agreement.

8.6.2. Attack of Proceedings. To the fullest extent permitted by law, Developer shall defend, indemnify, and hold harmless the Indemnified Parties, and each of them, from any claim, action, or proceeding against the Indemnified Parties, or any of them, to attack, set aside, void, or annul, an approval of the City of the FEIR, Project Entitlements, Vested Components, Vesting Tentative Maps or any other approval required for development of the Project.

8.6.3. Effect of Insurance. Developer’s obligation to defend, indemnify and hold the Indemnified Parties, and each of them, harmless under the provisions of this paragraph is not limited to or restricted by any requirement in this Agreement for Developer to procure and maintain a policy of insurance.

8.6.4. Defense of Claim. If any such claim, action, or proceeding is brought against the Indemnified Parties, or any of them, Developer, upon notice from City, shall defend the City at Developer’s expense by counsel satisfactory to City.

8.6.5. Notice of Claim. City shall promptly notify Developer of any claim, action, or proceeding against the Indemnified Parties, or any of them, relating to the performance, or omission to perform, any term or condition of this Agreement. The Indemnified Parties shall cooperate fully in the defense of such claim, action, or proceeding.

8.6.6. Assumption of Risk. Developer assumes all risk of damage to property or injury to persons resulting from the performance or omission to perform under this Agreement by Developer or Developer's agents, representatives, employees, contractors and subcontractors. Developer hereby waives all claims in respect thereof against the Indemnified Parties, and each of them.

8.7. GOVERNING LAW AND VENUE.

This Agreement shall be deemed to be made under, and shall be governed by and construed in accordance with, the laws of the State of California. Any action brought to enforce the terms or provisions of this Agreement shall be heard by the Superior Court for the State of California, County of Kings, which shall have venue over all legal proceedings involving this Agreement.

8.8. CUMULATIVE REMEDIES.

In addition to any other rights or remedies, City and Developer may institute legal or equitable proceedings to cure, correct or remedy any default, to specifically enforce any covenant or agreement herein to enjoin any threatened or attempted violation of the provisions of this Agreement.

8.9. CALIFORNIA TORT CLAIMS ACT.

Notwithstanding any term or condition of this Agreement, the provisions of the California Tort Claims Act (Division 3.6 (commencing at section 810) of Title 1 of the Government Code) are not waived by the City and shall apply to any claim against City arising out of any acts or conduct by any Party under the terms and conditions of this Agreement.

8.10. ATTORNEY FEES.

Notwithstanding any contrary provision of law or of this Agreement, each Party shall be solely responsible for the cost and expenses, including attorneys' fees, incurred by that Party in any proceeding whatsoever brought by any Party to this Agreement to enforce or construe the provisions of this Agreement.

8.11. JOINT AND SEVERAL LIABILITY.

If any Party consists of more than one person or entity, the liability of each person or entity signing this Agreement shall be joint and several.

8.12. COOPERATION IN THE EVENT OF LEGAL CHALLENGE.

At the Developer's sole cost and in the event of any legal or equitable act, action, or other proceeding instituted by a third party, other governmental entity or official challenging the validity of any provision of this Agreement, the Parties hereby agree to cooperate in defending said action or proceedings. If Developer elects to file a validation action in order to confirm validity of this Agreement, City agrees to cooperate with Developer, at no cost to City, in such litigation and further agrees to refrain from raising any arguments that challenge the validity of this Agreement.

ARTICLE 9

MISCELLANEOUS PROVISIONS

9.1. AUTHORITY.

All Parties to this Agreement warrant and represent that they have the power and authority to enter into this Agreement in the names, titles and capacities herein stated and on behalf of any entities, persons, estates or firms represented or purported to be represented by such entity(s), person(s), estate(s) or firm(s) and that all formal requirements necessary or required by any state and/or federal law in order to enter into this Agreement have been fully complied with. Each Party to this Agreement further represents that by entering into this Agreement, such Party is not, and shall not be, in breach of the terms or conditions of any other contract or agreement to which such Party is obligated, which such breach would have a material effect hereon.

9.2. DOCUMENT PREPARATION.

This Agreement will not be construed against the Party preparing it, but will be construed as if prepared by all Parties.

9.3. ADVICE OF ATTORNEY.

Each Party warrants and represents that in executing this Agreement, it has received independent legal advice from its attorneys or the opportunity to seek such advice.

9.4. CONSTRUCTION.

9.4.1. Captions. Headings or captions to the provisions of this Agreement are solely for the convenience of the Parties, are not part of this Agreement, and shall not be used to interpret or determine the validity of this Agreement. Any ambiguity in this Agreement shall not be construed against the drafter, but rather the terms and provisions hereof shall be given a reasonable interpretation as if both Parties had in fact drafted this Agreement.

9.4.2. Numbers and Gender. In this Agreement, the neuter gender includes the feminine and masculine, and the singular includes the plural, the word "person" includes corporations, partnerships, firms or associations, wherever the context so requires.

9.4.3. Mandatory and Permissive. "Shall" and "will" and "agrees" are mandatory. "May" is permissive.

9.5. TIME IS OF THE ESSENCE.

Time is of the essence of this Agreement and each covenant and term a condition herein.

9.6. CONFLICT OF INTEREST.

Neither a City employee whose position in City enables such employee to influence the award or administration of this Agreement or any competing Agreement, nor a spouse or economic dependent of such an employee, shall be employed, hired or retained in any capacity, either directly or indirectly, by the Developer, or have any other direct or indirect financial interest in this Agreement, during the term of this Agreement and for a period of two (2) years after the termination of this Agreement.

9.7. NO THIRD PARTY BENEFICIARY.

Nothing herein shall be construed to create any right of a third party to enforce this Agreement or to seek any benefit therefrom.

9.8. NOTICE.

All notices under this Agreement to the parties listed below will be in writing and will be given by personal delivery; or by registered or certified U.S. mail, postage prepaid, return receipt requested; or by facsimile if transmitted by a machine that produces a transmission report verifying the date and time of transmission and the telephone number to which transmitted, and a confirming hard copy is mailed to the recipient; or by overnight delivery service that issues a receipt and addressed to the appropriate party as the address set forth below. Notice given (a) by personal delivery will be effective upon delivery, (b) by mail will be effective upon receipt or three (3) calendar days after the postmark date, whichever is earlier; (c) by facsimile will be effective on the date shown on the transmission receipt; and (d) by overnight service will be effective on the date of receipt.

To City:	City of Hanford 317 North Douty Street Hanford, CA 93230 Attn: Director of Community Development Telephone: (559)585-2580 Facsimile: (559) 583-1633
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With a copy to: City of Hanford
317 North Douty Street
Hanford, CA 93230
Attn: City Manager
Telephone: (559) 585-2580
Facsimile: (559) 583-1633

With a copy to: Griswold, LaSalle, Cobb, Dowd & Gin, L.L.P.
111 East Seventh Street
Hanford, CA 93230
Attn: Robert M. Dowd and Ty N. Mizote
Telephone: (559) 584-6646
Facsimile: (559) 582-3106

To Developer: MMV Development, LLC
550 Harvest Park Drive
Suite A
Brentwood, CA 94513
Attn: Manny Vierra
Telephone: (925) 634-8890
Facsimile: (925) 634-9651

With a copy to: MMV Development, LLC
550 Harvest Park Drive
Suite A
Brentwood, CA 94513
Attn: Norm Allinder
Telephone: (925) 634-8890
Facsimile: (925) 634-9651

With a Copy to: Petrulakis Jensen & Friedrich, LLP
1130 12th Street, Suite B
Modesto, CA 95354
Attn: George A. Petrulakis, Esq.
Phone: (209) 522-0500
Fax: (209) 522-0700

The Parties hereby agree that notices may be given hereunder by the Parties' respective counsel and that, if any communication is to be given hereunder by Developer's or City's counsel, such counsel may communicate directly with all principals as required to comply with the provisions of this Section. A Party may change or supplement the addresses given above, or designate additional addressees, for purposes of this Agreement by giving the other Party written notice of the new address in the manner set forth above.

9.9. SEVERABILITY.

If any portion of this Agreement or application thereof to any person or circumstance shall be declared invalid by a court of competent jurisdiction or if it is found in contravention of any federal, state or City statute, ordinance or regulation, the remaining provisions of this Agreement or the application thereof shall not be invalidated thereby and shall remain in full force and effect to the extent that the provisions of this Agreement are declared severable.

9.10. ENTIRE AGREEMENT.

This Agreement supersedes any and all other agreements, either oral or in writing, between any of the Parties herein with respect to the subject matter hereof and contains all the agreements between the Parties with respect to such matter. Each Party acknowledges that no representations, inducements, promises or agreements, oral or otherwise, have been made by any Party, or anyone acting on behalf of any Party, which is not embodied herein, and that no other agreement, statement or promise not contained in this Agreement shall be valid or binding.

9.11 EXECUTION IN COUNTERPARTS.

This Agreement may be executed in any number of duplicate counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same agreement.

--- SIGNATURE LINES ON FOLLOWING PAGE ---

IN WITNESS WHEREOF, the Parties have executed this Agreement on the day and year first hereinabove written.

“CITY”

City of Hanford

“DEVELOPER”

MMV Development, LLC, a California corporation

By: _____
David G. Ayers
Its: Mayor

By: _____
Manny Vierra
Its: President

ATTEST:
HANFORD CITY CLERK

By: _____
Karen Madruga
Its: City Clerk

APPROVED AS TO FORM:
CITY ATTORNEY

By _____

**NOTARY ACKNOWLEDGEMENTS TO
DEVELOPMENT AGREEMENT "LIVE OAK"**

STATE OF CALIFORNIA)
)ss
COUNTY OF)

On _____, before me, _____, a notary public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity(ies) upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(SEAL)

Notary Public

STATE OF CALIFORNIA)
)ss
COUNTY OF)

On _____, before me, _____, a notary public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity(ies) upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(SEAL)

Notary Public

SCHEDULE OF EXHIBITS

Exhibit "A"	Property: Map
Exhibit "B"	Property: Legal Description
Exhibit "C"	Planned Unit Development Resolution
Exhibit "D"	Master Plan
Exhibit "E"	Vesting Tentative Map
Exhibit "F"	Live Oak Residential Fee Schedule

EXHIBIT A
PROPERTY: MAP

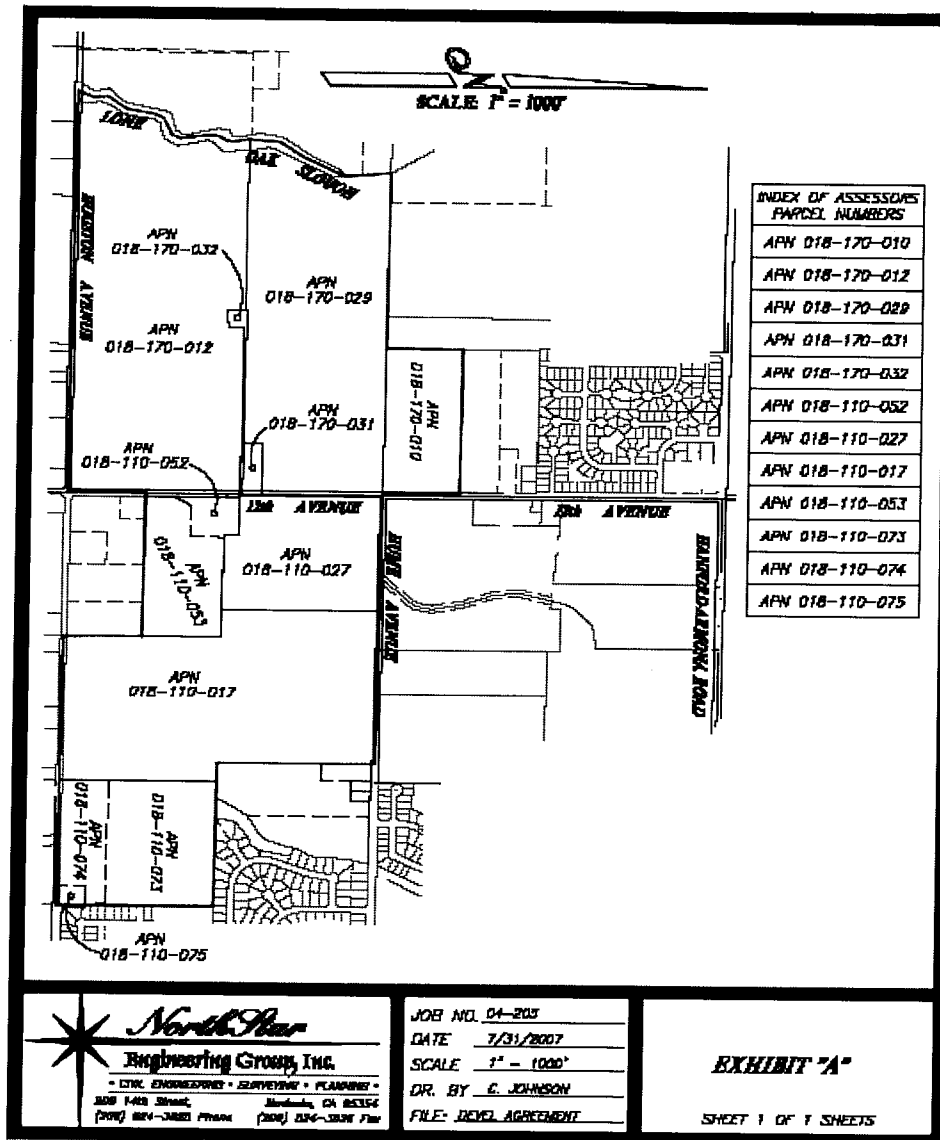
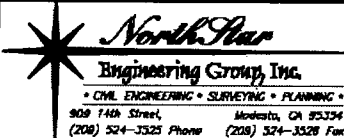


EXHIBIT B
PROPERTY: LEGAL DESCRIPTION

MASTER PLAN AREA IS COMPRISED OF THE FOLLOWING ASSESSORS PARCELS:
APN 018-170-010
APN 018-170-012
APN 018-170-029
APN 018-170-031
APN 018-170-032
APN 018-110-052
APN 018-110-027
APN 018-110-017
APN 018-110-053
APN 018-110-073
APN 018-110-074
APN 018-110-075



JOB NO. 04-205
 DATE 7/31/2007
 SCALE 1" = 1000'
 DR. BY G. JOHNSON
 FILE: DEVEL AGREEMENT

EXHIBIT 'B'

SHEET 1 OF 1 SHEETS

EXHIBIT C

PLANNED UNIT DEVELOPMENT RESOLUTION

EXHIBIT D
MASTER PLAN

EXHIBIT E
VESTING TENTATIVE MAPS

EXHIBIT F

LIVE OAK RESIDENTIAL FEE SCHEDULE

City of Hanford
Community Development Department
APPLICATION AND PROCESSING FEES—
January 1, 2009

(all City fees subject to change by City Council Resolution)

Application Fee	FY 2008
Major Pre-Application Review [50% credit of fee to application(s)]	\$ 9,497.00
Minor Pre-Application Review [75% credit of fee to application(s)]	1,886.00
Home Occupation	115.00
Certificate of Occupancy	249.00
Sign Application	242.00
Historic Review/Historic Designation of Site	1,706.00
Time Extensions	1,206.00
Administrative Permits: Approvals	1,631.00
Administrative Permits: Variances	2,906.00
Minor Land Division: Lot Line Adjustment	892.00
Minor Land Division: Certificate of Compliance	892.00
Site Plan Review	2,906.00
Major Land Division: Subdivision Map	5,998.00
Major Land Division: Parcel Map	3,954.00
Planning Commission: Conditional Use Permit/Change in Non-conforming Use	4,915.00
Planning Commission: Variances	4,915.00
Planning Commission: Planned Unit Development	6,667.00
City Council: General Plan Amendment	8,214.00
Pre-zoning, Rezoning, Zone Text Amendments	6,771.00
Annexations	9,631.00
Environmental Review (Initial Study)	955.00
Environmental Impact Report Processing (+ actual cost of EIR consultant)	7,369.00
Filing Fee (separate check payable to Kings County) for:	
Notice of Determination (Fish & Game)	85.00
Notice of Exemption	85.00
Fish and Game—Neg Dec/EIR	1,993.00/2,768.25
Other Fees	
Appeals to Planning Commission/City Council	1,000.00
Final Parcel Map	650.00
Final Subdivision Map	COST + \$200 Nonrefundable deposit
In Lieu Parking Fee	2,000/stall
Right-of-Way Abandonment	4,092.00
Agriculture Contract Cancellation + cost legal fees	5,162.00
Specific Plan/Master Plan	8,830.00
Design Review	1,037.00
Sale of	
General Plan Text and Map	60.00
Zoning Text and Map	60.00

General Plan Map	11.00
Zoning Text Map	11.00
Photocopy	.25/copy
Promotional Video	12.00
Relocation Packet Folder	2.00
BUILDING DEPARTMENT FEES – December 1, 2007	
All Building Department fees are calculated on square foot or unit cost, based on the building occupancy and construction type.	
Compliance Inspection	\$ 147.00
Reinspection Fee	105.00
Basic Building Permit for Swimming Pool	\$ 245.00 + seismic
Seismic Fees: 1-3 Story Residential	.0001 x valuation
Commercial	.00021 x valuation
School Fees: (not City fees, but collected for the school districts)	
Residential—(eff. 10/1/08—Pioneer School District \$4.06 sq. ft.)	\$ 2.97 sq. ft.
Commercial	.42 sq. ft.
PUBLIC WORKS DEPARTMENT FEES – July 1, 2009	
Public Street and Infrastructure Improvement Plan Review/Inspection Fee	
Schedule for Subdivisions and Site Development projects:	
6% of the first \$5,000.00 of improvement costs or fraction thereof	
5% of the next \$20,000.00 of improvement costs or fraction thereof	
4.5% of the next \$75,000.00 of improvement costs or fraction thereof	
3.5% of the next \$150,000.00 of improvement costs or fraction thereof	
2% of all amounts of improvement costs over \$250,000.00	
INFRASTRUCTURE FEES	
FIRE IMPACT FEES—July 1, 2009	
Single Family Residential	\$ 158.30/unit
Multi-family Residential	139.32/unit
Commercial	0.1874/sq. ft.
Industrial	0.0187/sq. ft.
POLICE IMPACT FEES—July 1, 2009	
Single Family Residential	\$ 302.11/unit
Multi-family Residential	265.87/unit
Commercial	0.3577/sq. ft.
Industrial	0.0356/sq. ft.
WATER IMPACT FEES—July 1, 2009	
Single Family Residential	\$1,843.22/unit
Multi-family Residential	1,419.42/unit
Commercial	1.1763/sq. ft.
Industrial	1.1231/sq. ft.
Public Use	0.2432/sq. ft.
Water Meter Inspection Fee (all land uses)	\$ 85.00/meter
Backflow Prevention Assembly Inspection Fee (all land uses)	\$ 80.00/assembly
WASTEWATER SYSTEM IMPACT FEES—July 1, 2009	
Wastewater Facilities (Collection System,*Treatment Plant, and Pond Relocation)	

*Note: Wastewater treatment portion of fee is based on standard household strength waste of 200 MG/L B.O.D. and 200 MG/L S.S. and 300 gal./day flow rate	
Single Family Residential	\$ 2,272.23/unit
Multi-family Residential	2,073.73/unit

WASTEWATER SYSTEM IMPACT FEES (continued)	
Commercial	1.2895/sq. ft.
Industrial	0.6446/sq. ft.
Public Use	0.2664/sq. ft.
PARK IMPACT FEES—July 1, 2009	
Single Family Residential	\$ 2,786.85/unit
Multi-family Residential	2,451.87/unit
Senior Housing and Mobile Homes	1,393.43/unit
STORM WATER IMPACT FEES—July 1, 2009	
Original City Limits (OCL) = area bounded by Grangeville Blvd. on the north; Hanford-Armona on the south; 10th Avenue on the east; and 11th Avenue on the west	
Single Family Residential (within OCL)	\$ 2,523.51/gross acre
Single Family Residential (outside OCL)	\$ 5,047.01/gross acre
Multi-family Residential, Commercial & Industrial (within OCL)	\$2,523.51/gross acre x "C" .35 x gross development acres
Multi-family Residential, Commercial & Industrial (outside OCL)	\$5,047.01/gross acre x "C" .35 x gross development acres
* "C" factor = runoff coefficient for that specific type of development	
REFUSE AND RECYCLING IMPACT FEE (July 1, 2009)	
Single Family Residential	\$ 309.59/unit
Multi-Family Residential	139.85/unit
Commercial *	* Subject to impact
Industrial *	assessment per
Other Non-Residential *	service required
Commercial, Industrial, Other Non-residential Rear-load refuse truck \$176,772/1,758 cubic yard/week = 100.55/cu.yd./week Rear-load dumpster cost 1cu.yd. = \$470.47; 2cu.yd. = \$563.87; 3cu.yd. = 692.30 (including sales tax & delivery) (times the number of containers required) Total Refuse and Recycling Development Impact Fee = Contingent on projected service needed For example, if the projected refuse service needs require a one cubic yard dumpster emptied once a week, the total RDIF would be \$571.02, calculated as follows: Truck cost share 1 cu. yd. x 1/week x \$100.55/cu. yd./wk \$ 100.55 One cubic yard dumpster <u>470.47</u> Total \$571.02	

If the projected refuse service needs require two 3-cubic yard dumpsters emptied three times a week, the RDIF would be calculated as follows:	
Truck cost share 2 (3 cu. yd. x 3/week) x \$100.55/cu. yd./wk.	\$1,809.90
Two three-cubic yard dumpster (2 x \$692.30)	<u>1,384.60</u>
Total	\$3,194.50
SANITARY SEWER AREA OF BENEFIT DISTRICT FEE (6/2/92)	
9th Avenue Area of Benefit District (10th Ave. to Hwy. 43):	
Area generally south of Hanford-Armona Road	\$ 899.81/acre
Area located between Hanford-Armona Rd. and Lacey Blvd.	1,337.60/acre
Area located between Lacey Blvd. and Grangeville Blvd.	2,015.10/acre
Area located between Grangeville Blvd. and Hwy. 43	2,778.62/acre
12th Ave. Area of Benefit District (11-1/2 Ave. to 13th Ave.):	
Area generally south of Hanford-Armona Road	\$ 621.92/acre
Area located between Hanford-Armona Rd. and Lacey Blvd.	960.01/acre
Area located between Lacey Blvd. and Grangeville Blvd.	1,305.25/acre
Area located between Grangeville Blvd. and Fargo Ave.	1,734.30/acre
Area located between Fargo Ave. and Flint Ave.	2,401.14/acre

TRANSPORTATION IMPACT FEES—July 1,2009	
Transportation Facilities - All Land Uses (see chart below for fee based on number of trip ends per use)	\$ 259.86/tripend

EXHIBIT A
TRANSPORTATION IMPACT FEES TRIPENDS
EFFECTIVE DATE: JULY 1, 2009

CATEGORIES	UNITS	TRIPENDS	FEE
	RESIDENTIAL		\$259.86/TRIPEND
Single Family	D.U.	9.53	\$ 2,476.47/D.U.
Apartment	D.U.	6.55	1,702.08/D.U.
Condominium	D.U.	5.69	1,478.60/D.U.
Mobile Home	D.U.	4.90	1,273.31/D.U.
Senior Adult Housing	D.U.	3.23	839.35/D.U.
	COMMERCIAL		
General/Specialty Retail	1,000 sf	40.58	10,545.12/1000 sf
Shopping Center	1,000 sf	41.42	10,763.40/1000 sf
Discount Store	1,000 sf	30.86	8,019.28/1000 sf
Hardware/Paint Store	1,000 sf	51.03	13,260.66/1000 sf
Furniture Store	1,000 sf	4.98	1,294.10/1000 sf
Bank	1,000 sf	49.59	12,886.46/1000 sf
Supermarket	1,000 sf	68.65	17,839.39/1000 sf
Convenience Market	1,000 sf	330.00	85,753.80/1000 sf
Gas & Service Station w/Mini-Mart	Fueling Position	90.67	23,561.51/fp
Gas/Service Station	Fueling Position	73.00	18,969.78/fp
Auto Repair/Car Center	1,000 sf	14.00	3,638.04/1000 sf
Car Sales	1,000 sf	14.50	3,767.97/1000 sf
Hotel/Motel	Room	8.95	2,325.75/Room
	RESTAURANT		
Quality	1,000 sf	36.40	9,458.96/1000 sf
High Turnover	1,000 sf	90.22	23,444.57/1000 sf
Fast Food	1,000 sf	220.60	57,325.12/1000 sf
	OFFICE		
General	1,000 sf	8.34	2,167.23/1000 sf
Medical/Dental	1,000 sf	27.31	7,096.78/1000 sf
Government	1,000 sf	68.93	17,912.15/1000 sf
	INDUSTRIAL		
General	1,000 sf	5.43	1,411.04/1000 sf
Mini-storage	1,000 sf	2.37	615.87/1000 sf
Warehousing	1,000 sf	3.83	995.26/1000 sf

Notes: (A) Tripend rates for other than those listed above shall be determined using trip generation statistics in the Institute of Transportation Engineers Trip General Manual, latest edition.

- (B) Tripends for development within the Central Parking and Improvement District shall be reduced by 20% to reflect captured trip rates for multi-use district. (Council Resolution 95-74-R).
- (C) Cost of improvement completed by developer on arterial and designated collectors will be credited against payment of the impact fee for that project.

DATE: September 15, 2020
TO: Hanford City Council
FROM: Forebay Farms and Blue Mountain Communities
RE: Request for 5-year Extension to Development Agreement for Live Oak Master Plan

Forebay Farms, LLC (“Forebay”) and Blue Mountain Communities have an interest in the Live Oak Project in Hanford, California, (the “Project”) are requesting a 5-year extension to the Development Agreement pursuant to Article 8.1.1 of the Development Agreement.

The effective date of the Development Agreement is July 16, 2020 (date of recording) and had an initial term of 12-years. Since the approval of the Development Agreement multiple tentative maps have been approved for the plan area.

- Engineering has been completed and Final Map recorded for Tract 902 (Live Oak North).
- Engineering and Final Map are in progress and near completion for Tract 909 (Live Oak West), pending reconciliation of the affordable housing and parks implementation matters.
- Engineering and Final Map for Tracts 865,881 and 912 (Live Oak East) will begin in the new year.

The development of the property has been hindered by the lingering effects of the great recession when the project was approved. Also, a portion of the property was in Williamson Act until 2015.

We appreciate your attention regarding this matter.

2.2 - Proposed Modification Live Oak Master Plan

Matrix of Changes - Table of Contents

Item	Description	Page - Sheet
1.	Removed Section 3.4.2 from the Table of Contents regarding Very Low Density Residential (VLD)	III
2.	Removed Table 3.2 from the Table of Contents regarding Very Low Density Residential (VLD)	VII
3.	Remove part of Section 1.1, 1st Paragraph, middle sentence regarding a gradual transition from farmland.	1-1
4.	Removed part of Section 1.1, 2nd Paragraph, last two sentences regarding Very Low Density Residential (VLD).	1-1
5.	Remove Part of Section 1.5, Chapter 3 section regarding affordable housing	1-4
6.	Removed Section 1.6.1(1) regarding affordable housing per current proposed Entitlement Amendment	1-5
7.	Removed Section 1.6.1(5) regarding land use transition to agricultural per current proposed Entitlement Amendment	1-5
8.	Removed part of Section 2.1, regarding Very Low Density Residential (VLD).	2-2
9.	Revised Table 2.1 "Plan Area General Plan Land Uses" to remove Very Low Density Residential (VLD) and adjust other land uses accordingly.	2-2
10.	Replaced Figure 2-1 "General Plan Land Use Map" to account for revised General Plan	2-3
11.	<i>Replaced Figure 2-1 "General Plan Land Use Map" to account for revised General Plan at the Southeast Corner of Hume Avenue and 12th Avenue.</i>	<i>2-3</i>
12.	Removed part of Section 3.1, regarding Very Low Density Residential (VLD).	3-1
13.	Removed part of Section 3.1, regarding a transition from urban to rural.	3-1
14.	Revised Table 3.1 "Land Use Table" to remove Very Low Density Residential (VLD) and adjust other uses accordingly.	3-1
15.	Removed part of Section 3.1, regarding Phase 3 and 4 incorporating Very Low Density (VLD).	3-2
16.	Removed part of Section 3.2, regarding ten moderate income housing.	3-2
17.	Removed Section 3.3(1) regarding affordable housing per current proposed Entitlement Amendment	3-2
18.	Removed Section 3.3(5) regarding land use transition to agricultural per current proposed Entitlement Amendment	3-2
19.	Replaced Figure 3-1 "Land Use Illustration" to account for revised Tentative Map Layouts	3-3

Attachment: Attachment 4 - Master Plan Mark Up (CD: Live Oak Development Amendment 2)

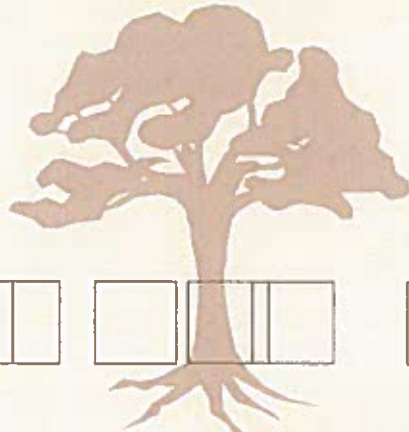
2.2 - Proposed Modification Live Oak Master Plan		
Matrix of Changes - Table of Contents		
Item	Description	Page - Sheet
20.	<i>Replaced Figure 3-1 "Land Use Illustration" to account for revised General Plan at the Southeast Corner of Hume Avenue and 12th Avenue</i>	3-3
21.	Removed parts of Section 3.4, regarding Very Low Density.	3-5
22.	Removed Section 3.4.1(b) regarding land use transition to agricultural per current proposed Entitlement Amendment	3-5
23.	Removed Section 3.4.1(j) regarding affordable housing per current proposed Entitlement Amendment	3-5
24.	Removed entire Section 3.4.2 regarding Very Low Density Residential (VLD)	3-6 to 3.9
25.	Removed entire Table 3.2 Very Low Density Residential (VLD) Standards	3-8 to 3.9
26.	Removed part of Section 3.4.3, regarding typical lot square-footage and percent of the project site.	3-10
27.	Removed part of Section 3.4.3, regarding garage location and structure visibility.	3-11
28.	Replace Table 3.3 regarding Low Density Residential Setbacks	3-12
29.	Revised part of Table 3.3, regarding Land Uses (Zone District, Density Range, Permitted Use, Administrative Approval, and Conditional Uses)	3-12
30.	Removed part of Table 3.3, regarding Lot Area and Lot Coverage	3-12
31.	Added to part of Table 3.3, regarding Lots Setbacks per the Table or in accordance with the Building Code	3-12
32.	Revised part of Table 3.3 highlighting Rear Yard Garage Setbacks	3-13
33.	Revised part of Table 3.3, highlighting porches.	3-13
34.	Removed part of Section 3.4.4, regarding Code requirements. Added reference to new Hanford Municipal Code	3-14
35.	Removed part of Section 3.4.4, regarding the use of alleys within small lot developments.	3-14
36.	Removed part of Table 3.4, regarding Lot Coverage	3-16
37.	Revised part of Table 3.4, regarding Corner Lot and Garage Setbacks	3-16
38.	Revised part of Table 3.4, regarding setbacks in distance between buildings	3-16

2.2 - Proposed Modification Live Oak Master Plan

Matrix of Changes - Table of Contents

Item	Description	Page - Sheet
39.	Removed part of Table 3.4, regarding Garage Rear Yard setback	3-17
40.	Removed part of Table 3.4, regarding garage in notes.	3-17
41.	Revised Part of Section 3.4.5(f), regarding Municipal Code Reference	3-18
42.	Removed part of Section 3.4.5(h), regarding street-loaded garages.	3-19
43.	Revised part of Table 3.5, regarding Land Uses (Zone District, Permitted Use, Administrative Approval, and Conditional Uses)	3-20
44.	Removed part of Table 3.5, regarding Lot Coverage	3-20
45.	Removed part of Table 3.5, regarding Lot Coverage	3-21
46.	Removed part of Table 3.5, regarding garage notes.	3-21
47.	Removed part of Section 3.4.6, regarding alternative garage placement.	3-22
48.	Removed part of Section 3.4.6(a), regarding alley loaded garages.	3-22
49.	Removed part of Section 3.4.6(c), regarding driveway apron widths.	3-22
50.	Removed part of Section 3.4.6(e), regarding garage alley loads.	3-22
51.	Removed part of Section 3.4.7, regarding corner lot porches.	3-23
52.	Removed part of Section 3.4.8(e), regarding the minimum height of the decorative wall.	3-24
53.	Removed part of Section 3.6.1 Houston Avenue 12th Avenue, regarding the entry design.	3-29
54.	Removed part of Section 3.7, regarding temporary project signs and marketing logos.	3-30
55.	Removed part of Section 3.8.1, regarding top fixtures heights	3-31
56.	Removed part of Section 3.8.1, regarding street fixtures heights	3-31
57.	Removed part of Section 3.9, regarding street trees.	3-32

2.2 - Proposed Modification Live Oak Master Plan		
Matrix of Changes - Table of Contents		
Item	Description	Page - Sheet
58.	Added sheet depicting new street tree types.	No Sheet #
59.	Removed part of figure 4-1, regarding Alley Loaded Streets being removed	4-3
60.	Removed part of figure 4-2, regarding Alley Loaded Streets being removed	4-4
61.	Removed Section 4.5, regarding alleyways.	4-14
62.	Removed part of Section 5.1, regarding the number of neighborhood parks.	5-1
63.	Removed part of Section 5.1, regarding fees for Community Park Facilities	5-1
64.	Replaced Figure 5-1 "Open Space Diagram" to account for revised Tentative Map Layouts	5-3
65.	<i>Replaced Figure 5-1 "Open Space Diagram" to account for revised General Plan at Southwest Corner of Hume Avenue and 12th Avenue</i>	<i>5-3</i>
66.	Removed part of Section 5.2, regarding the number of neighborhood parks.	5-6
67.	Removed part of Section 5.2, third paragraph, regarding neighborhood park #2.	5-6
68.	Removed one of images in Figure 5.2	5-8
69.	Removed part of Section 5.3, regarding Pocket park locations.	5-9
70.	Removed Section 5.3.1(d), regarding pocket park areas	5-9
71.	Removed Section 6.1.2(b) regarding Very Low Density Residential (VLD)	6-1 to 6.2
72.	Removed part of Section 6.2 (second paragraph, top of page 6-3) regarding Very Low Density Residential (VLD) as a buffer for Agriculture.	6-3
73.	Removed part of Section 8.2.2 (second paragraph, VLD Transition) regarding Very Low Density Residential (VLD) as a buffer for Agriculture.	8-2
74.	Removed part of Section 8.3.1 regarding Very Low Density Residential (VLD)	8-6
75.	Revised part of Section 8.3.1, to adjusted the density.	8-6
76.	Revised entire Table 8.1 Phasing Summary.	8-9



master plan



North Star
Engineering Group, Inc

MMV Development
550 Harvest Park Suite A
Brentwood, CA 94513

rrm**design**group 
creating environments people enjoy



*City of
Hanford*

LIVE OAK Master Plan



Prepared For:

The City of Hanford
Community Development
Department
Planning Division
317 North Douty Street
Hanford, CA 93230
(559) 583-1633

Prepared By:

RRM Design Group
210 East F Street
Oakdale, CA 95361
(209) 847-1794



North Star
Engineering Group, Inc

rrm**design**group 

creating environments people enjoy



master plan

*City of
Hanford*

Attachment: Attachment 4 - Master Plan Mark Up (CD: Live Oak Development Amendment 2)





Table of Contents

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1.6.2	Circulation Goals	1-5
1.6.3	Parks and Recreation Goals	1-6
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1.6.5	Public Facilities and Services Goals	1-7
1.6.6	Implementation Goals	1-7

2.0 Existing Conditions

2.1.	Existing Physical Conditions	2-1
2.2.	Existing Circulation	2-5

3.0 Land Use & Neighborhood Design

3.1	Introduction	3-1
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3.3	Land Use and Neighborhood Design Goals	3-2
3.4	Land Use and Neighborhood Design Policies	3-5
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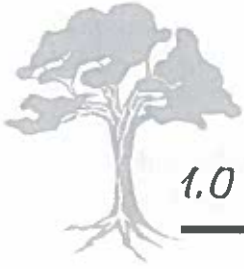
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1.0 Introduction

1.1 Purpose

Located in California's rapidly growing Central Valley, the City of Hanford experiences a population growth rate of approximately 4.5% per year. According to the Hanford Economic Development Department, a 40,000 person increase over the next 20 years is expected, nearly doubling Hanford's population. The Live Oak Master Plan prepares for the projected growth with the creation of attractive, energy efficient, and pedestrian friendly neighborhoods. Consistent with Hanford's General Plan, the Live Oak Master Plan places high importance upon the City's agricultural presence, taking a balanced growth approach towards development and keeping quality of life in mind. ~~The Plan ensures a gradual transition from farmland south of the Plan Area's boundary to Hanford's impending urban development.~~ To provide a framework for quality development that assures consistency, the Live Oak Master Plan includes development standards and design guidelines whose execution delivers an interconnected, pedestrian-friendly community. Ample open space and parks have been integrated into the Plan, along with innovative, cost-saving features, such as photovoltaic solar panels.

Hanford's City Council unanimously voted to annex the Live Oak Master Plan Area, in 2005. ~~The General Plan designates the Plan Area as predominantly residential with a special density transition area in the southwest portion of the Plan Area. Very Low Density Residential (VLD) will be used to transition from abutting agricultural lands.~~

The Master Plan will serve as a tool in the review and approval process of subsequent development proposals such as subdivision maps, site plans, and improvement plans as they are proposed for the Plan Area. Responsibility for interpretation of these development standards and guidelines lies with the City of Hanford and the Community Development Department.



Chapter 1

1.2 Plan Area Setting

Hanford, the seat of Kings County, is located in the southern San Joaquin Valley with Fresno approximately 33 miles northeast, and Bakersfield 86 miles southeast. The Live Oak Master Plan Area is located in southwest Hanford.

The 390± acre Plan Area is bisected by 12th Avenue, a north-south arterial. As shown in Figure 1.1, Hume Avenue serves as the northern boundary, and Houston Avenue the southern boundary. Sand Slough and Lone Oak Slough, form the eastern and western project boundaries, respectively.

1.3 The Master Plan Process

The creation of the Live Oak Master Plan was a collaborative process involving the Project Team, City of Hanford, Kings County, and various other government agencies. The process was completed in the following phases: (1) Research; (2) Opportunities and Constraints Analysis; (3) Preliminary Land Use and Circulation Concepts; (4) Refinement of the Land Use and Circulation Concept; (5) Preparation of the Draft Master Plan; and (6) Completion of the Live Oak Master Plan. The Project Team coordinated regularly with City staff throughout this process.

1.4 Consistency with the Hanford General Plan

The Master Plan provides a more specific and detailed interpretation of the land use designations established in the City of Hanford's General Plan at the neighborhood level. The Live Oak Master Plan serves as the implementation tool for development of 390± acres in the setting described above. The policies provided in the City's General Plan served as a guiding framework for the site's design guidelines, and development standards found in the Live Oak Master Plan. Particularly, this plan responds to the City of Hanford's General Plan objectives, policies, and programs to provide a compact, pedestrian-friendly community.

Upon approval, the Master Plan will serve as the regulating document for the entire Plan Area as permitted by the Planned Unit Development (PUD) provision contained in Chapter 17.62 of the Hanford Municipal Code (HMC). Pursuant to this provision, the Planning Commission is empowered to zone lands for PUD's to achieve a more "functional, aesthetically pleasing, and harmonious living environment".



Introduction

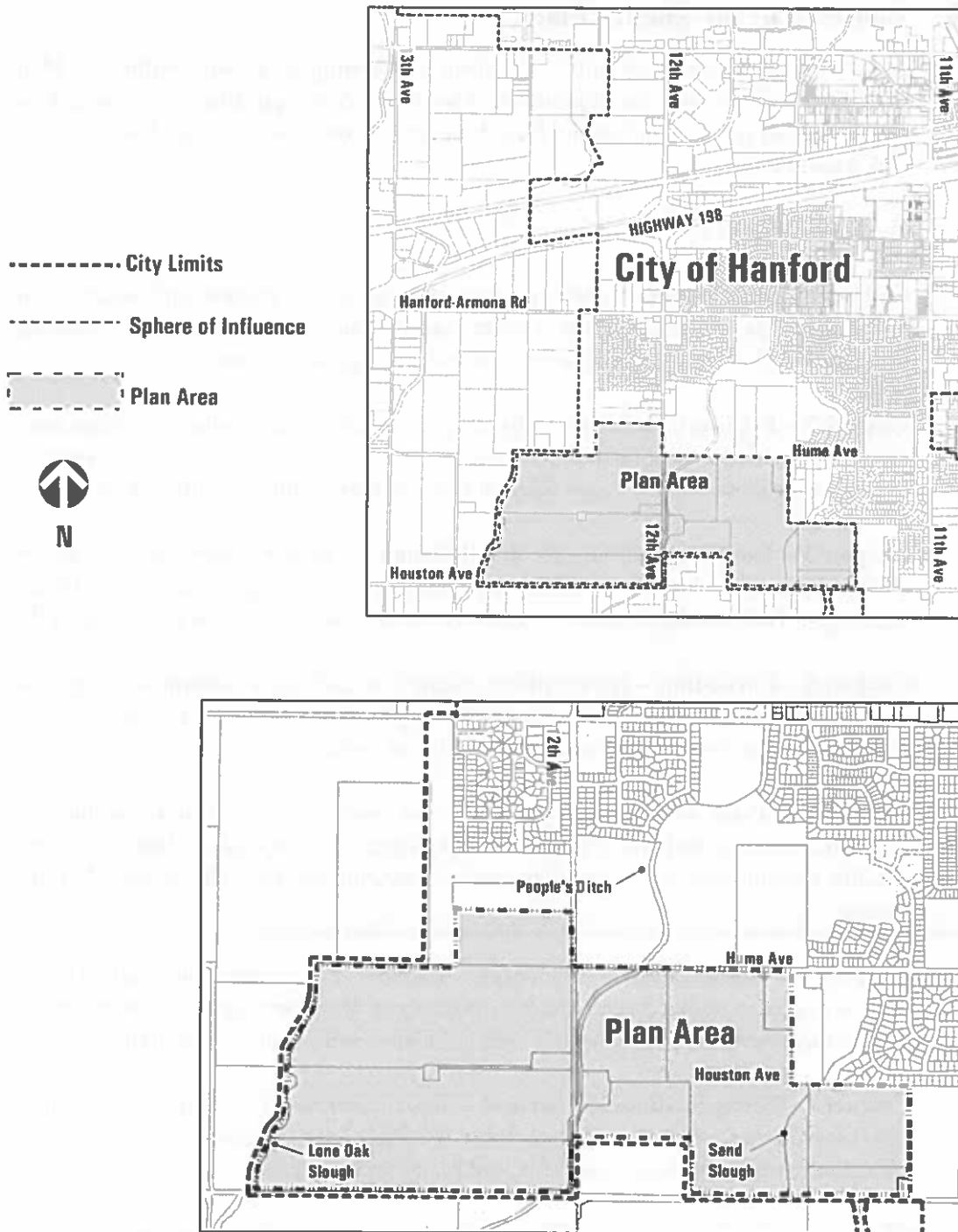


Figure 1.1 Location Map



Chapter 1

1.5 Contents of the Master Plan

The Live Oak Master Plan guides the form and timing of growth within the Plan Area. Detailed concepts, development standards, and design guidelines are provided to ensure that all projects within the Plan Area are consistent with the goals of the Live Oak Master Plan.

The Master Plan is divided into the following sections:

Chapter 1 – Introduction – In addition to outlining the basic purpose and organization of the Live Oak Master Plan, the introduction describes the Plan Area, the planning process, as well as the Plan's consistency with other City documents.

Chapter 2 – Existing Conditions – This chapter identifies the existing landforms, land uses, and circulation within the Plan Area. Land use and circulation expectations for the area as proposed by the City's General Plan are also outlined in this chapter.

Chapter 3 – Land Use and Neighborhood Design – Chapter 3 addresses the issue of ~~affordable housing~~, land uses, development standards, and design guidelines for future residences. Neighborhood character and features are discussed in this chapter as well.

Chapter 4 – Circulation – The circulation chapter includes the circulation concept and guidelines required to support the proposed neighborhood design. Each street type is individually described and illustrated within the chapter.

Chapter 5 – Parks and Recreation – Parks and recreation opportunities within the Plan Area are identified and described in this chapter. Corresponding design elements to guide development of these passive / active recreation areas can also be found in this section.

Chapter 6 – Conservation – This chapter describes the conservation considerations such as riparian woodland areas that have been set aside for open space preservation, air quality improvement, passive solar design guidelines and use of photovoltaic panels.

Chapter 7 – Public Facilities and Services – This chapter describes the types of facilities and services that will be needed to serve the Plan Area residents including water, wastewater, storm drainage, sewer, fire, police, and school service.

Chapter 8 – Implementation – Chapter 8 addresses the implementation challenges, development process, and phasing provisions of the Master Plan. Public facilities, financing, and the maintenance of future development are also addressed in this chapter.



*Introduction***1.6 Master Plan Goals****1.6.1 Land Use and Neighborhood Design Goals**

1. ~~Ensure the development of affordable housing units to accommodate moderate income residents.~~
2. Establish central focal points for neighborhoods with prominent placement of neighborhood parks, pocket parks, and open space.
3. Encourage mixed-income neighborhoods within the Low Density (LD) designated area through variation in lot size and housing type.
4. Reduce visual monotony by limiting the repetition of the same building design, and by requiring garages to be subordinate to the overall architecture of residences.
5. ~~Transition from urban land uses to agriculture by creating a rural character along the southwest edge of the Plan Area.~~
6. Ensure compatibility between phases and / or builders.

1.6.2 Circulation Goals

1. Create a pedestrian friendly community through connectivity of internal, tree-lined streets and the use of linked sidewalks, pedestrian paths and daylighted cul-de-sacs.
2. Maintain a system of external Arterials and Collectors established by the Hanford General Plan, and the Hanford Public Works Department.
3. Integrate with existing development by connecting to existing neighborhood stub streets and provide stub connections for future development.
4. Enhance neighborhood safety by providing a street pattern that encourages lot frontage onto public parks, and discourage the use of dead end cul-de-sacs.
5. Provide pedestrian and bicycle access along sloughs with paths that connect to neighborhood parks.



Chapter 1

1.6.3 Parks and Recreation Goals

1. Neighborhood Parks shall be located and designed as neighborhood focal points.
2. Establish pedestrian connections within the Plan Area, providing non-motorized access to neighborhood parks.
3. Provide pocket parks within neighborhoods that are not within a 1/4 mile walking distance to neighborhood parks.
4. Preserve and enhance the riparian woodland that exists along the remnant sloughs within the Plan Area.

1.6.4 Conservation Goals

1. Preserve and enhance the riparian woodland that exists along the remnant sloughs within the Plan Area.
2. Utilize Best Management Practices (BMP's) for reduction in air and water pollution.
3. Allow agriculture operations to continue during implementation of the Master Plan.
4. Reduce energy consumption within the Plan Area by encouraging use of photovoltaic solar panels, passive solar design, and energy star appliances.



*Introduction***1.6.5 Public Facilities and Services Goals**

1. Provide efficient and environmentally compatible water, wastewater, and storm water systems to adequately service the Live Oak Plan Area.
2. Provide the necessary infrastructure to adequately service the Plan Area.
3. Ensure the sufficient supply of schools and public facility services.

1.6.6 Implementation Goals

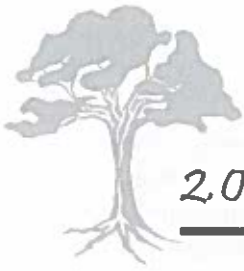
1. Ensure consistency with the City of Hanford's General Plan.
2. Ensure feasibility of phases and/or developments within the Plan Area.
3. Ensure each of the six development phases are consistent with the environmental analysis and each of the mitigation measures required.



Chapter 1

Attachment: Attachment 4 - Master Plan Mark Up (CD: Live Oak Development Amendment 2)





2.0 Existing Conditions

2.1 Existing Physical Conditions

The Plan Area is predominately characterized by active agriculture operations, with a mix of irrigated row crops in the northern and western areas of the site and grazing land located east of the Hume Avenue and 12th Avenue intersection.

There is one Williamson Act Contract within the Plan Area. A notice of non-renewal has been filed against the contract, which consists of 3 parcels east of Sand Slough. (See Figure 2.2) These parcels shall not be developed until the contract is terminated.



Site view from Lone Oak Slough

The Plan Area has a few existing residential and agricultural support structures. While some residents plan to remain throughout project development, the majority of structures will be removed with build-out of the Plan Area. These existing situations have been accounted for in Chapter 3, Land Use and Neighborhood Design.

Two remnant sloughs exist within the Plan Area: Lone Oak and Sand Sloughs, located on the western and eastern boundaries of the Plan Area, respectively.

The People's Ditch runs parallel to 12th Avenue on the east side of the street and is piped along the intersection of Houston Avenue.

The terrain is relatively flat, with few inclines aside from the sloughs and man-made irrigation ditches.

Four easements can be found within the Plan Area. Southern California Edison maintains two easements for public utility use on the west end of the project boundary, while People's Ditch Irrigation Company maintains a canal along 12th Avenue. A storm drainage easement is the fourth easement, located near Sand Slough on the northeast corner of the Plan Area.



Chapter 2

The Hanford General Plan designates ~~Very Low Density Residential (VLD)~~, Low Density Residential (LD), Medium Density Residential (MD) and Public Facilities (PF) as land uses for the Plan Area. Table 2-1, "General Plan Land Use Summary", outlines the General Plan's land use designations for the Plan Area and Population Projection.

Single family residences are located to the north end of the site west of 12th Avenue at the intersection of Parkland and 12th Avenue and to the east of Sand Slough. A multi-family residential complex is located adjacent to the northern entrance of the site along Hanford-Armona Road. Several existing rural residences are located on the southeast end of the site along Houston Avenue. These residences are not included in the Plan

Table 2.1 General Plan Land Use Summary

Table 2.1 Plan Area General Plan Land Uses

Land Use Designation	Acreage	Land Use Distribution	Units ¹ Per Acre	Total Units	Population ²	Population Per Acre
Residential³						
<i>Very Low Density Residential (VLD)</i>						
<i>Low Density Residential (LD)</i>	377.0	96.7%	5	1,560	4,368	11.6
<i>Medium Density Residential (MD)</i>	5.0	1.3%	12	60	150	30.0
Public Facilities						
<i>Public Facilities (PF)</i>	8.0	2.1%				
Total	390.0	100%	4.2	1,620	4,515	

Assumptions

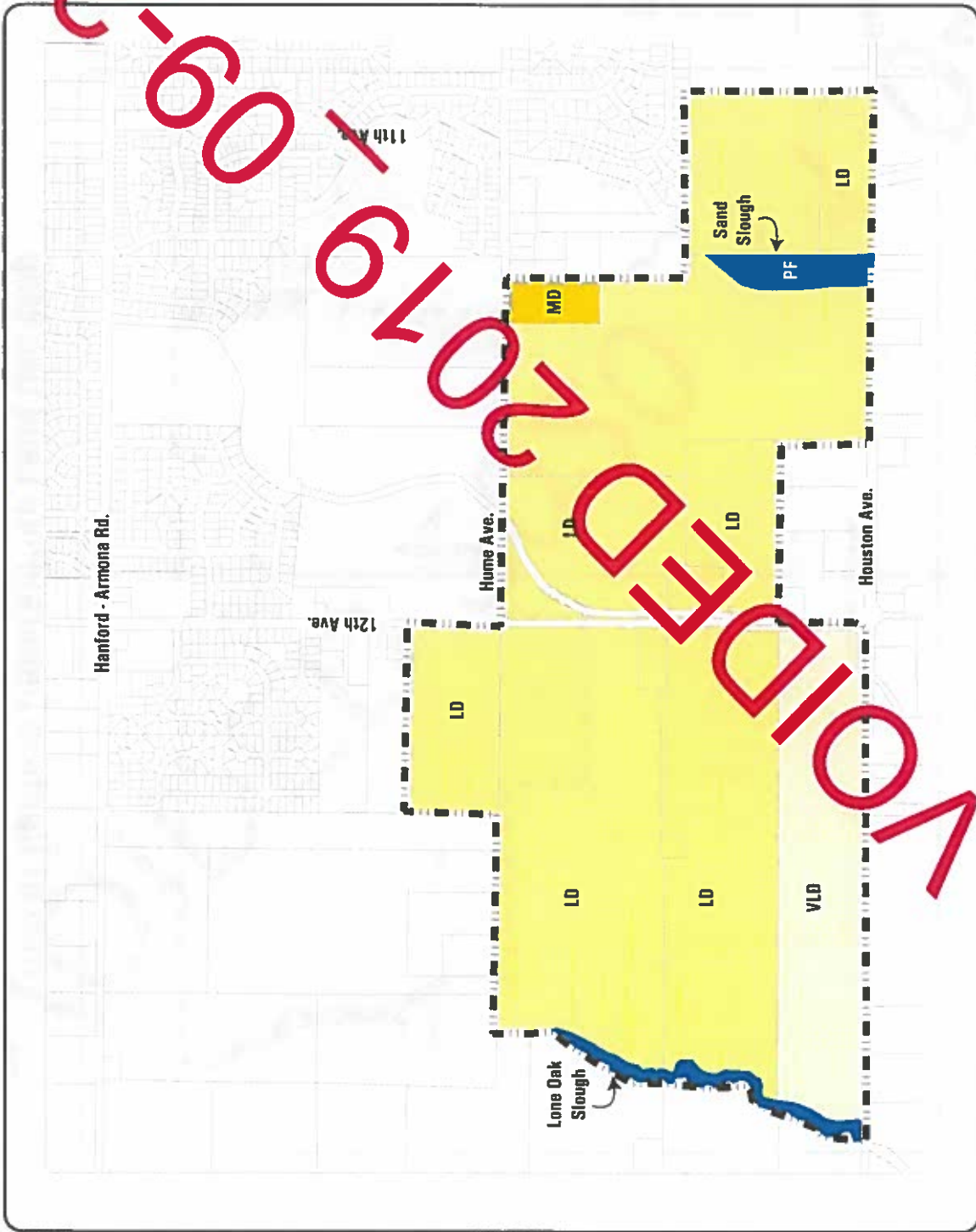
- ¹ Units per acre is representative the average residential density allowed
- ² Population is based on the Hanford General Plan indicating 2.8 persons per household, except for Medium Density Residential, which is 2.5 persons per household
- ³ Residential acreage is exclusive of neighborhood park dedication



**Figure 2-1
General Plan Land Use Map**

Legend

- VLD Very Low Density Residential
- LD Low Density Residential
- MD Medium Density Residential
- Public Facility
- Plan Area Boundary



City of Hanford General Plan Land Use Map

**Figure 2-1
General Plan Land Use Map**

Legend

-  Low Density Residential
-  Medium Density Residential
-  Public Facility
-  Plan Area Boundary

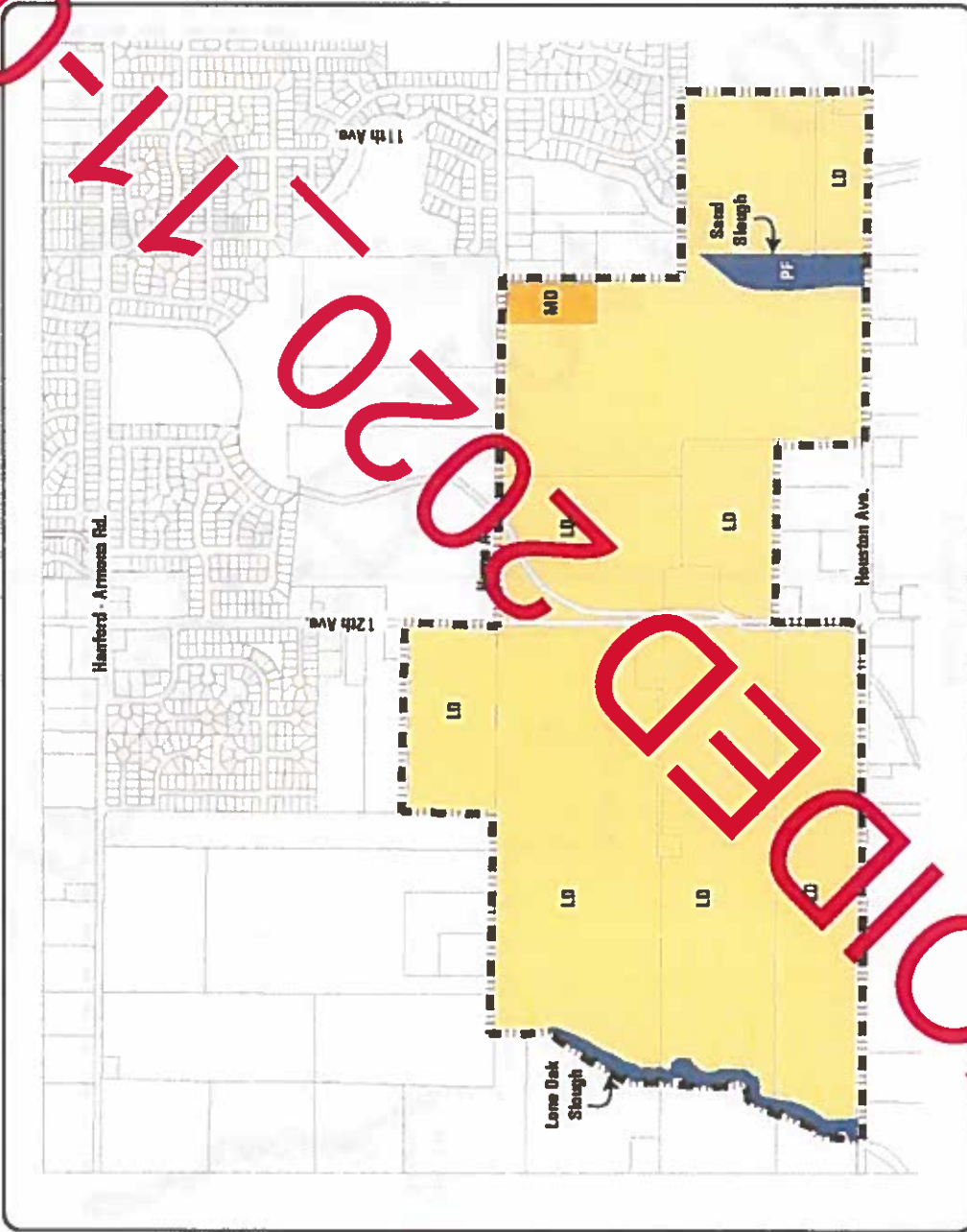
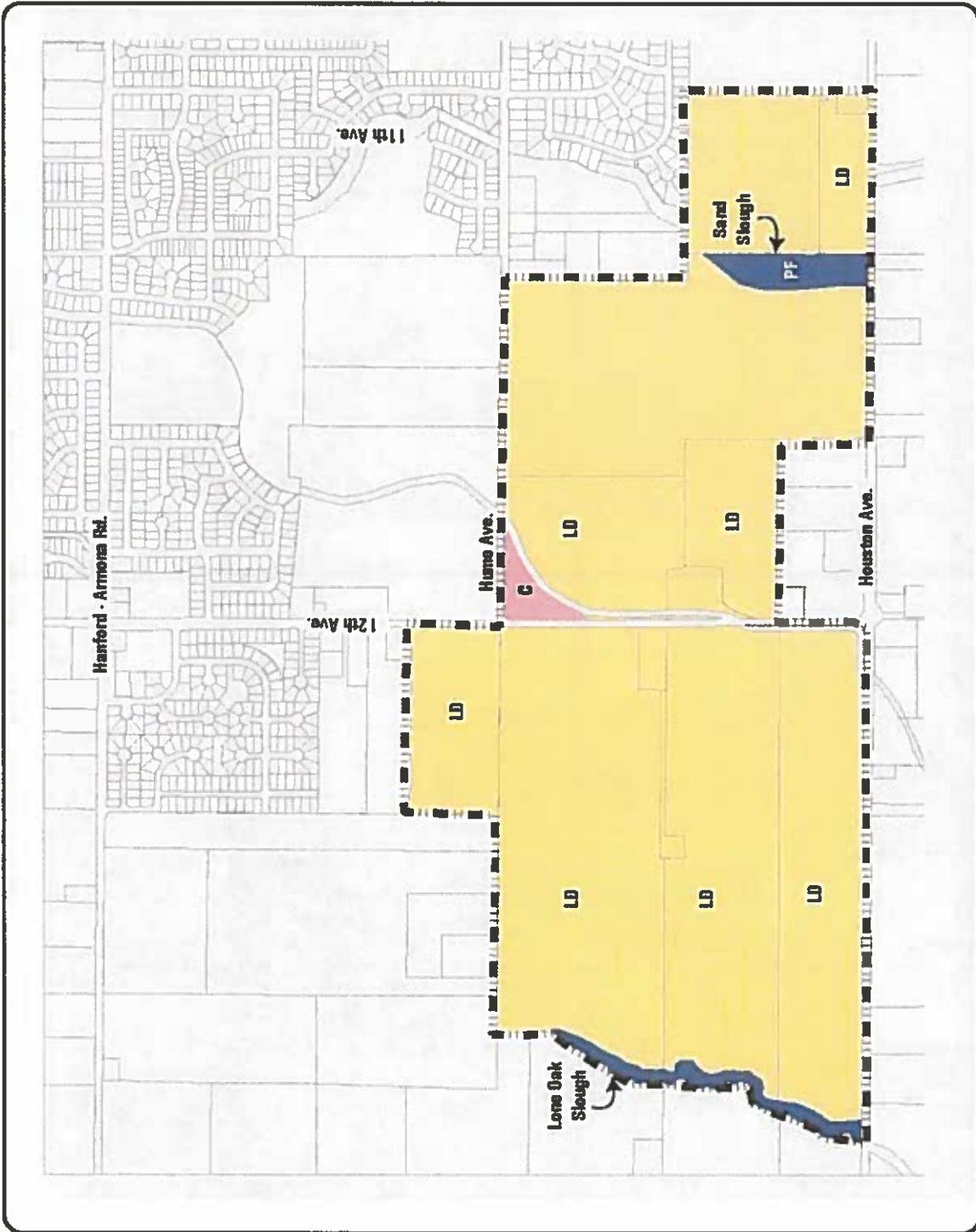


Figure 2-1
General Plan Land Use Map
Legend

- LD** Low Density Residential
- C** Commercial
- PF** Public Facility
- Plan Area Boundary



City of Hanford General Plan Land Use Map

Figure 2-2

Opportunities & Constraints Map

Legend

- Major Gateway
- Minor Gateway
- Existing / Planned Parks
- Existing / Planned Commercial
- Potential Trailhead
- Views
- Arterial Street
- Collector Street
- Potential Trail
- Parcel Subject to Williamson Act



LIVE OAK

master plan



Opportunities & Constraints Map

Existing Conditions

Area. South of Houston Avenue, large lot residential and active agriculture operations are located along the street. West of 12th Avenue, the southern boundary of the City's Sphere of Influence runs parallel with Houston Avenue.

2.2 Existing Circulation

The General Plan's circulation system for the Plan Area consists of Arterials, Major and Minor Collectors, and Local Streets. Arterials and Major Collectors are located alternately every mile with a Minor Collector located approximately every half-mile. The Arterials within the Plan Area include the north-south oriented 12th Avenue, and east-west Houston Avenue. The Major Collector within the Plan Area is Hume Avenue. This east - west collector currently terminates at 12th Avenue, however the General Plan has designated a future extension of Hume Avenue from 12th Avenue east to 13th Avenue. Minor collectors will be established within the Plan Area to meet the transportation needs of future residents. Class II Bikeways exist within the Plan Area along Hanford-Armona Road and 12th Avenue.

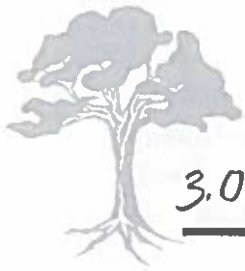
Connectivity to the surrounding neighborhoods presents a challenge to the Plan Area. Parkside Drive, and an Edgewood Drive extension are the only through connections to the existing Parkside Estates neighborhood on the northwest end of the Plan Area. To the southeast, Huntington Street will connect the Mountain View Estates and other neighborhoods to the east.



Parkside Drive would be extended to connect with future development within the Plan Area

Chapter 2





3.0 Land Use and Neighborhood Design

3.1 Introduction

The Live Oak Master Plan strives for connectivity and unity within the Plan Area as well as with Hanford's more established neighborhoods. Using Hanford's historic downtown neighborhoods as a precedent, the Live Oak Master Plan follows traditional patterns of development, and smoothly transitions from existing neighborhoods to new ones. The regulations and guidelines contained in this chapter lay the foundation to craft a series of compact neighborhoods occurring over six phases. In addition to standards and guidelines defining land uses for the Plan Area, design direction for the orientation and articulation of buildings, neighborhood lighting, landscaping, and gateways are also found in this chapter.

The Live Oak Master Plan applies the City of Hanford's General Plan land use designations for the Plan Area in a traditional pattern of development. The Plan Area includes ~~Very Low Density Residential (VLD)~~, Low Density Residential (LD), Medium Density Residential (MD), Parks (P), and Open Space (OS). The design guidelines are intended to create neighborhoods reflecting a pedestrian-oriented design ~~and provide a transition from urban to rural uses located to the south and west of the Plan Area.~~ Development within the Plan provides for scenic entry features, centralized pedestrian-accessible parks and open space, tree-lined streets, and connections to existing neighborhoods. This approach to neighborhood design will create a distinct identity apart from conventional subdivision development surrounding the Live Oak Plan Area.

Table 3.1 - Land Use Table

Table 3.1 Live Oak Master Plan Land Use Summary

Land Use Designation	Gross Acres	Land Use Distribution	Units ¹ Per Acre	Total ² Units	Population ³	Population Per Acre
Residential¹						
Very Low Density Residential (VLD)						
Low Density Residential (LD)	333.2	85.4%	4.9	1,530	4,284	12.9
Medium Density Residential (MD)	4.2	1.1%	7.1	30	75	17.6
Public Facilities						
Parks (P)	21.0	5.4%				
Open Space (OS)	31.6	8.1%				
Total	390.0	100%	4.2	1,560	4,359	

Assumptions:

- ¹ Units per acre is representative the average residential density within the project area.
- ² Total units based on lotting concept.
- ³ Population is based on the Hanford General Plan indicating 2.8 persons per household except for medium density which is 2.5 persons per household.



Chapter 3

Table 3.1 summarizes land use analyses for the entire plan area, while Table 3.2 provides analysis according to each phase of development. All six phases include Low Density Residential (LDR) development. Phases ~~3 and 4 incorporate Very Low Density (VLD) development, and phase~~ 2 integrates Medium Density Residential (MDR) in the Plan Area.

3.2 Housing

The Live Oak Master Plan strives to create a comprehensive, people-focused community for the City of Hanford, and providing housing for individuals of varied income levels has become a priority. ~~Accordingly, ten percent of each development phase in the Live Oak Plan Area will be dedicated to persons of moderate income. To assist this effort, the City of Hanford has implemented a housing program to assist home buyers.~~ Please refer to the City's website for the most updated information on offered housing programs.

3.3 Land Use and Neighborhood Design Goals

The Live Oak Master Plan has been established using the following goals:

1. ~~Ensure the development of affordable housing units to accommodate moderate income residents.~~
2. Establish central focal points for neighborhoods with prominent placement of neighborhood parks, pocket parks, and open space.
3. Encourage mixed-income neighborhoods within the Low Density (LD) designated area through variation in lot size and housing type.
4. Reduce visual monotony by limiting the repetition of the same building design, and by requiring garages to be subordinate to the overall architecture of residences.
5. ~~Transition from urban land uses to agriculture by creating a rural character along the southwest edge of the Plan Area.~~
6. Ensure compatibility between phases and/or builders.



Figure 3-1
Land Use Illustrative
Legend

Land Use	Acres Units	
Very Low Density Residential (VLD)	50.0	130
Low Density Residential (LD)	283.2	1,400
Medium Density Residential (MD)	4.2	30
Parks (P)	21.0	0
Open Space / Conservation (OS)	31.8	0
Total	390.0	1,560



Land Use and Lotting Illustrative

*Illustrative prepared by RSM Design Group

Figure 3-1
Land Use Illustrative
Legend

Land Use	Acres Units
Low Density Residential (LD)	340.5
Parks (P)	17.9
Open Space/Conservation (OS)	31.6
Total	390.0
	1,560




Live Oak
master plan

3-3



Land Use and Lotting Illustrative

Figure 3-1
Land Use Illustrative
Legend

Land Use	Acres Units	
Low Density Residential (LDR)	398.1	1,542
Parks (P)	0.9	0
Commercial (C)	4.4	0
Open Space/Conservation (OS)	31.6	0
Total	399.0	1,542



 **Live Oak**
master plan

3-3



Land Use and Lotting Illustrative

Chapter 3

Land Use & Neighborhood Design

3.4 Land Use and Neighborhood Design Policies

The land uses designated for the Plan Area are primarily residential, with Low Density Residential (LD) as the predominant use. Development of a variety of residential units planned in ~~Very Low Density~~, Low Density, Medium Density land use designations will be provided throughout 337.4 acres. ~~The Very Low Density Residential land use along Houston Avenue creates a transition between urban and rural development.~~

3.4.1 Residential Policies:

- a. Neighborhood densities and lot sizes are controlled by the Master Plan's residential standards in accordance to the Planned Unit Development (PUD) Agreement with the City of Hanford.
- b. ~~There shall be a density transition from Low Density Residential (LD) to Very Low Density Residential (VLD) along Houston Avenue from Lone Oak Slough to 12th Avenue.~~
- c. Units backing on to major streets shall be provided a minimum of 10 feet additional lot depth as the interfacing lots. Units that side on to any collector street shall be provided a minimum of 5 additional feet above the minimum corner lot width.
- d. All residential lots and housing types should respect the existing, adjacent residential lot layouts and housing types. Where possible, front yards should not face side or rear yards.
- e. Transitions in lot size or product type should occur at the rear property line.
- f. Garages shall be alley-loaded when alley is available.
- g. Residential subdivisions shall be designed to provide variety in building placement and residential architectural style through the use of varied side and front setbacks, garage placement, building heights and exterior building facades.
- h. Duplex (duet) units shall be permitted by right on corner lots.
- i. Second dwelling units shall be a land use allowed by right within all phases of the Live Oak Master Plan.
- j. ~~Ensure 10% of all development phases within the Plan Area are affordable to individuals and/or families of moderate income.~~



Chapter 3

of homes will be made affordable with the assistance of funds from the City and the builder. This shall be achieved by dedicating 5% of the lots to the City or constructed and sold. Administration, verification, and oversight shall be the responsibility of the City of Hanford.

- k. Residential units that interface existing residences within the Plan Area shall not be more than one story in height and shall install a six foot wall along the interfacing property line.

3.4.2 Very Low Density Residential (VLD)

~~The Very Low Density Residential (VLD) designation provides areas for large lot development. The allowable density ranges from 0.0 to 3.0 units per acre. The VLD designation and character responds to a General Plan Policy requiring Very Low Density residential development for Hanford's southern and western residential edges. The VLD land use spans 50.0 acres within the Plan Area along the southern edge, west of 12th Avenue and serves as a transition between urban and agricultural uses of unincorporated Kings County. Residences within this designation should be of a rural character, complimentary to the surrounding agrarian area. The following site planning and building design guidelines shall be applied to properties designated as VLD.~~

Site Planning Guidelines:

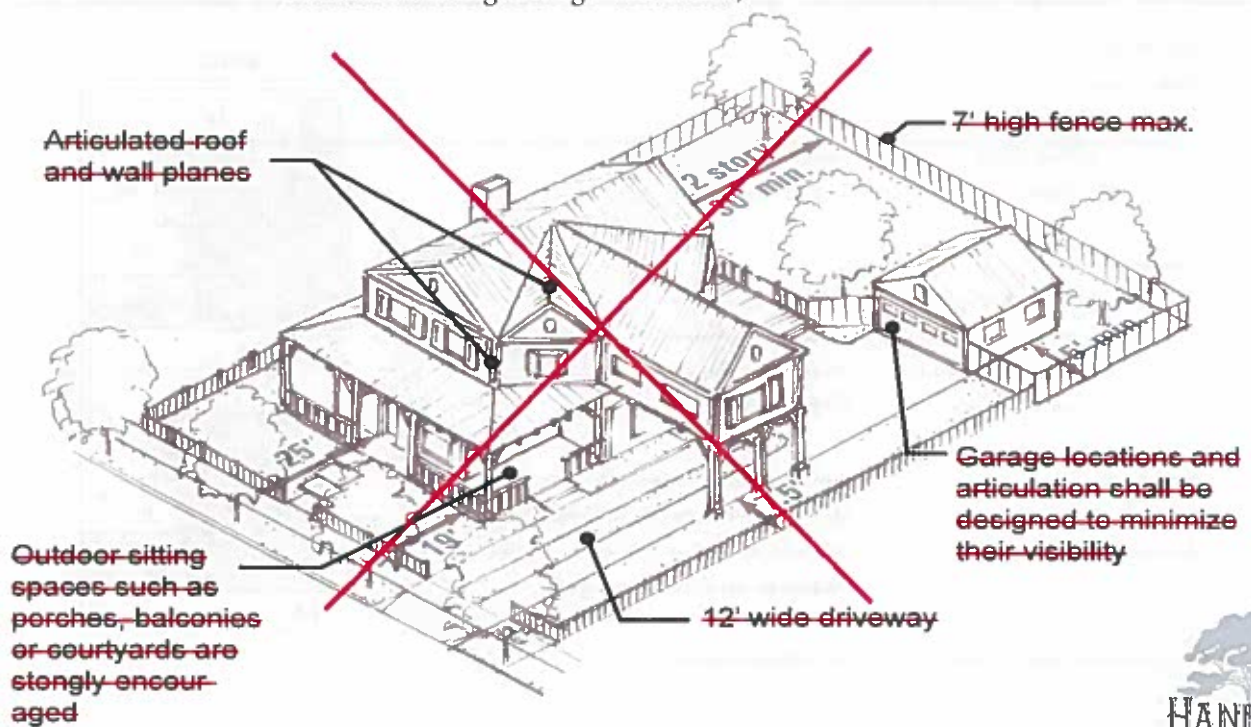
- a. ~~Open street patterns that create a network of circulation connections with multiple points of access are encouraged.~~
- b. ~~Walled and isolated residential enclaves are strongly discouraged.~~
- c. ~~Use of cul de sacs shall be minimized. Where feasible, access from cul de sacs shall be daylighted and connected to a larger circulation system, allowing for pedestrian access.~~
- d. ~~Greater setbacks shall be utilized to ensure a transition between higher densities to lower densities by providing ample space between structures and the street.~~
- e. ~~All yard areas and setbacks shall be landscaped in accordance with the Hanford Municipal Code section 17.18.100 D and E. Street trees shall be planted 30 feet on center within planting strips. An additional 3 trees shall be planted within the front and side yard setbacks to improve passive solar design.~~
- f. ~~Lots shall vary in width, depth, and articulation to allow variety and flexibility in building placement and massing.~~
- g. ~~Provisions for storage of 3 refuse containers are required for all VLD homes.~~



Land Use & Neighborhood Design

Building Design Guidelines:

- a. ~~A variety of building types and styles shall be provided within a residential neighborhood. This is accomplished through variation in building heights, massing, setbacks, and architectural elevations and floorplans. No more than 20% of homes within the VLD designated areas shall have the same architectural design.~~
- b. ~~Houses shall be oriented toward the street or park. Outdoor sitting spaces such as porches, balconies or courtyards are strongly encouraged.~~
- c. ~~Architectural features such as porches, chimneys, door placement, window proportions, dormers, wood detailing, siding and color scheme shall be coordinated and complement the overall building design. Architectural features must also be compatible with the neighborhood context.~~
- d. ~~Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the bulk and size of the structure.~~
- e. ~~All utility and mechanical equipment shall be screened from view (except photovoltaic panels). Roof mounted air conditioners, coolers or antennas are discouraged.~~
- f. ~~Garage locations and articulation shall be designed to minimize their visibility. Alternate garage loading configurations are encouraged (see Residential Garage Design Guidelines).~~



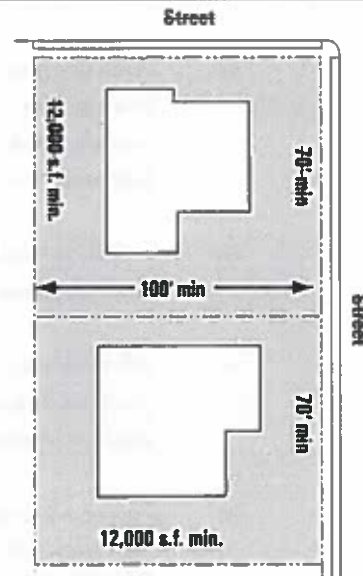
Chapter 3

Table 3.2 Very Low Density Residential (VLD) Standards

Land Use	Very Low Density Residential
Base Zone District	R-1-12
Density Range	0-3.0 Dwelling units/gross-acre
Permitted Use	HMC Section 17.18.020
Administrative Approval	HMC Section 17.18.030
Conditional Uses	HMC Section 17.18.040

Lot Configuration

Lot Area	12,000 square feet minimum
Width	70 feet minimum
Interior/Corner Lot	(Measure at the front yard setback)
Radial	50 feet minimum (Measure at the front yard setback)
Frontage	40 feet minimum (Measure at edge of Right of Way)
Depth	100 feet minimum
Lot Coverage	40% maximum
Landscaping	30% of lot minimum

**Setbacks****Front Yard**

Covered Porch	19 feet minimum
Living Space	25 feet minimum
Garage	30 feet minimum

Side Yard

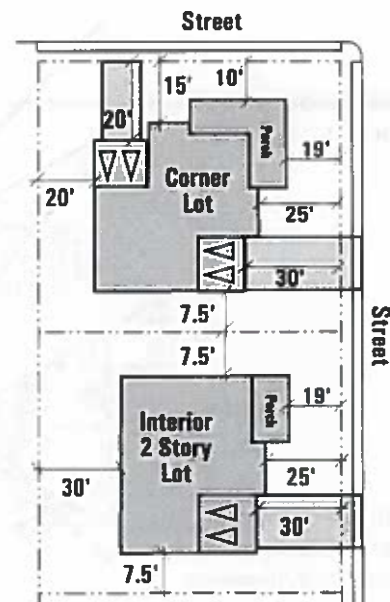
Interior Lot	7.5 feet minimum
Corner Lot (Street Side)	15 feet minimum
Garage (Street Side)	20 feet minimum
Covered Porch	10 feet minimum

Rear Yard

20 feet minimum for one-story
10 feet minimum per additional story
5 feet from rear or side property line
(When located in the rear yard)

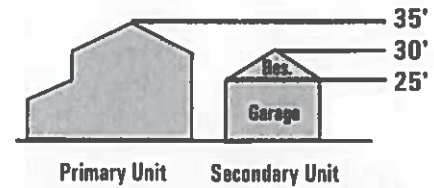
Accessory Structures

Distance Between Buildings 15 feet minimum



Land Use & Neighborhood Design

Building Heights	Measured from finished floor elevation
Primary Structure	35 feet maximum
Accessory Structure	25 feet maximum
With Residential Unit	30 feet maximum



Off-Street Parking

Parking Requirement	2 spaces/unit minimum (4 spaces/unit if no street driveway access) (Minimum two covered spaces within a garage or carport)
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Garage

Coverage	Refer also to Chapter 3.3.6 50% maximum of first floor front elevation
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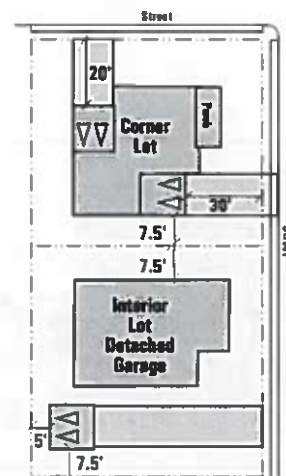
Front Loaded Garage

Front Yard Setback	30 feet minimum
Corner Side Yard Setback	20 feet minimum

Detached Garage

Side Yard (Interior)	7.5 feet minimum
Side Yard (Street Side)	20 feet minimum

Rear Yard	5 feet minimum (setback a min. of 15' from alley center line)
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Note: When alley is available, no street loaded garage is allowed. (Refer to Residential Policy F and Garage Design Guidelines E.)

Porches

Refer also to Section 3.3.7

Requirement

60% of all units

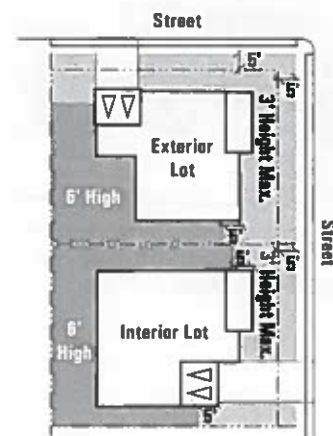
Fencing and Walls

Refer also to Section 3.3.8

Within Setbacks

Front Yard and Side Yard	3 feet maximum height (Must be 5' minimum behind property line.) (50% minimum transparency)
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Rear and Side Yard	7 feet maximum (Along rear and side property line when setback a minimum of 5' behind leading edge of house)
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*As per city standards.



Chapter 3



Daylighted cul-de-sacs allow for pedestrian circulation, while maintaining the desired aspects of traditional cul-de-sacs.



Large wrap-around porches are not only visually pleasing, but function to create an inviting entrance as well.



A residential streetscape can be enhanced with recessed garages and pergolas.



3.4.3 Low Density Residential (LD)

The Low Density Residential (LD) designation provides areas for detached single-family development with typical densities that range from 3-9 dwelling units per gross acre. This designation is intended to provide a different range of lot sizes and designs ~~(approximately 6,000 sf to 11,999 sf)~~, and is the predominant land use ~~comprising approximately 73% of the Plan Area~~. Neighborhood densities are determined in this Master Plan and are consistent with the Hanford General Plan. Lot sizes that are smaller than those prescribed in the Zoning Ordinance are utilized within the Plan Area pursuant to the Planned Unit Development Zoning, which allows smaller lots in exchange for open space amenities such as pocket parks and neighborhood parks (Refer to Small Lot LD Development 3.4.4). The following are site planning and building design guidelines for LD designated areas.

Site Planning Guidelines:

- a. Open street patterns that create a network of circulation connections with multiple points of access are encouraged.
- b. Walled and isolated residential enclaves are strongly discouraged.
- c. Use of cul-de-sacs shall be minimized. Where feasible, access from cul-de-sacs shall be daylighted and connected to a larger circulation system to allow for pedestrian access.
- d. All yard areas and setbacks shall be landscaped in accordance with the Hanford Municipal Code section 17.18.100-D and -E. Street trees shall be planted 30 feet on center within planting strips. An additional 2 trees shall be planted within lots to improve passive solar design.
- e. Lots shall vary in width, depth, and articulation to allow variety and flexibility in building placement and massing.
- f. Provisions for storage of 3 refuse containers are required for all LD homes.

Land Use & Neighborhood Design

Building Design Guidelines:

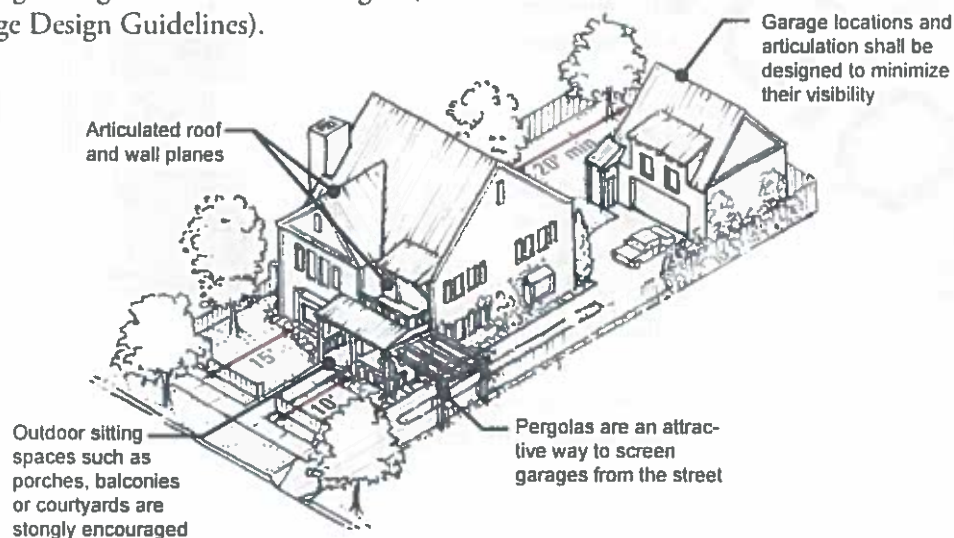
- a. A variety of building types and styles shall be provided within a residential neighborhood. This is accomplished through variation in building heights, massing, setbacks, and architectural elevations and floorplans. No more than 33% of homes within LD designation shall have the same architectural design.
- b. Houses shall be oriented toward the street or park. Outdoor sitting spaces such as porches, balconies, or courtyards are strongly encouraged.
- c. Architectural features such as porches, chimneys, door placement, window proportions, dormers, wood detailing, siding and color scheme shall be coordinated, compatible with the neighborhood context, and complement the overall building design.
- d. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the bulk and size of the structure.
- e. All utility and mechanical equipment shall be screened from view (except photovoltaic panels). Roof mounted air conditioners, coolers, and antennas are discouraged.
- f. ~~Garage locations and articulation shall be such that structure visibility is minimized.~~ Alternate garage loading configurations are encouraged (see Residential Garage Design Guidelines).



Corner units should include enhanced features such as wrap around porches and additional articulation



Bringing the architecture forward with the rear placement of the garage improves the streetscape of neighborhoods.



Chapter 3

Table 3.3 Low Density Residential (LD) Standards

Land Use	Low Density Residential
Base Zone District	R-1-6
Density Range	3-9 Dwelling units/gross acre
Permitted Use	HMC Section 17.18.020
Administrative Approval	HMC Section 17.18.030
Conditional Uses	HMC Section 17.18.040

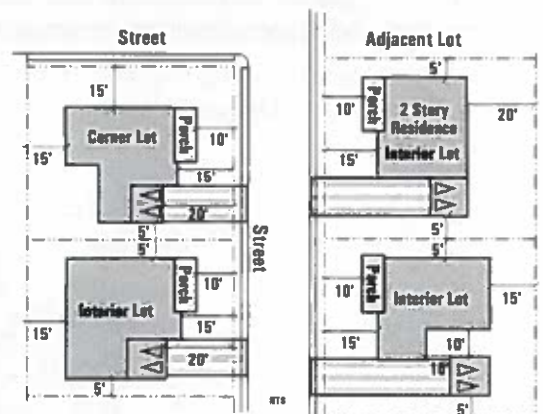
Lot Configuration

Lot Area	6,000 square feet minimum
Width	
Interior Lot	55 feet minimum (Measured at front yard setback)
Corner Lot	65 feet minimum (Measured at front yard setback)
Radial Lot	50 feet minimum (Measured at front yard setback)
Depth	90 feet minimum
Frontage	55 feet minimum (local streets) (Measure at the edge of ROW)
	40 feet minimum (radial streets) (Measure at the edge of ROW)
Lot Coverage	40% maximum
Landscaping	30% or more minimum



Setbacks

Front Yard	
Covered Porch	10 feet minimum
Living Space	15 feet minimum
Garage	20 feet minimum
Side Yard	
Interior	5 feet minimum
Corner (Street Side)	15 feet minimum
Garage (Side Entry)	20 feet minimum
Covered Porch	10 feet minimum
Rear Yard (one-story)	15 feet minimum
Multi-Story	5 feet additional per story



Accessory Structures	5 feet from rear or side property line (When located in the rear yard)
Distance Between Buildings	10 feet minimum



Chapter 3

Table 3.3 Low Density Residential (LD) Standards

Land Use	Low Density Residential
Base Zone District	R-1-6 R-L-5
Density Range	3-9 Dwelling units/gross acre 2-10 Dwelling units/gross acre
Permitted Use	HMC Section 17.18.020 17.10
Administrative Approval	HMC Section 17.18.030 17.10
Conditional Uses	HMC Section 17.18.040 17.10

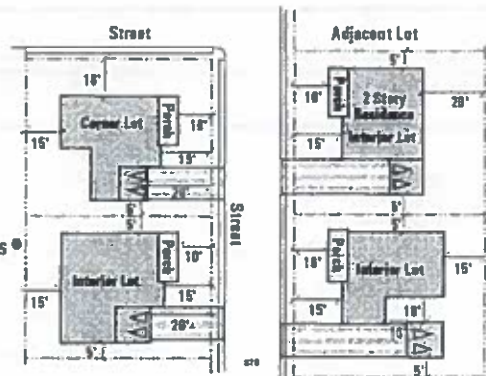
Lot Configuration

Lot Area	5,000 6,000 square feet minimum
Width	
Interior Lot	55 feet minimum (Measured at front yard setback)
Corner Lot	65 feet minimum (Measured at front yard setback)
Radial Lot	50 feet minimum (Measured at front yard setback)
Depth	90 feet minimum
Frontage	55 feet minimum (local streets) (Measure at the edge of ROW) 40 feet minimum (radial streets) (Measure at the edge of ROW)
Lot Coverage	40% maximum
Landscaping	30% of lot minimum



Setbacks

Front Yard	
Covered Porch	10 feet minimum
Living Space	15 feet minimum
Garage	20 feet minimum
Side Yard	
Interior	5 feet minimum
Corner (Street Side)	10 feet minimum
Corner (Street Side)	15 feet minimum at collector streets *
Garage (Side Entry)	20 feet minimum
Covered Porch	10 feet minimum
Rear Yard (one-story)	15 feet minimum
Multi-Story	5 feet additional per story



Accessory Structures

5 feet from rear or side property line
(When located in the rear yard)

Distance Between Buildings

10 feet minimum, or allowed per the Building Code

LIVE OAK

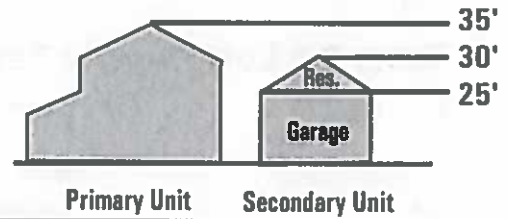
master plan

* Collector Streets are as defined by City of Hanford Municipal Code

Public Review Draft

Land Use & Neighborhood Design

Building Heights	Measured from finished floor elevation
Primary Unit	35 feet maximum
Accessory Structure	25 feet maximum
With Res. Unit	30 feet maximum



Off Street Parking

Parking Requirement	2 spaces/unit minimum (4 spaces/unit if no street driveway access) (Minimum two covered spaces within a garage or carport)
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Garages

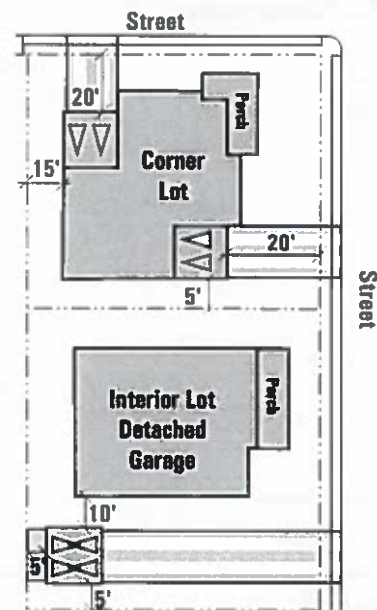
Coverage	50% maximum of first floor front elevation
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Front Loaded Garage	
Front Yard Setback	20 feet minimum
Corner Side Yard Setback	20 feet minimum

Detached Garage	
Side Yard (Interior)	5 feet minimum
Side Yard (Street side)	20 feet minimum

Rear Yard	5 feet minimum (setback a min. of 15' from alley centerline)
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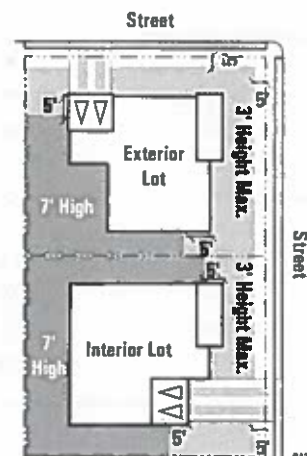
Note: When alley is available, no front loaded garage is allowed. (Refer to Residential policy F. and Garage Design Guidelines E.)



Porches	Refer also to Section 3.3.7
Requirement	60% of all units

Fencing and Walls

Within Setbacks	Refer also to Section 3.3.8
Front and Side Yard	3 feet maximum height (Must be 5' minimum behind property line and a minimum of 50% transparent)
Rear and Side Yard	7* feet maximum height (Along rear and side property line when setback a minimum of 5' behind leading edge of house)
Along Alley	7* feet maximum height (Along rear property, setback 3 feet minimum from alley Right of Way.)



*As per city standards.



Chapter 3



Alternative Garage location for small lot development.



Centrally located common spaces provide a safe place for children to play

3.4.4 Small Lot Low Density Development

The Live Oak Master Plan provides for small lot single family residential units as permitted under the Planned Unit Development (PUD) provision of the Hanford Municipal Code. These small lot configurations are allowed under the General Plan in exchange for public amenities such as open space and parks. The smaller lot size allows for zero lot line homes, patio homes, and town homes providing greater variety and price ranges for housing. Small lot residential units also add character to achieve the goal of variation of architectural styles within neighborhoods.

Small lot residential units shall be similar to Low Density units, but on a smaller scale and at a higher density. Careful attention to detail and architectural design will ensure these residential units share the same character and qualities of larger lot units within neighborhoods. The following are site planning and building design guidelines for the development of small lot residential units.

Site Planning Guidelines

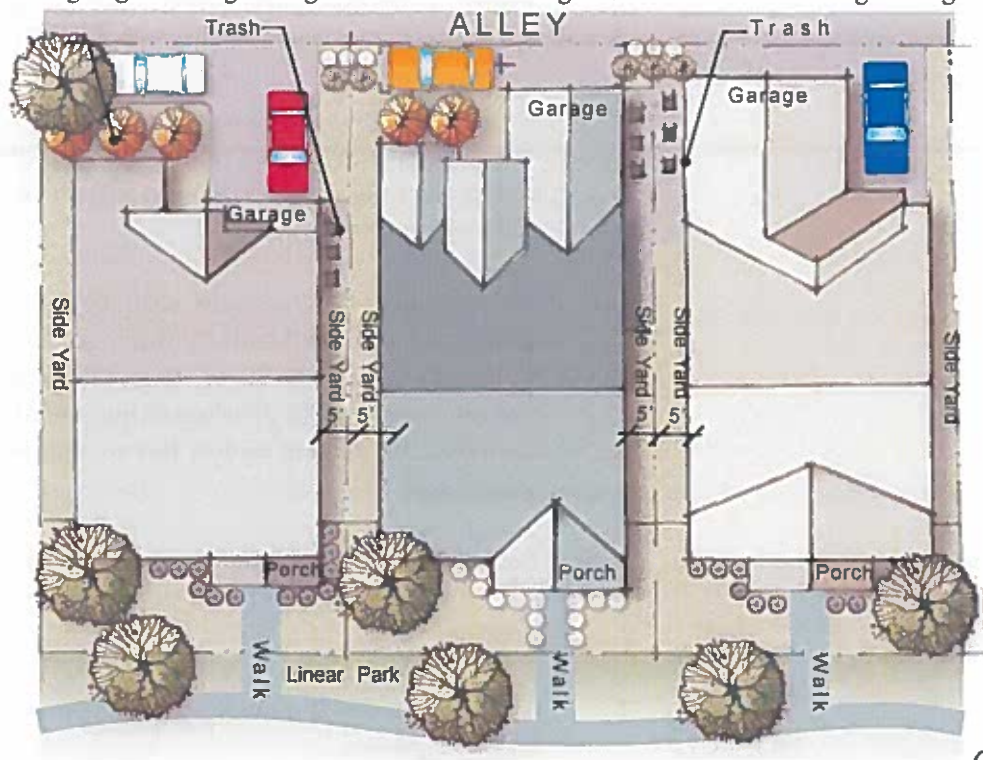
- a. Open street patterns that create a network of circulation connections with multiple points of access are encouraged.
- b. Walled and isolated residential enclaves are strongly discouraged.
- c. Use of cul-de-sacs shall be minimized. Where feasible, access from cul-de-sacs shall be daylighted and connected to a larger circulation system to allow for pedestrian access.
- d. All yard areas and setbacks shall be landscaped in accordance with the Hanford Municipal Code section ~~17.10.160 17.18.100 D and E~~. Street trees shall be planted 30 feet on center within planting strips. An additional 3 trees shall be planted within lots to improve passive solar design.
- e. Lots shall vary in width, depth and articulation to allow variety and flexibility in building placement and massing.
- f. ~~The use of alleys is strongly encouraged within small lot development.~~

Land Use & Neighborhood Design

- g. Provisions for the storage of 3 refuse containers are required for all single family, detached SMLD homes.

Building Design Guidelines

- a. A variety of building types and styles shall be provided within a residential neighborhood. This is accomplished through variation in building heights, massing, setbacks, and architectural elevations and floorplans. No more than 33% of homes within Small Lot LD designation shall have the same architectural design.
- b. Houses shall be oriented toward the street or park. Outdoor sitting spaces such as porches, balconies, or courtyards are strongly encouraged.
- c. Architectural features such as porches, chimneys, door placement, window proportions, dormers, wood detailing, siding, and color scheme shall be coordinated, compatible with the neighborhood context, and complement the overall building design.
- d. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the bulk and size of the structure.
- e. All utility and mechanical equipment shall be screened from view (except photovoltaic panels). Roof mounted air conditioners, coolers, and antennas are discouraged.
- f. Garage locations and articulation shall be designed to minimize their visibility. Alternate garage loading configurations are encouraged (see Residential Garage Design Guidelines).



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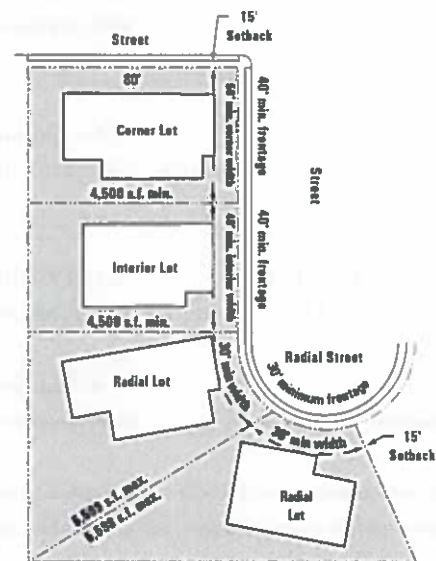
Chapter 3

Table 3.4 Small Lot (LD) Development Standards

Land Use	Low Density Residential
Base Zone District	RM2
Density Range	7-9 Dwelling units/gross acre
Permitted Use	HMC Section 17.18.020
Administrative Approval	HMC Section 17.18.030
Conditional Uses	HMC Section 17.18.040

Lot Configuration

Lot Area	3,200 sq. feet-5,999 sq. feet
	min max
Width	
Interior Lot	40 feet minimum (Measured at front yard setback)
Corner Lots	50 feet minimum (Measured at front yard setback)
Radial Lots	30 feet minimum (Measured at front yard setback)
Depth	80 feet minimum
Frontage	40 feet minimum (local streets) (Measured at edge of ROW)
	30 feet minimum (radial streets) (Measured at edge of ROW)
Lot Coverage	50% maximum (May be exceeded fronting linear green)
Landscaping	30% of lot minimum



Setbacks

Front Yard

Covered Porch	10 feet minimum
Living Space	15 feet minimum
Garage	20 feet minimum

Side Yard

Interior Lot	5 feet minimum	
Corner Lot (Street Side)	13 feet minimum	10 feet minimum
Garage (Side Entry)	15 feet minimum	20 feet minimum
Covered Porch	7 feet minimum	

Rear Yard

Multi-Story	5 feet additional per story
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(Homes fronting linear parks require 5 feet rear yard setback regardless of building height)

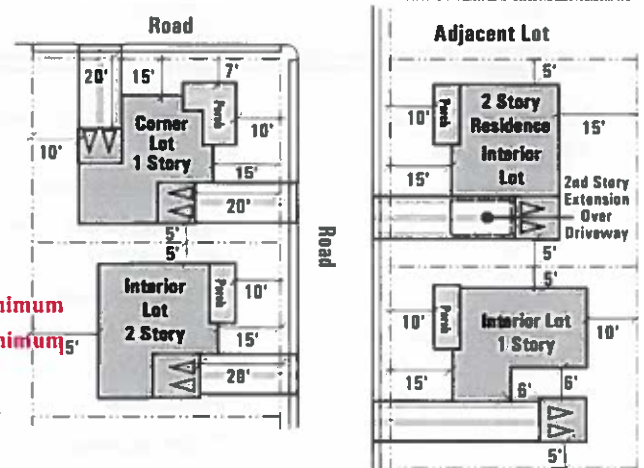
Accessory Structures

5 feet from rear or side property line

(When located in the rear yard)

Distance Between Buildings

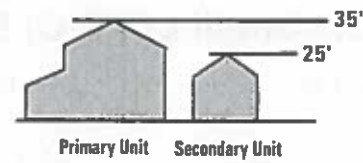
6 feet minimum, or allowed per the Building Code



Land Use & Neighborhood Design

Building Heights

Primary Unit	Measured from finished floor elevation 35 feet maximum
Accessory Structure	25 feet maximum

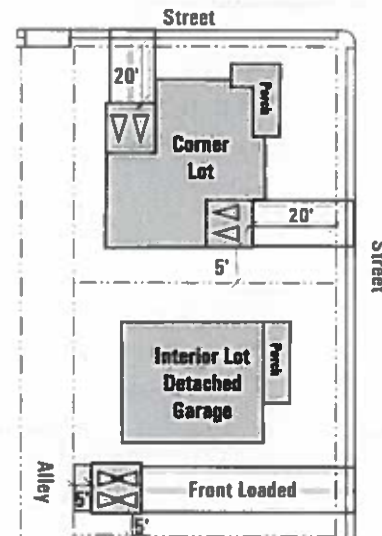


Off Street Parking

Parking Requirement	2 spaces/unit minimum (4 spaces/unit if no street driveway access) (Minimum two spaces within a garage or carport)
---------------------	---

Garage

Coverage	Refer also to Section 3.3.6 50% maximum of first floor front elevation
Front Loaded Garage	
Front Yard Setback	20 feet minimum
Corner Side Yard Setback	20 feet minimum
Detached Garage	
Side Yard (Interior)	5 feet minimum
Side Yard (Corner)	20 feet minimum
Rear Yard	5 feet minimum
Setback from Alley	(Setback 15 feet minimum from centerline of alley)



~~Note: When alley is available, no street loaded garage is allowed. (Refer to Residential policy F and Garage Design Guidelines E.)~~

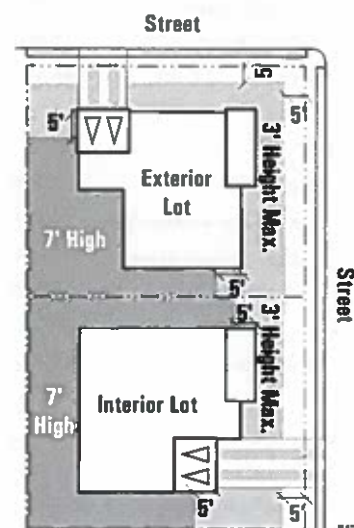
Porches

Requirement	Refer also to Section 3.3.7 60% of all units
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Fencing and Walls

Within Setbacks	Refer also to Section 3.3.8
Front and Side Yard	3 feet maximum height (Must be 5' minimum behind property line and a minimum of 50% transparent) 7* feet maximum height
Rear and Side Yard	(Along rear and side property line when setback a minimum of 5' behind leading edge of house) 7* feet maximum height
Along Alley	(Along rear property, setback 3 feet minimum from alley Right of Way)

*As per city standards.



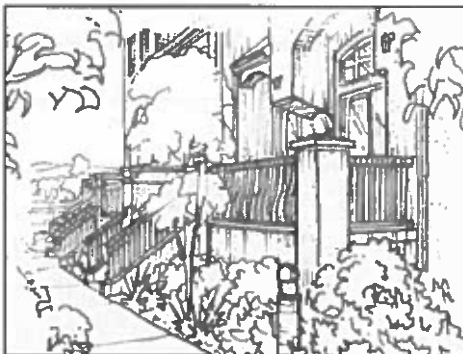
Chapter 3



Alley-loaded garages provide for direct park frontage, increasing the sense of community.



Common landscaped areas adjacent to residences are strongly encouraged



Elevated porches provide a sense of privacy and also provide interesting architectural articulation.

3.4.5 Medium Density Residential (MD)

Medium Density Residential (MD) provides for a variety of single-family detached, attached, and multi-family units with density ranging from 7-15 units per gross acre. This designation is intended to provide a variety of housing options within the Plan Area through the use of creative site planning, unit clustering and design innovation. Detached MD products are encouraged when abutting LD designated areas to create a sense of continuity amongst neighborhoods. The MD designation is located along Hume Avenue. The following are site planning and building design guidelines for Medium Density Residential.

Site Planning Guidelines

- a. Open street patterns that create a network of circulation connections with multiple points of ingress and egress are encouraged.
- b. Walled and isolated residential enclaves are strongly discouraged.
- c. Use of cul-de-sacs shall be minimized. Where feasible, access from cul-de-sacs shall be daylighted to allow for pedestrian access.
- d. The design and character of all fencing and walls shall complement the design of adjacent structures, and provide adequate privacy and security.
- e. Common areas, yards, and parking areas shall be thoroughly landscaped.
- f. All yard areas and setbacks shall be landscaped in accordance with the Hanford Municipal Code section 17.10.160 ~~17.18.100 D and E~~. Street trees shall be planted 30 feet on center within planting strips. An additional 3 trees shall be planted within lots to improve passive solar design.
- g. Yard areas shall accommodate garbage can storage ranging from 1 to 3 cubic yards per City Standards.

Land Use & Neighborhood Design

Building Design Guidelines

- a. A variety of building types and styles shall be provided within each residential neighborhood. This is accomplished with variation in building heights, massing, setbacks, and architectural elevations and floorplans. No more than 33% of individual units within MD designation shall have the same architectural design.
- b. Houses shall be oriented toward the street or park. Outdoor sitting spaces such as porches, balconies, and courtyards are strongly encouraged. Attached products that face LD designated areas should be of similar building mass and design.
- c. Architectural features such as porches, chimneys, door placement, window proportions, dormers, wood detailing, siding, and color scheme shall be coordinated, compatible with the neighborhood context, and complement the overall building design.
- d. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the bulk and size of the structure.
- e. Two or three story structures of varying height are encouraged for attached dwelling units to provide variety in building mass.
- f. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the structures' apparent bulk and size.
- g. All utility and mechanical equipment shall be screened from view (except photovoltaic panels). Roof mounted air conditioners, coolers and antennas are discouraged.
- h. Garage locations and articulation shall be such that structure visibility is minimized. Alternate garage loading configurations are encouraged. Garages and car ports should be accessible from parking courts or internal parking lots. ~~Street loaded garages are discouraged.~~



Outdoor sitting spaces create an inviting affect for a neighborhood.



Landscaping helps to enhance the alley/parking court



Variation in architectural style gives interest to the streetscape

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Table 3.5 Medium Density Residential (MD) Standards

Land Use	Medium Density Residential
Base Zone District	RM2 RM
Density Range	7-15 Dwelling units/gross acre
Permitted Use	HMC Section 17.20.020 17.10
Administrative Approval	HMC Section 17.20.030 17.10
Conditional Uses	HMC Section 17.20.040 17.10

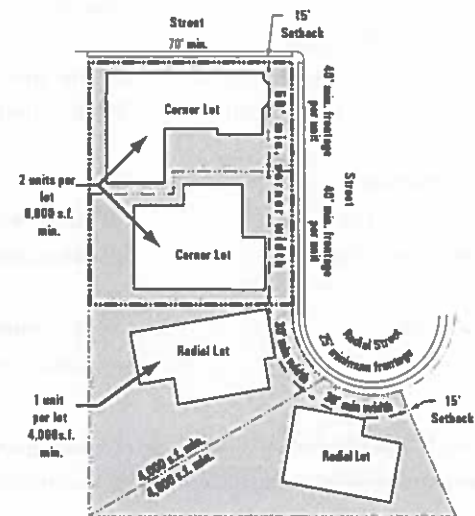
Lot Configuration

Lot Area	4,000 square feet minimum (2 units may be permitted per minimum lot size. Additional 2,000 s.f. per unit above minimum)
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Width	
Interior Lot	40 feet minimum (Measured at front yard setback)
Corner Lot	50 feet minimum (Measured at front yard setback)
Radial Lot	30 feet minimum
Depth	70 feet minimum
Frontage (per unit)	40 feet minimum (Local street) (Measured at edge of ROW) 25 feet minimum (Radial lot) (Measured at edge of ROW)

Lot Coverage ~~50% maximum~~

Landscaping	30% of lot minimum
5 or more units	Common Recreation Area Required

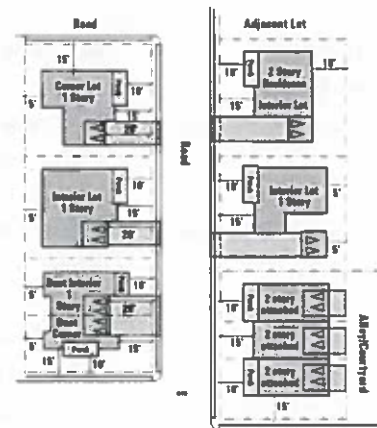


Setbacks

Front Yard	
Covered Porch	10 feet minimum
Living Space	15 feet minimum
Garage	20 feet minimum (Setback a min. of 3 feet from leading edge)

Side Yard	
Covered Porch	10 feet minimum
Interior	0 feet minimum
Corner (Street Side)	15 feet minimum
Garage	20 feet minimum

Rear Yard	
Primary Building	5 feet minimum per story (Homes fronting linear parks require 5 feet rear yard setback regardless of building height)
Accessory Structures	5 feet from rear or side property line (When located in the rear yard)



Primary Unit Secondary Unit

Parking Requirement	2 spaces / unit minimum (4 spaces/unit if no street driveway access) (Minimum two spaces within a garage or carport)
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Figure 1 illustrates typical lot layouts for 10,000 sq. ft. lots, categorized by their orientation relative to a 'Road' or an 'Alley/Courtyard'.

Road Side Layouts:

- Corner Lot:** Dimensions include 13', 10', 10', 15', 20', and 5' setbacks.
- Interior Lot:** Dimensions include 10', 15', 20', and 5' setbacks.
- Dust Interior:** Dimensions include 10', 20', 15', and 5' setbacks.

Alley/Courtyard Side Layouts:

- 2 story Residence:** Dimensions include 5', 10', 15', and 10' setbacks.
- Interior Lot:** Dimensions include 10', 15', 10', and 10' setbacks.
- 2 story attached:** Dimensions include 10', 15', 10', and 15' setbacks.

The figure also includes a 'Road' label and an 'NTS' (Not To Scale) note.

Porches	Refer also to Section 3.3.7
Requirement	60% of all units



HANFORD
California

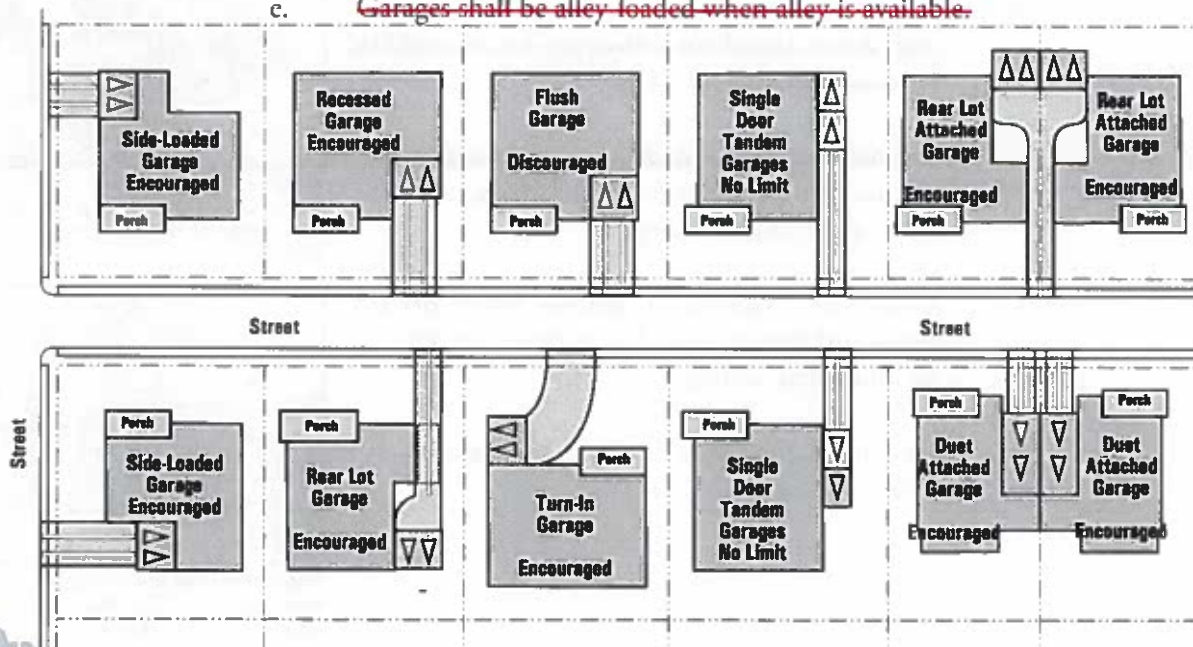
Chapter 3

3.4.6 Neighborhood Garage Design Guidelines

~~The Live Oak Master Plan encourages alternative garage placement within neighborhoods to de-emphasize the dominance of garages,~~ thereby enhancing the streetscape. This distinction provides a community identity that is set apart from other residential subdivisions. The following are garage design guidelines that encourage various garage configurations.

Garage Design Guidelines

- Alternative garage loading configurations are strongly encouraged (i.e. rear lot garages, turn-in garages, ~~alley loaded garages~~, detached garages).
- Each individual development shall include a variety of garage placement configurations to meet the goal of a variety of housing types and architectural designs.
- The visual impact of garages and driveway aprons shall be minimized. ~~Driveway aprons shall not be wider than 16 feet at street edge.~~
- The prominence of the garage shall be minimized to create a visual relationship between the front entrance of the residence and the street.
- ~~Garages shall be alley loaded when alley is available.~~



Land Use & Neighborhood Design

3.4.7 Residential Porch/Courtyards Design Guidelines

Residential units within the Plan Area are strongly encouraged to provide porches, balconies, courtyards, and other gathering spaces outside of primary residential structures to create an inviting community. These spaces shall be designed and articulated to maximize visibility and enhance the pedestrian-oriented atmosphere. The following guidelines establish how porches/courtyards shall be designed within the Plan Area.

Porch/Courtyard Design Guidelines

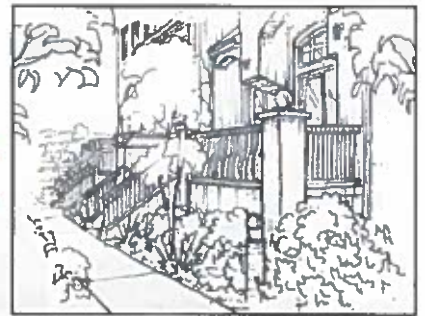
- a. Residential units are strongly encouraged to provide an outdoor sitting area that is oriented to the street.
- b. Porches and courtyards should be used to maximize the front entry of a home that provides an opportunity for increased interaction among residents.
- c. Porches shall have a minimum 6-foot depth of unobstructed sitting area.
- d. ~~Corner lots are strongly encouraged to include a wrap-around porch on both street sides to establish a strong "street relationship".~~
- e. Porches shall include detailed columns and railings consistent with the architectural character of the building or neighborhood.
- f. Courtyards shall be a semi-enclosed private, front-yard living area that is large enough to accommodate seating.
- g. Porches shall be consistent with the setbacks found within the Master Plan.



Corner lots are strongly encouraged to include a wrap around porch on both street sides to establish a strong "street relationship"



Porches shall include detail columns and railings consistent with the architectural character of the building or neighborhood



Porches should be used to maximize the front entry of a home, providing an opportunity for increased interaction among residents



Residential units are strongly encouraged to provide an outdoor sitting area that is visually oriented to the street

Chapter 3

3.4.8 Residential Walls and Fences

Walls and fences can provide a setting for entryway landscaping and treatments that differentiate neighborhoods and assist in defining a sense of place. Fences also provide separation between residential units for individual privacy, safety, and security. Solid fences or block walls may also provide separation between residential and more intense uses to mitigate noise and other encroachments. All fencing will be installed by the developer(s) and shall coordinate with landscape treatments.

In addition to providing a setting for entryway landscaping, walls perform functions such as noise attenuation for residential and noise sensitive uses along major and heavily traveled streets. Berms and landscaping of walls along public streets is essential to create a boulevard effect and avoid a solid walled environment that may be susceptible to vandalism.

Wall and Fence Design Guidelines

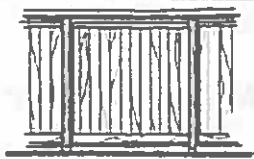
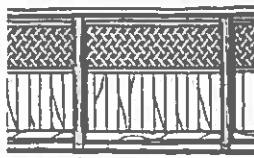
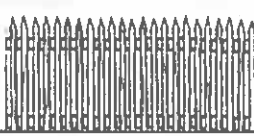
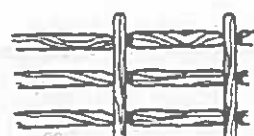
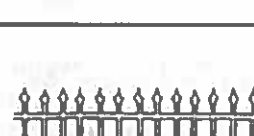
- a. Walls and fences shall be coordinated throughout the Plan Area.
- b. Walls and fences shall incorporate materials, colors, and shapes that reflect the character of the Plan Area and its surroundings.
- c. Walls and fencing shall be constructed of high quality, long lasting, low maintenance, and graffiti resistant materials.
- d. Fencing and walls shall be designed to minimize policing problems, indefensible spaces, hiding spots, and shall not diminish public or private views.
- e. ~~A 6 foot high minimum~~ decorative wall of solid material (refer to Table 3.6) shall be provided along Hume Avenue, 12th Avenue, collector streets located along slough frontages, and portions of Houston Avenue adjacent to residential uses for noise attenuation.
- f. Perimeter walls shall not exceed 7 feet in height (as per city standards), except as required for noise attenuation purposes, and shall be constructed of solid material (i.e. decorative masonry, split face concrete block, plaster, stucco, or brick).
- g. Residential yard fencing shall not exceed 7 feet in height (as per city standards), shall be constructed from redwood, cedar or comparable, durable material.
- h. Open fencing used in front yard setbacks shall not exceed 3 feet in height, be of decorative material (i.e. wood pickets, split rail, etc.), maintaining a minimum transparency of 50%.



Land Use & Neighborhood Design

- i. Edge Fencing along the open space conservation areas shall not exceed 3 feet in height shall be of decorative material (i.e. wood pickets, split rail, etc.)
- j. Landscape improvements shall complement the character of the wall or fence.
- k. Chain-link fencing is prohibited within the front yard, side yard or rear yard.

Table 3.6 Walls and Fencing Guidelines

Fence Type	Height Limit (feet)	Permitted Application	Image
Wood: Wood fence with galvanized metal posts.	7'	Rear & side yard of residential lots	
Good Neighbor: Wood fence with galvanized metal posts and a decorative cap. Cap should be a semi-transparent panel.	7'	Rear & side yard of residential lots when visible from public view	
Picket: Picket fence with galvanized metal posts.	3'	Front yard of residential lots, and along side yard property lines to the front façade of the house	
Split Rail: White vinyl split rail fencing that reflects the agrarian character of the area.	4'	Front yard of R-1-12 residential lots, along side yard property lines to the front façade of the house; Open ended cul-de-sacs leading to open space; May also be used in conjunction with neighborhood entries. (Min. 50% transparency)	
Wrought Iron: Wrought iron fence with wrought iron posts.	4'	Front yard of residential lots, and along side yard property lines to the front façade of the house.	
Solid Masonry Wall: Solid masonry wall constructed per City of Hanford Standards.	7'	Decorative wall to be provided along Hume Avenue, 12th Avenue, Houston Avenue and all areas bordering landscaped common areas for noise attenuation purposes	

Chapter 3



Units fronting onto parks and open space encourages "eyes on the park"



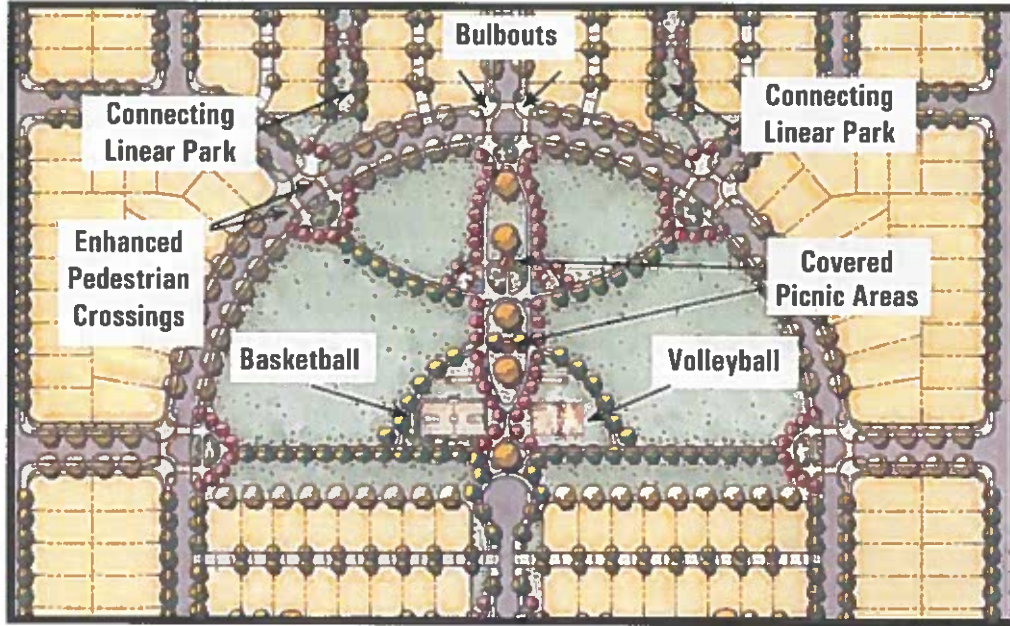
Neighborhood parks and tot-lots should include play structures

3.5. Parks and Open Space

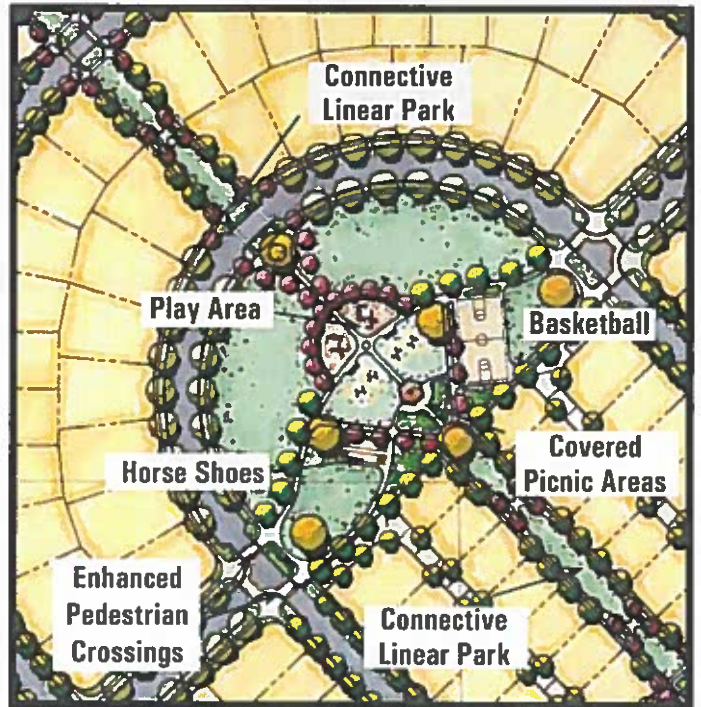
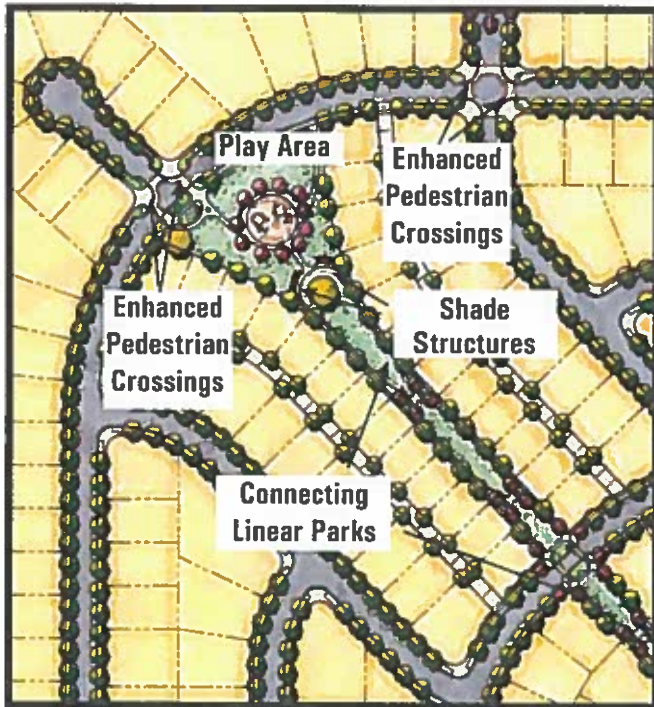
Parks (P) and Open Space (OS) are located within the Plan Area. There are three planned neighborhood parks totaling 21.0 gross acres, and smaller pocket parks located in various neighborhoods. Designated Open Space, totaling 31.6 acres, is located within Lone Oak and Sand Sloughs, as well as directly adjacent to the west side of 12th Avenue, along the minor park entry collector. The Open Space corridors preserve riparian woodland areas and will be accessible through pedestrian paths that are linked to adjacent streets and accessible to neighborhoods. Design Standards for parks and trails are located in Chapter 5.

Land Use & Neighborhood Design

Figure 3-2 Conceptual Neighborhood Parks



Neighborhood Park west of 12th Avenue



Neighborhood Parks east of 12th Avenue

Attachment: Attachment 4 - Master Plan Mark Up (CD: Live Oak Development Amendment 2)

Chapter 3

3.6. Community Gateways

Community gateways create a statement that clearly identifies entry into a specific place for residents and visitors alike. There are two types of gateways within the Plan Area: Major Gateway and Minor Gateway. The major gateways are located near areas of significance, including the intersections of 12th and Hume Avenues and Houston and 12th Avenues. Minor gateways are located at Houston Avenue and Lone Oak Slough, Hume Avenue and Lone Oak Slough, Hume Avenue and Sand Slough, as well as Houston Avenue and Sand Slough. Major gateways should convey a sense of arrival into this area of Hanford. Gateways should be designed to incorporate specific elements that identify and reinforce the history of Hanford, and correspond with like colors and elements of architectural styles that exist throughout the Master Plan Area. The following are descriptions and sketches of the gateways within the Plan Area.

3.6.1 Major Gateways

12th Avenue at Hume Avenue

The gateway along 12th Avenue at Hume Avenue should create a sense of arrival into the Plan Area. This gateway should face southbound motorists along 12th Avenue. Accent paving within crosswalks in the entire intersection, accent lighting for the main gateway, and ornamental trees should be incorporated into this gateway design. If the gateway is located along a landscape easement, the landscaping should blend in with the gateway.



Major Gateway

Land Use & Neighborhood Design

Houston Avenue at 12th Avenue

The gateway along Houston Avenue at 12th Avenue should provide a sense of arrival, not only to the Plan Area, but the City of Hanford as well. ~~The City should work closely with developers to design a gateway incorporating an entry feature to both the Plan Area and the City.~~ A rural characteristic responding to adjacent agriculture lands that includes accent lighting and ornamental trees should be incorporated into this gateway.

3.6.2 Minor Gateways

Minor gateways define the eastern and western Plan Area Boundaries and should be located at the intersection of the Minor Collector along the sloughs with Houston and Hume Avenues, and should welcome residents and visitors who are traveling from the east or west. The gateways should be oriented towards Houston or Hume Avenue as appropriate, and incorporate a more rural characteristic compared to other gateways within the Plan Area. The minor gateway should include accent lighting and vegetation that is comparable to that found within Lone Oak and Sand Sloughs. Tree species that are used within the gateway should include species found within the Master Tree list in Section 3.9.



Minor Gateway at Slough



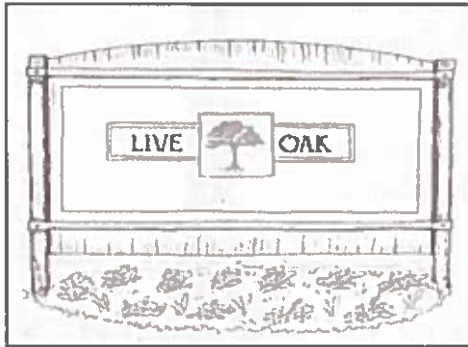
Chapter 3



Neighborhood directional signage should be grouped



Enhanced street name signs are encouraged



Signage should be used to indicate entrance to Plan Area, or identify amenities such as parks

3.7 Neighborhood Signage

Signs within neighborhoods provide a cohesive character and identity. Proper design and application of signs orient future residents and visitors. By directing drivers to locations, signage improves circulation efficiency and access to important neighborhood designation points. ~~Temporary project specific signs and marketing logos shall not be permitted because these signs reinforce a notion that each neighborhood is separate within the community, rather than each neighborhood as part of a whole community.~~

3.7.1 Neighborhood Signage Design Guidelines

- Ensure all elements reinforce and are coordinated with the character of the Plan Area and its surroundings.
- Signage should incorporate like materials, colors, and shapes that reflect the Plan Area and Hanford.
- Sign design should coordinate with any adjoining walls or fences.
- Signs should be constructed of high quality, low maintenance, and long lasting materials.
- Signs should be clear, concise, and informative.
- Signs shall be used to identify uses such as various residential developments, open space paths, neighborhood parks, and pocket parks.
- Street signs and directional signs should have a common design theme.

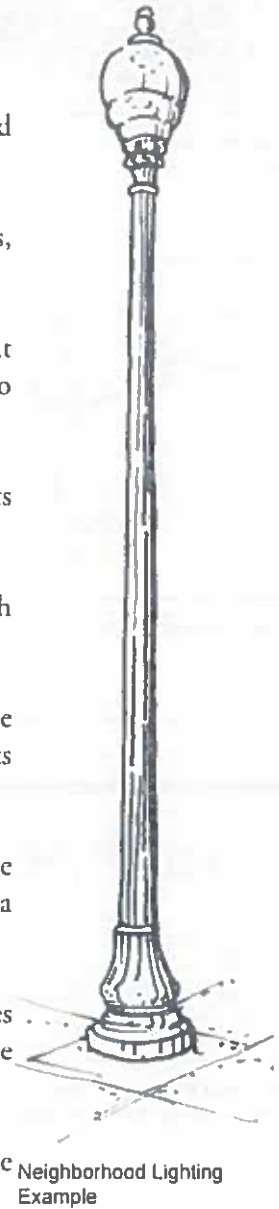
Land Use & Neighborhood Design

3.8 Neighborhood Lighting

Lighting standards respond to the need for safe, secure, and well lit streets, while encouraging pedestrian-scaled thematic lighting in key areas. Lighting is encouraged to contribute to the character of the Plan Area. Unobtrusive lighting, with its ability to provide soft, down-lit pockets of light, is required.

3.8.1 Neighborhood Lighting Design Guidelines

- a. Efficient lighting patterns that minimize glare and avoid lighting pollution should be utilized.
- b. Use of accent lighting to highlight features such as entries, trails, and accent landscaping is strongly encouraged.
- c. Street lighting shall occur at all traffic intersections, and at regularly spaced intervals along public Rights-of-Way to provide safety for motorists and pedestrians.
- d. Cobra style street lamps shall be limited to arterial streets and major collector streets (i.e. Hume Avenue).
- e. Lighting performance standards shall meet those set forth by the Hanford Department of Public Works.
- f. Lighting fixtures should be coordinated throughout the Plan Area and be consistent with architectural elements within neighborhoods.
- g. Ornamental lighting of rural character within open space shall be placed at entrances of trails to help maintain a agricultural environment.
- h. Ornamental street lighting shall utilize fixtures and poles available from Southern California Edison (SCE). The following combinations should be utilized:
 - For park areas: Glendora Sidewalk Pole with Acorn Pole Top Fixture ~~10 feet tall~~
 - For residential and minor collector streets: Glendora Sidewalk Pole with Acorn Pole Top Fixture ~~18 feet tall~~



Chapter 3



Red Maple



Louisiana Live Oak



Raywood Ash



Chaste Tree

3.9 Neighborhood Landscaping

Landscaping creates a pleasant, pedestrian-scaled character and identity for the Plan Area. Informal groupings of native and non-native tree species will be used to provide shade and create a vibrant neighborhood. Attention to entry features, streetscapes, and the open space conservation area will establish the character and overall identity of the Plan Area.

3.9.1 Plan Area Tree Species

The following tree species shall be used within the Live Oak Master Plan Area. These species have been selected from the City's Master Street Tree List. Specific groups of the same species shall be planted along both sides of streets for consistency.

Street Trees

- ~~▲ Pistacia Chinensis (Chinese Pistache)~~
- ~~▲ Celtis Sinensis (Chinese Hackberry)~~
- ~~▲ Fraxinus Oxycarpa (Raywood Ash)~~
- ~~▲ Quercus Ilex (Holly Oak)~~
- ~~▲ Platanus Acerifolia (London Plane)~~

Ornamental Trees / Median Trees

- ~~▲ Fraxinus Oxycarpa (Raywood Ash)~~
- ~~▲ Vitex Agnus Castus (Chaste Tree)~~

Parks and Pedestrian Paths Trees

- ~~▲ Zelkova Serrata (Sawleaf Zelkova)~~
- ~~▲ Platanus Agrifolia Bloodgood (London Plane)~~
- ~~▲ Quercus Ilex (Holly Oak)~~
- ~~▲ Quercus Wislizenii (Interior Live Oak)~~
- ~~▲ Platanus Reemosa (California Sycamore)~~
- ~~▲ Quercus Virginiana (Louisiana Live Oak)~~
- ~~▲ Fraxinus Oxycarpa (Raywood Ash)~~
- ~~▲ Acer Rubrum (Red Maple)~~



MASTER TREE LIST

City of Hanford
2015

STREET TREES

If the space between the curb and sidewalk is less than five feet:

Botanical Name	Common Name	Description
<i>Callistemon citrinus</i>	Lemon Bottlebrush	15'-25' high; 15'-25' wide
<i>Callistemon viminalis</i>	Weeping Bottlebrush	18'-25' high; 12'-15' wide
<i>Cercis Canadensis</i>	Oklahoma Redbud	15'-18' high; 12'-18' wide; spring bloom
<i>Dodonaea viscosa</i>	Purple Hopseed	10'-15' high; 10'-15' wide
<i>Feijoa</i>	Pineapple Guava	15'-20' high; 15'-20' wide
<i>Lagerstroemia indica</i> /hybrids	Crape Myrtle	10'-20' high; 6'-15' wide; summer bloom
<i>Nerium</i>	Oleander	12'-20' high; 12'-20' wide; evergreen
<i>Prunus cerasifera</i>	Purple Pony Plum	10'-15' high; 10'-15' wide; spring bloom; no fruit
<i>Quercus robur</i> x <i>bicolor</i> 'long'	Regal Prince Oak	40'-45' high; 18'-25' wide
<i>Rhamnus alaternus</i>	Italian Buckthorn	10'-20' high; 10'-20' wide; evergreen
<i>Vitex agnus castus</i>	Chaste Tree	20'-25' high; 20'-25' wide

If the space between the curb and sidewalk is more than five feet, any tree from the list above or below can be used.

<i>Arbutus unedo</i>	Strawberry Tree	8'-35' high; 8'-35' wide; evergreen
<i>Chionanthus retusus</i>	Chinese Fringe Tree	15'-20' high; 15'-20' wide
<i>Chitalpa tashkentensis</i>	Pink Dawn Chitalpa	20'-30' high; 20'-30' high
<i>Cinnamomum camphora</i>	Camphor Tree	30'-45' high; 30'-45' wide
<i>Ginkgo biloba</i>	Maidenhair Tree grafted male	35'-50' high; 20'-30' wide
<i>Grevilla robusta</i>	Silky Oak	50'-60' high; 30'-35' wide
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	20'-40' high; 20'-40' wide
<i>Malus</i>	Flowering Crab Apple	12'-25' high; 12'-25' wide
<i>Nyssa sylvatica</i>	Sour Gum Tree	30'-50' high; 15'-25' wide
<i>Pistacia chinensis</i>	Chinese Pistache grafted male 'Keith Davey'	40'-60' high; 40'-60' wide
<i>Pyrus kawakamii</i>	Evergreen Pear	15'-25' high; 15'-25' wide
<i>Quercus frainetto</i> 'Schmidt'	Forest Green Oak	45'-50' high; 25'-30' wide
<i>Quercus robur</i> x <i>bicolor</i> 'long'	Regal Prince Oak	40'-45' high; 18'-25' wide

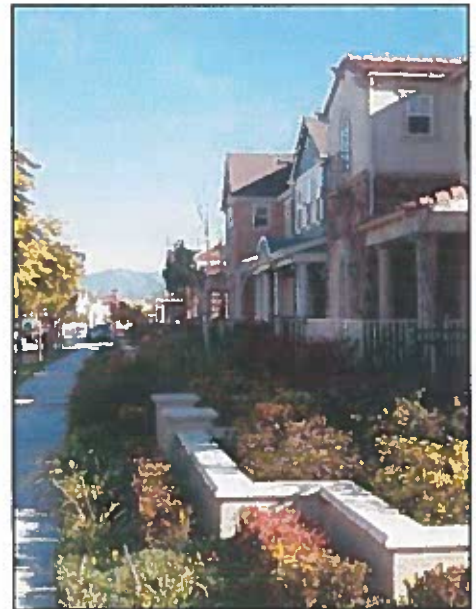
Land Use & Neighborhood Design

3.9.2 Landscaping Design Guidelines

- a. Provide landscaping that reflects the pedestrian oriented design of the Plan Area.
- b. Ensure the adequate and appropriate provision of landscaping within all development phases.
- c. Street trees should be planted at maximum intervals of 30 feet on center within planting strips. Typically, each lot shall plant a minimum of 2-3 street trees. An additional 2-3 street trees shall be planted along the side yard of a corner lot.
- d. Ensure shade tree planting occurs to improve the cooling efficiency of buildings and minimize heat island effects of paved surfaces.
- e. Entry feature landscapes should complement the surrounding neighborhood character.
- f. Ornamental and specialty planting are considered appropriate accents to entry features consistent with the rural character of the Plan Area and its surroundings.
- g. Landscaping is encouraged to use native, drought-tolerant plants, that require low maintenance.

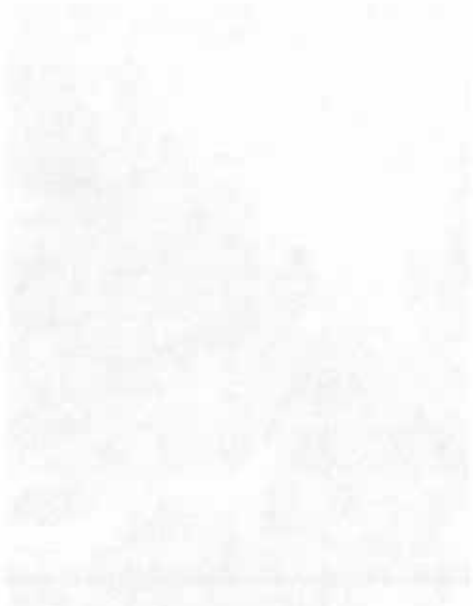
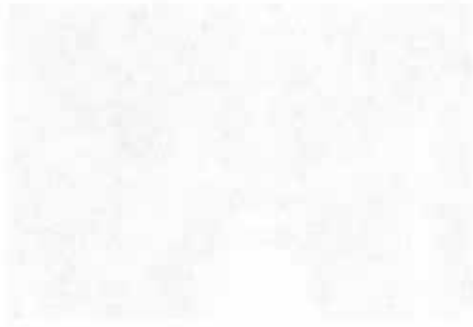


Street trees should be planted at maximum intervals of 30 feet on center



Lush front yard landscaping gives this neighborhood a pleasant pedestrian experience

Chapter 3





4.0 Circulation

4.1 Introduction

Safety and efficiency are priorities for the Plan Area's circulation system. The circulation system is designed to provide an interconnected pattern for motorized and non-motorized travel, and allow convenient access between neighborhood amenities and residential units.

Pedestrian accessibility has been incorporated into the Master Plan circulation system. High speed, through traffic has been minimized, and a safe pedestrian and bicycle system from one neighborhood to the next has been implemented. The circulation pattern utilizes bulb-outs adjacent to the neighborhood parks to reduce the effective crossing distance and help remind drivers of the likely presence of children. The use of bulb-outs, landscaped planting strips, street trees, daylighted cul-de-sacs, linear greens, and other elements contribute to the quality of neighborhoods and reflect the pedestrian oriented qualities of older neighborhoods within Hanford.

The Live Oak Master Plan utilizes a combination of rectilinear and radial grid street patterns that connect neighborhoods within the Plan Area as well as to existing development. The Plan also provides for stub connections that will allow future adjacent development to be integrated with the larger community. The Master Plan promotes greater personal mobility by discouraging the use of typical dead end cul-de-sacs. In their stead, daylighted cul-de-sacs provide connection points to the pedestrian system along major streets.

The Plan Area's circulation system consists of arterials, collectors, local streets, Class II bikeways, sidewalks, and pedestrian paths. The following are goals used in developing the Plan Area's circulation system.

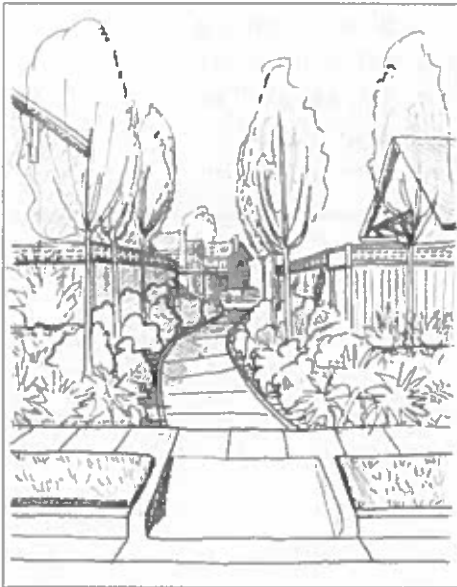


Chapter 4

4.1.1 Circulation Goals

1. Create a pedestrian-friendly community through connectivity of internal streets, the use of sidewalks, and linked pedestrian paths.
2. Maintain a system of external Arterials and Collectors established by the Hanford General Plan and Hanford Public Works Department.
3. Integrate with existing development by connecting to existing neighborhood stub streets and provide stub connections for future development.
4. Enhance neighborhood safety by providing a street pattern that promotes fronting lots onto public parks and discouraging the use of dead end cul-de-sacs.
5. Provide pedestrian and bicycle access along sloughs with paths that connect to neighborhood parks.

4.1.2 Circulation Policies

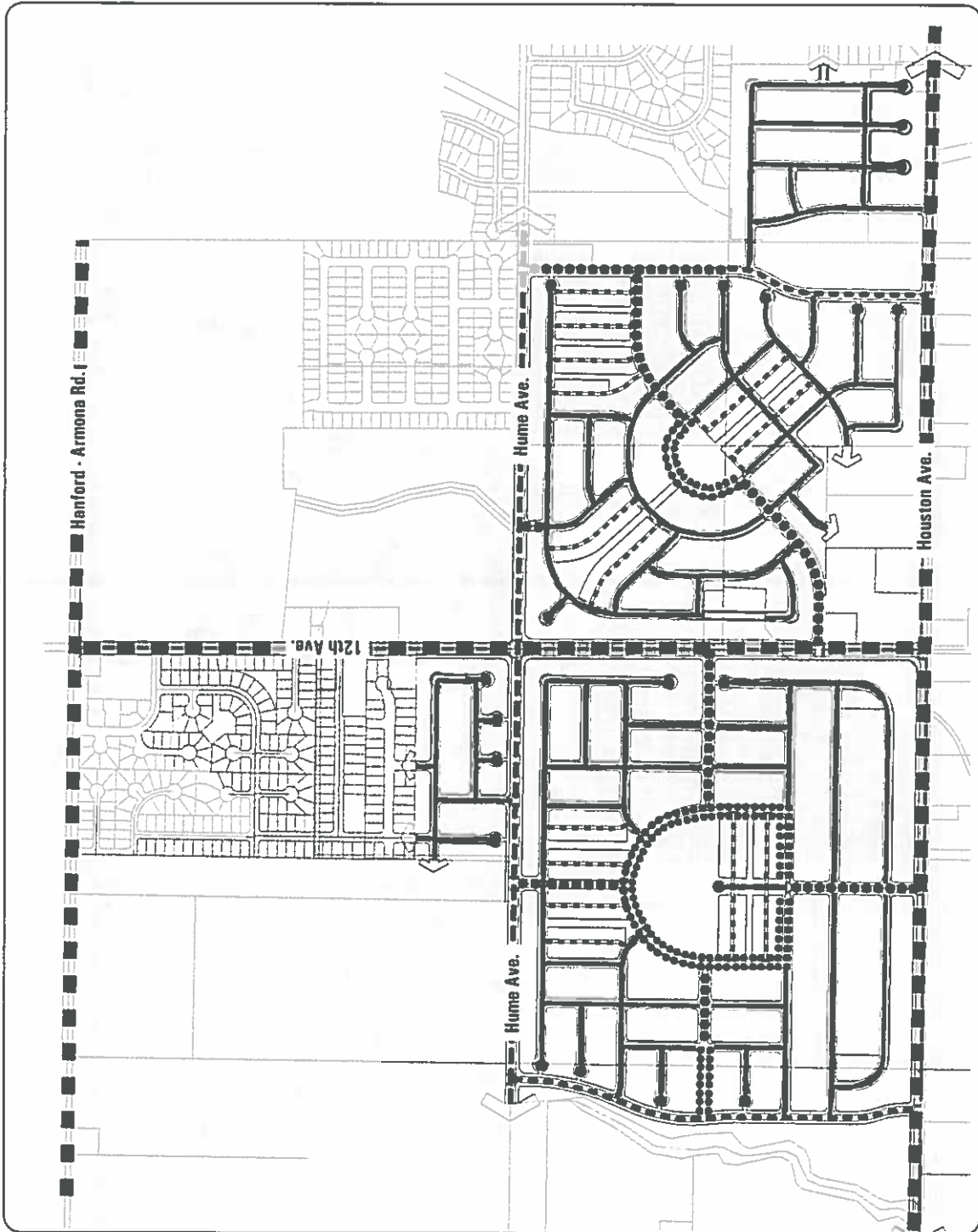


Landscaping enhances this daylighted cul-de-sac pedestrian connection

- a. All Streets shall be consistent with the Circulation Diagrams in Figures 4.1-4.14.
- b. The City of Hanford Standards and Specifications shall be used for items not covered in the Master Plan.
- c. Cul-de-sacs are strongly encouraged to be daylighted to provide pedestrian and bicycle access. The Community Development Department shall approve the design of all daylighted cul-de-sacs.
- d. Bulb-outs shall be utilized as traffic calming measures at all intersections & streets that abut neighborhood parks within the Plan Area.
- e. All improved public Right-of-Ways shall be dedicated to the City of Hanford. The City shall assume responsibility for maintenance and repair of all street facilities. Property owners shall be responsible for maintaining the park strip adjacent to front or side yards.

Figure 4-1
Conceptual Circulation Map
Legend

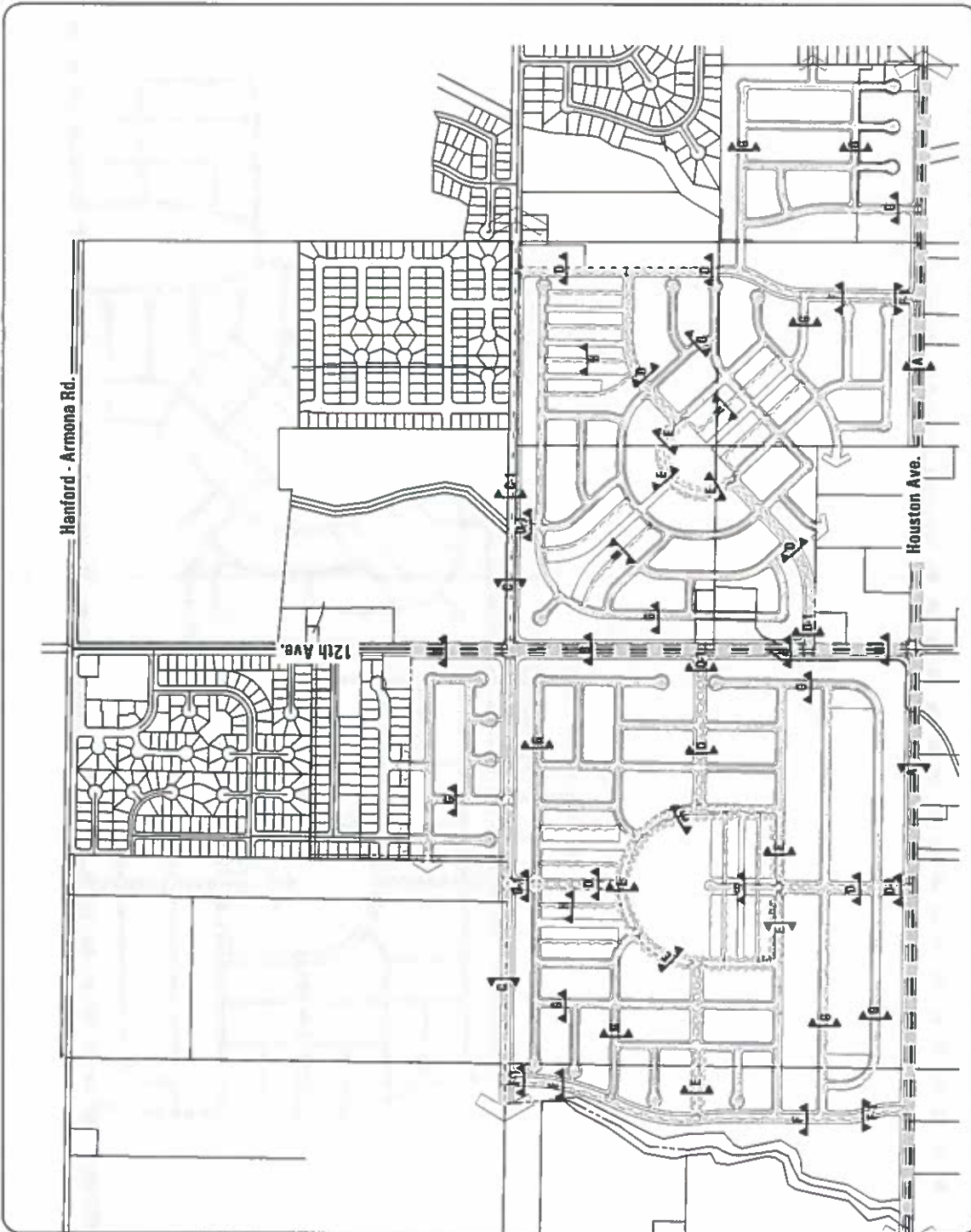
- Arterial
- Major Collector
- - - Minor Collector at slough
- Entry Collector
- Park Collector
- Local Road
- Local Road with cul-de-sac
- Alley (Alley Loaded Streets Removed)



Conceptual Circulation Map

Figure 4-2
Street Section Location Map
Legend

- Arterial
- ▲▲ Major Collector
- ▲▲ Minor Collector at slough
- ▲▲ Entry Collector
- ▲▲ Park Collector
- ▲▲ Local Road
- ▲▲ Local Road with cul-de-sac
- Alley — (Alley Loaded Streets Removed)
- ⌈ Section View



Street Section Location Map

Circulation

- f. Pathways should be provided within open space corridors, and located to reduce impacts on the riparian woodland that exists.
- g. Sidewalks with planting strips shall be provided on both sides of the Right-of-Way on all streets within the Plan Area.
- h. Street trees shall be planted at intervals of 30 feet on center, within planting strips.
- i. Landscaping shall be drought-tolerant plant material arranged within planting strips or medians to provide interest to pedestrians as well as automobile traffic.
- j. Landscaping, lighting, special paving surfaces, and entry features shall be maintained by a Landscape and Lighting District, or comparable maintenance district, such as a community facility district.



Increased front yard setbacks along major residential streets should include attractive walking conditions for pedestrians



Paving materials at residential intersections let drivers know they are entering an intersection and adds richness to the streetscape

Chapter 4

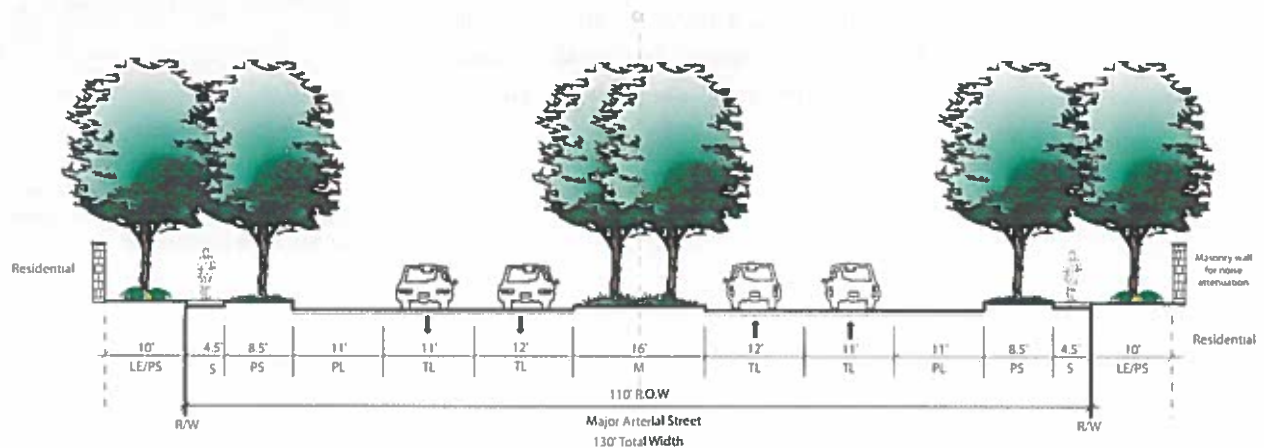
4.2 Arterial Streets

Two Major Arterials are located within the Plan Area: Houston Avenue and 12th Avenue. Vehicular access to these Major Arterials is limited to collectors with through intersections occurring approximately every $\frac{1}{2}$ mile. However, pedestrian access is permitted through the use of daylighted cul-de-sacs. There are two types of arterials within the Plan Area: Major Arterial and Arterial.

4.2.1 Major Arterial Street

Houston Avenue is considered a Major Arterial within the Plan Area. Residential units along Houston Avenue will have a more rural character as specified in Section 3 with the abutting Very Low Density Residential designation. Houston Avenue will transition from an urban to rural character on the western edge and will act as a gateway for the city of Hanford at Lone Oak Slough.

Figure 4.3 Major Arterial



SECTION A

Major Arterial Street

Designation

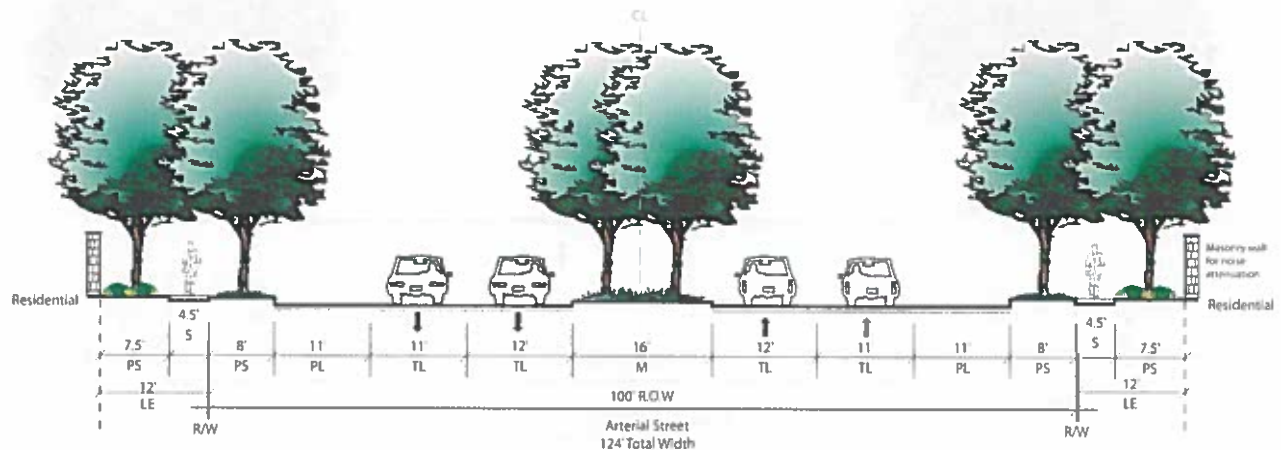
Right of Way (R/W)	110 Feet
Landscape / Public Utility Easement (LE)	10 Feet outside of Right-of-Way
Median (M)	16 Foot landscaped median
Travel Lane (TL)	12 Feet adjacent median, 11 Feet adjacent curb
Parking Lane (PL)	11 Feet on both side of street
Planting Strip (PS)	8.5 Feet on both side of street
Sidewalk (S)	4.5 Feet on both sides of street

Circulation

4.2.2 Arterial Street

12th Avenue shall be considered an Arterial within the Plan Area. Residential units shall have a wall treatment along 12th Avenue however, pedestrian access through daylighted cul-de-sacs is permitted. The width of the Right-of-Way may increase when streets intersect with 12th Avenue.

Figure 4.4 Arterial Street



Designation

SECTION B Arterial Street

Right of Way (R/W)	100 Feet
Landscape / Public Utility Easement (LE)	12 Feet outside of Right-of-Way
Median (M)	16 Foot landscaped median
Travel Lane (TL)	12 Feet adjacent median, 11 Feet adjacent curb
Parking Lane (PL)	11 Feet on both sides of street
Planting Strip (PS)	8 Feet adjacent to curb, 7.5 Feet adjacent to residential area
Sidewalk (S)	4.5 Feet on both sides of street

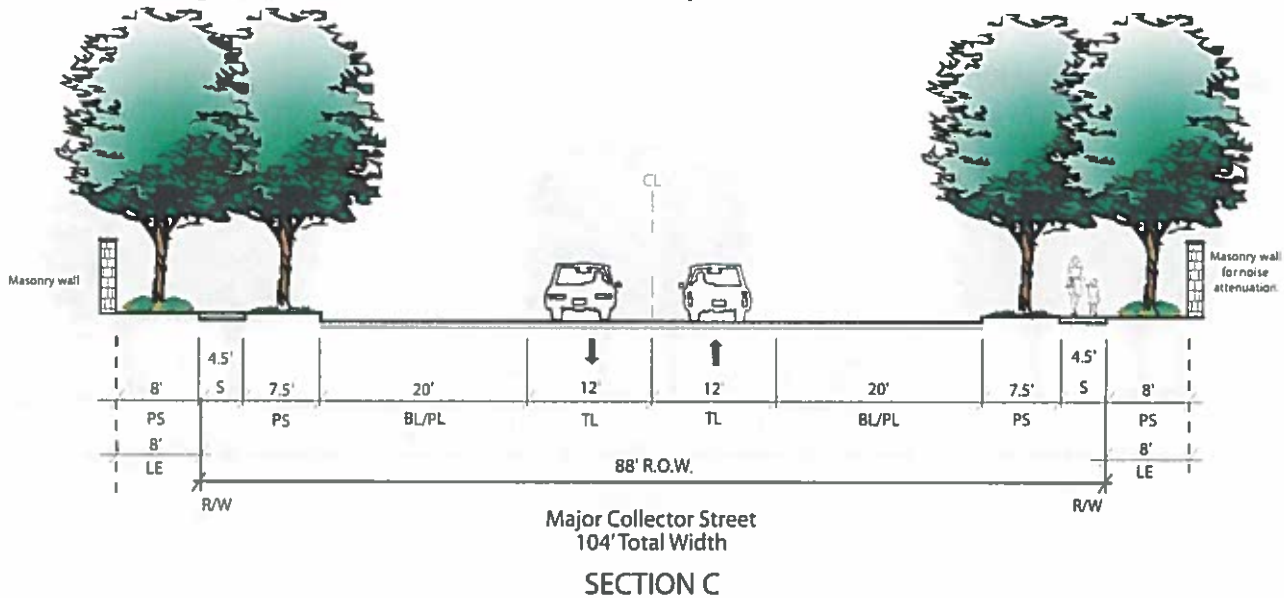


Chapter 4

4.3 Collector Streets

Collector streets serve as connections between local streets and arterials by incorporating turning movements with occasional direct access to parcels, and ideally fall between two arterial streets. The Plan Area is served by one Major Collector, Hume Avenue, and eight future minor collectors that serve as access points to the neighborhoods. The Live Oak Master Plan utilizes three types of Minor Collectors that correspond to specific design features in the Land Use Development Plan: Entry Minor Collector, Park Minor Collector and Open Space Minor Collector. These collectors are designed to highlight the various amenities and features within the Plan Area and incorporate scenic and aesthetic vistas along these collectors.

Figure 4.5 Hume Avenue- West of People's Ditch



Designation

Major Collector Street

Right of Way (R/W)

88 Feet

Landscape / Public Utility Easement (LE)

8 Feet outside of Right-of-Way (Adjacent to Plan Area)

Travel Lane (TL)

12 Feet in both directions

Parking Lane/ Bike Lane (BL/PL)

20 Foot parking lane on both sides of street

Planting Strip (PS)

7.5 Foot adjacent to curb, 8 feet adjacent to residential area

Sidewalk (S)

4.5 Foot Sidewalk on both sides of street



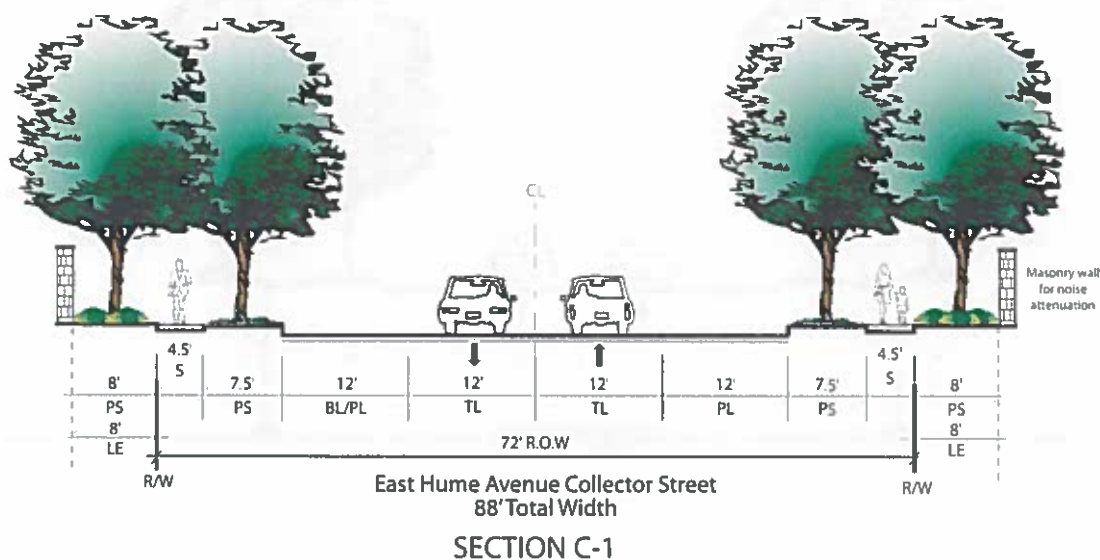
master plan

Circulation

4.3.1 Major Collector-Street

Hume Avenue functions as the major east-west collector within the Plan Area. Access will be limited along Hume Avenue to Minor Collectors and daylighted cul-de-sacs to allow for pedestrian access to adjacent neighborhoods from the sidewalk. There are two street sections for Hume Avenue. A 68-foot Right-of-Way east of People's Ditch, and an 84-foot Right-of-Way west of People's Ditch. This smaller Right-of-Way is provided to better connect with the existing infrastructure and residential neighborhood just east of the Plan Area along Hume Avenue.

Figure 4.6 Hume Avenue- East of People's Ditch



Designation	Major Collector Road
Right of Way (R/W)	72 Feet
Landscape / Public Utility Easement (LE)	8 Feet outside of Right-of-Way
Travel Lane (TL)	12 Feet in both directions
Parking Lane/ Bike Lane (BL/PL)	12 Foot parking lane on both sides of street
Planting Strip (PS)	7.5 Foot adjacent to curb, 8 Feet adjacent to residential area
Sidewalk (S)	4.5 Foot Sidewalk on both sides of street

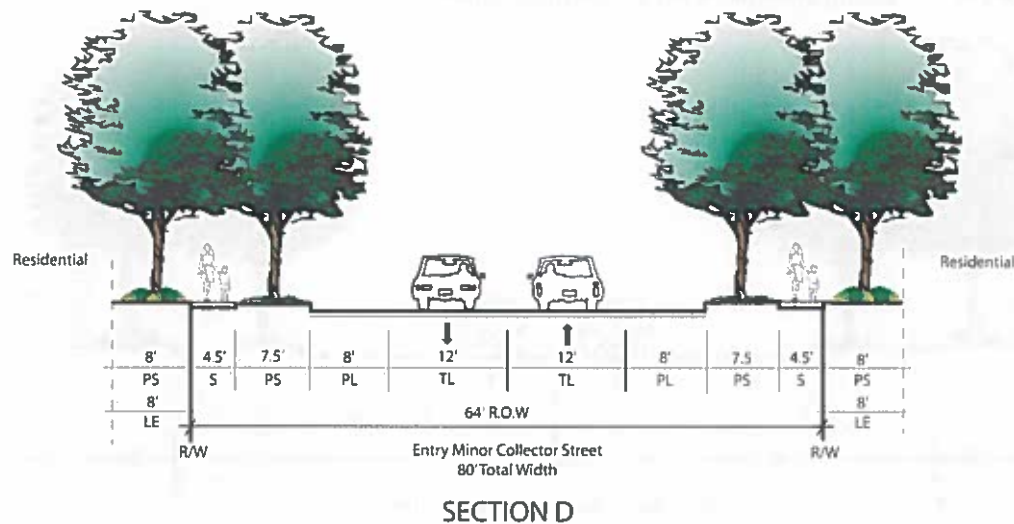


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4.3.2 Entry Minor Collector Street

The Entry Minor Collector provides neighborhood access from a Major Collector (Hume Avenue) or Arterial. These collectors direct traffic to local streets within residential neighborhoods. The Entry Minor Collector features a double row of planting strips on both sides of the Right-of-Way and 4.5-foot sidewalks between both planting strips. Streets carrying the Minor Entry Collector Street designation are indicated by "D" in Figure 4.2.

Figure 4.7 Entry Minor Collector Street



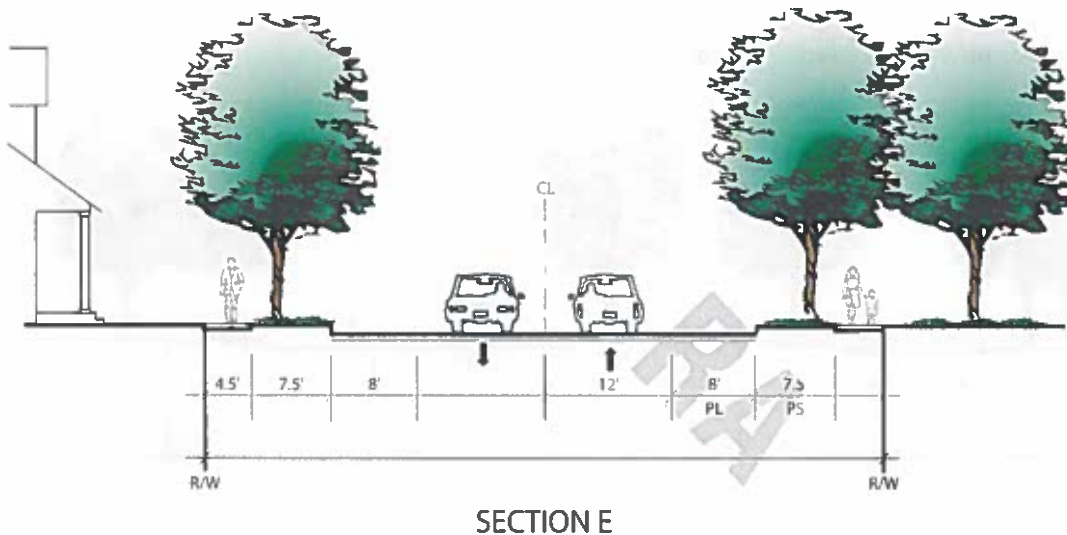
Designation	Entry Minor Collector Street
Right of Way (R/W)	64 Feet
Landscape / Public Utility Easement (LE)	8 Foot outside of the Right-of-Way
Travel Lane (TL)	12 Foot travel lanes in both directions
Parking Lane (PL)	8 Foot parking lane on both sides of street
Planting Strip (PS)	7.5 Feet adjacent to curb 8 Feet adjacent to residential area
Sidewalk (S)	4.5 Foot on both sides of street

Circulation

4.3.3 Park Minor Collector Street

Minor Collector streets adjacent to Neighborhood Parks are designed to create a park like atmosphere along the public Right-of-Way. Travel lanes remain the same as other minor collectors; on-street parking is permitted, and residential units are encouraged to front onto these streets.

Figure 4.8 Park Minor Collector Street



Designation	Park Minor Collector Street
Right of Way (R/W)	64 Feet
Travel Lane (TL)	12 Feet both directions
Parking Lane (PL)	8 Foot Parking Lane on both sides of street
Planting Strip (PS)	7.5 Feet on both sides of street
Sidewalk (S)	4.5 Feet on both sides of street

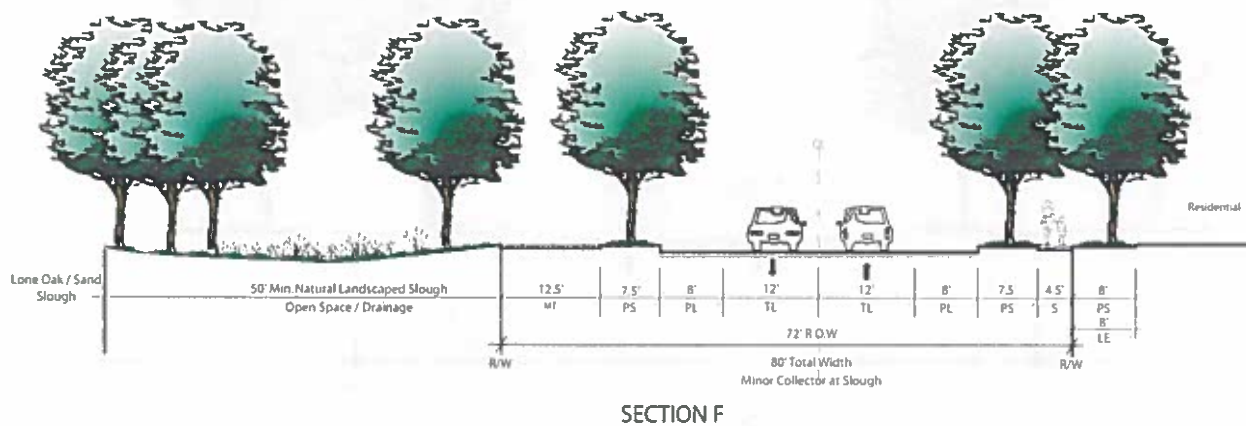


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4.3.4 Minor Collectors Abutting Open Space

Adjacent to the open space and sloughs, the Slough Minor Collector includes a 72-foot Right-of-Way that contains a 6.5-foot meandering pedestrian path abutting the open space/drainage corridor. Residential units side an 8-foot planting strip and a 4.5-foot sidewalk along the Slough Minor Collector. On-street parking is permitted on both sides of the Right-of-Way.

Figure 4.9 Slough Minor Collector Street



Designation

Minor Collector Street

Right of Way (R/W)

72 Feet

Travel Lane (TL)

12 Feet both directions

Parking Lane (PL)

8 Foot parking lane on both sides of Right-of-Way

Planting Strip (PS)

7.5 Feet adjacent to curb, 8 Feet adjacent to residential area

Sidewalk (S)

4.5 Foot adjacent to residential

Meandering Trail (MT)

12.5 Feet minimum adjacent to open space

Landscaped /

8 Feet outside of Right-of-Way

Public Utility Easement (LE)

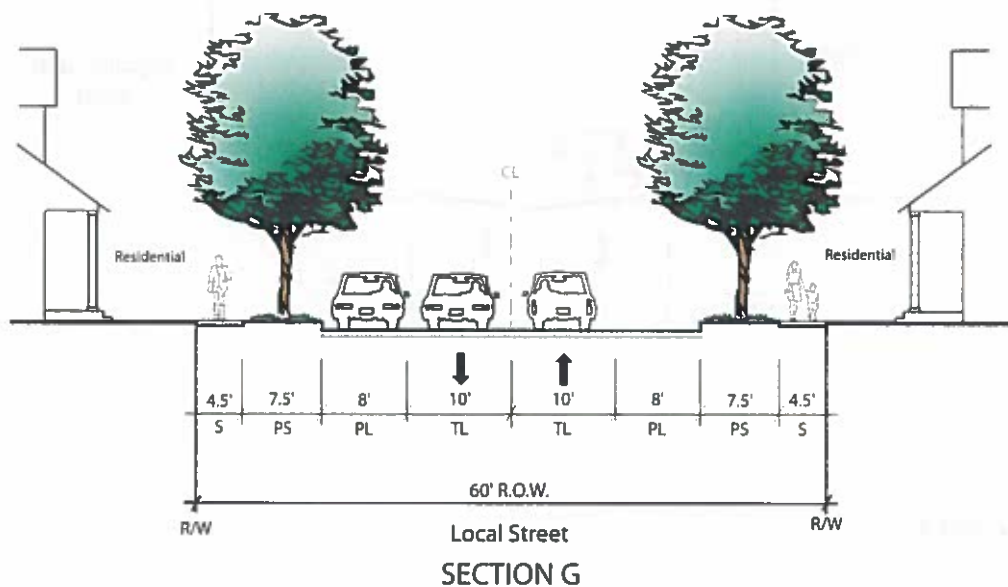


Circulation

4.4 Local Street

Local streets comprise the bulk of the circulation. These streets provide access to individual lots and form the internal circulation system of the neighborhoods. The layout and connectivity of local streets within the Master Plan Area is designed to feel open while providing safety and accessibility for the pedestrian and motorist. Local streets include 10-foot travel lanes in each direction and permit on-street parking. To create a more pedestrian-friendly environment, planting strips are located on both sides of the Right-of-Way to provide shade and aesthetic value.

Figure 4.10 Local Street



Designation

Local Street

Right of Way (R/W)

60 Feet

Travel Lane (TL)

10 Feet both directions

Parking Lane (PL)

8 Foot Parking Lane on Both sides of Right-of-Way

Planting Strip (PS)

7.5 Foot Planting Strip on both sides of Right-of-Way

Sidewalk (S)

4.5 foot Sidewalk on both sides of Right-of-Way

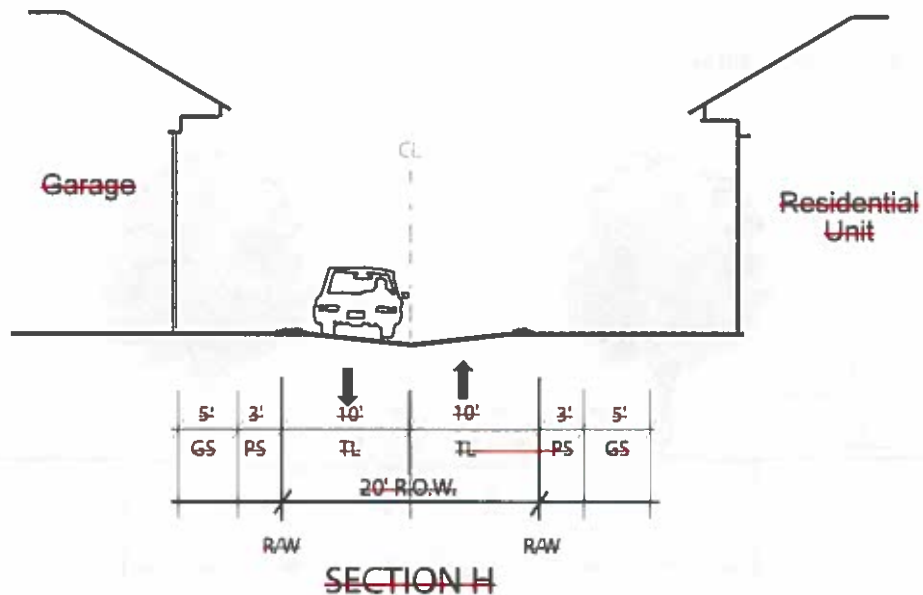


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4.5 Alleyways

Alleyways provide access to residential garages located in the rear of a lot. Alleyways are located near neighborhood parks and pocket parks to prevent unnecessary congestion where a higher level of activity may occur. Alleyways shall be designed as livable spaces through the incorporation of landscaping, setbacks, and decorative fencing. A five-foot setback shall be provided for driveway access adjacent to a garage. Alleyways are also encouraged in other areas where vehicular access is limited or constrained along frontages.

Figure 4.11 Alleyways



Designation	Alleyway
Right of Way (R/W)	20 Feet
Travel Lane (TL)	10 Feet both directions
Planting Strip (PS)	3 Feet on both sides of Right of Way
Garage Setback (GS)	5 Feet from the edge of the Right of Way

Circulation

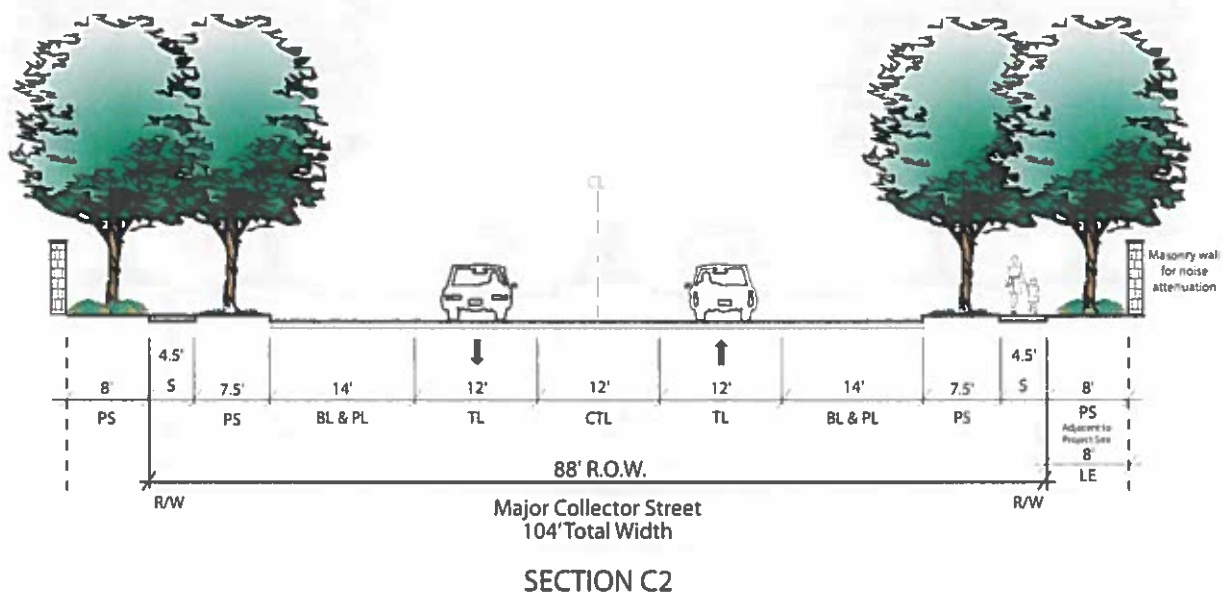
4.6 Alternative Street Striping

Some intersections or stretches may utilize alternative street striping approved by the Hanford Department of Public Works. These alternatives shall be used at the discretion of the Public Works Director, and only in specified locations and situations.

4.6.1 Hume Avenue at 12th Avenue Intersection

Figure 4.12 identifies the street section that shall be completed along the Hume Avenue and 12th Avenue intersection, providing a center turn lane absent from Hume Avenue street sections shown above.

Figure 4.12 Hume Avenue at 12th Avenue Intersection



Designation	Major Collector Street
Right of Way (R/W)	88 Feet
Travel Lane (TL)	12 Feet both directions
Center Turn Lane (CTL)	12 Feet between travel lanes
Parking Lane Bicycle Lane (PL/BL)	14 Foot parking lane on both sides of Right of Way
Planting Strip (PS)	7.5 Feet adjacent to curb, 8 Feet adjacent to Residential
Sidewalk (S)	4.5 Foot adjacent to residential
Landscape / Public Utility Easement (LE)	8 Feet outside of Right of Way

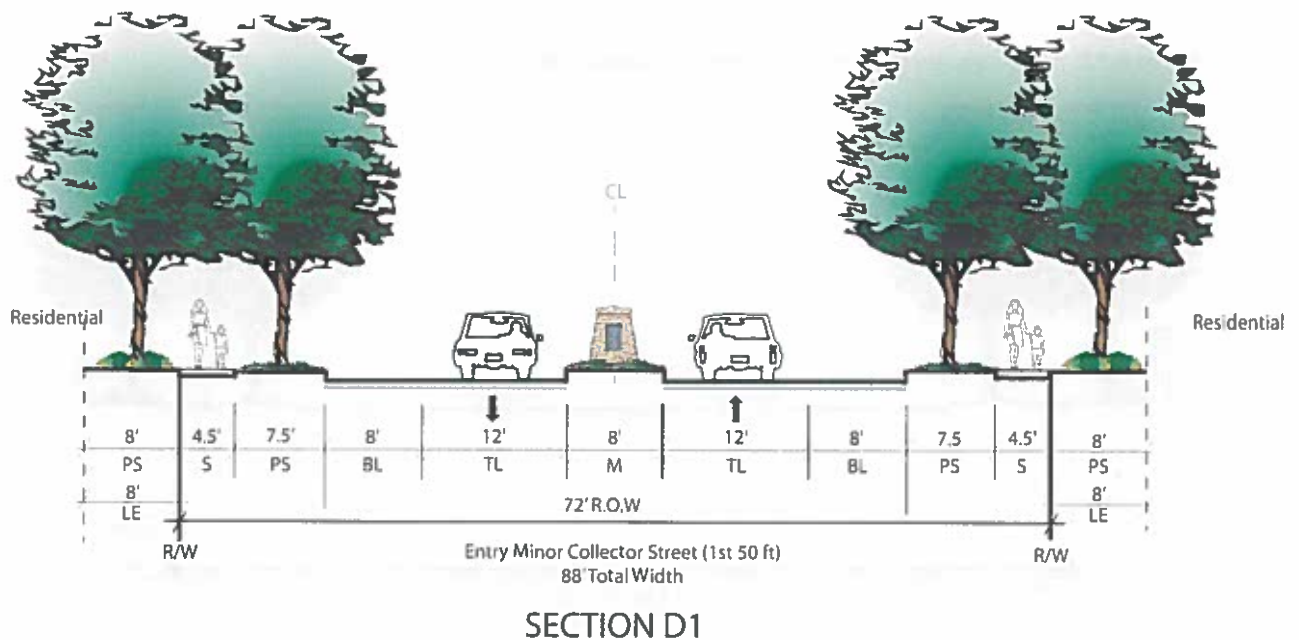


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4.6.2 Entry Minor Collector Street at Intersection

Roads designated "Minor Collector Entrance Street" shall use the following street section at the first 50 feet from a Major Arterial, Arterial, or Major Collector.

Figure 4.13 Entry Minor Collector Street at Intersection (First 50')



Designation

Entry Minor Collector Street at Intersection

Right of Way (R/W)

72 Feet

Travel Lane (TL)

12 Feet in both directions

Bicycle Lane (BL)

8 Feet on both sides of Right-of-Way

Planting Strip (PS)

7.5 Feet adjacent to curb, 8 Feet adjacent to sidewalk

Sidewalk (S)

4.5 Foot on both sides of Right-of-Way

Median (M)

8 Foot Median

Landscape / Public Utility Easement (LE)

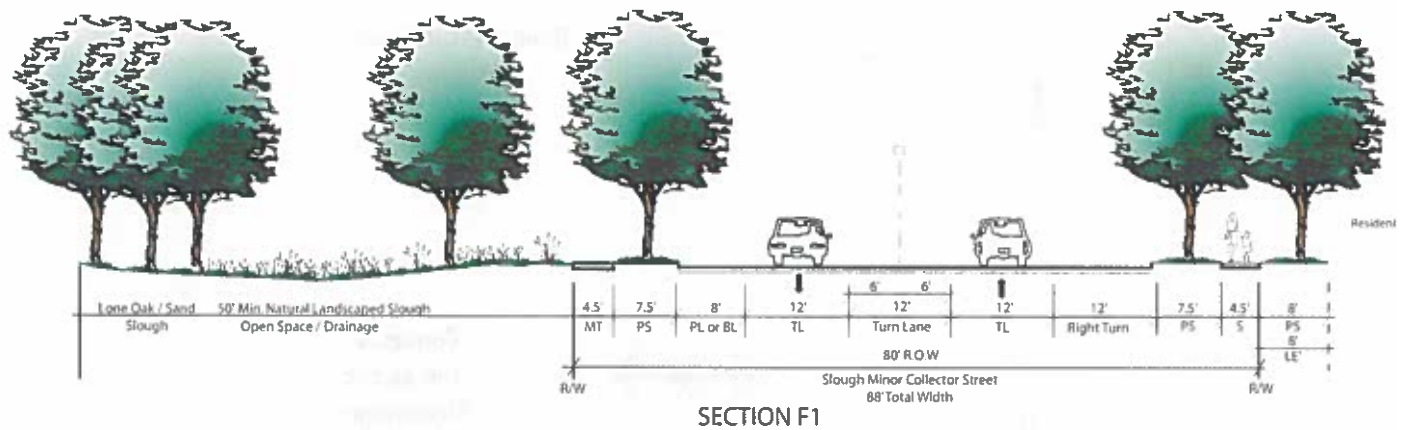
8 Feet on both sides of the street



4.6.3 Slough Minor Collector Street at Intersection

Roads designated “Minor Collectors” at sloughs approaching intersections shall use this street section. The appropriate location for transition of street sections shall be determined by the Hanford Public Works Department.

Figure 4.14 Slough Minor Collector at Intersection



Designation

Slough Minor Collector Street at Intersection

Right of Way (R/W)

80 Feet

Travel Lane (TL)

12 Feet in both directions

Parking Lane-Bicycle Lane (BL)

8 Feet adjacent to Slough

Planting Strip (PS)

7.5 Feet adjacent to curb

Sidewalk (S)

4.5 Feet adjacent to residential

Landscape / Public Utility Easement (LE)

8 Feet adjacent to residential

Turn Lane

12 Feet between travel lanes, 12 Feet adjacent to residential

Meandering Trail (MT)

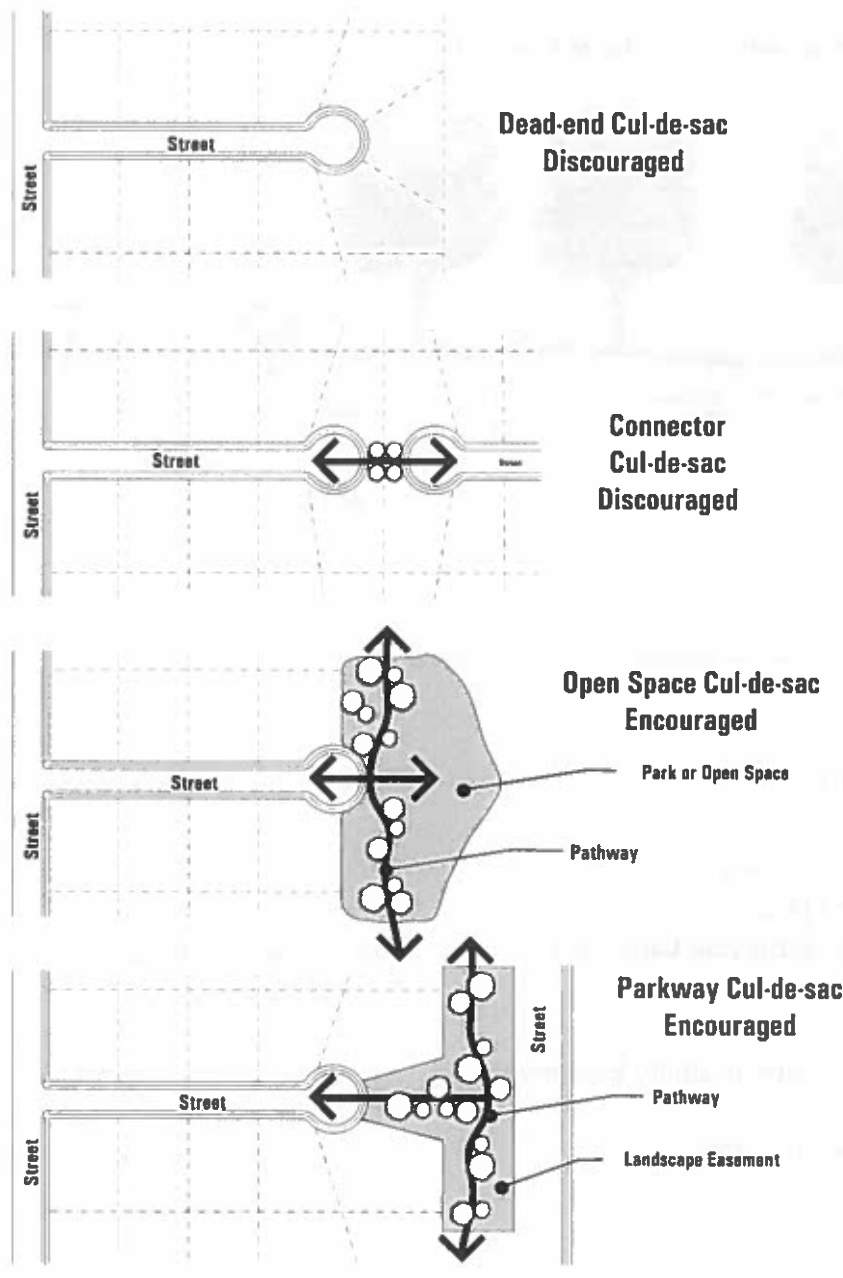
4.5 Feet minimum adjacent to open space



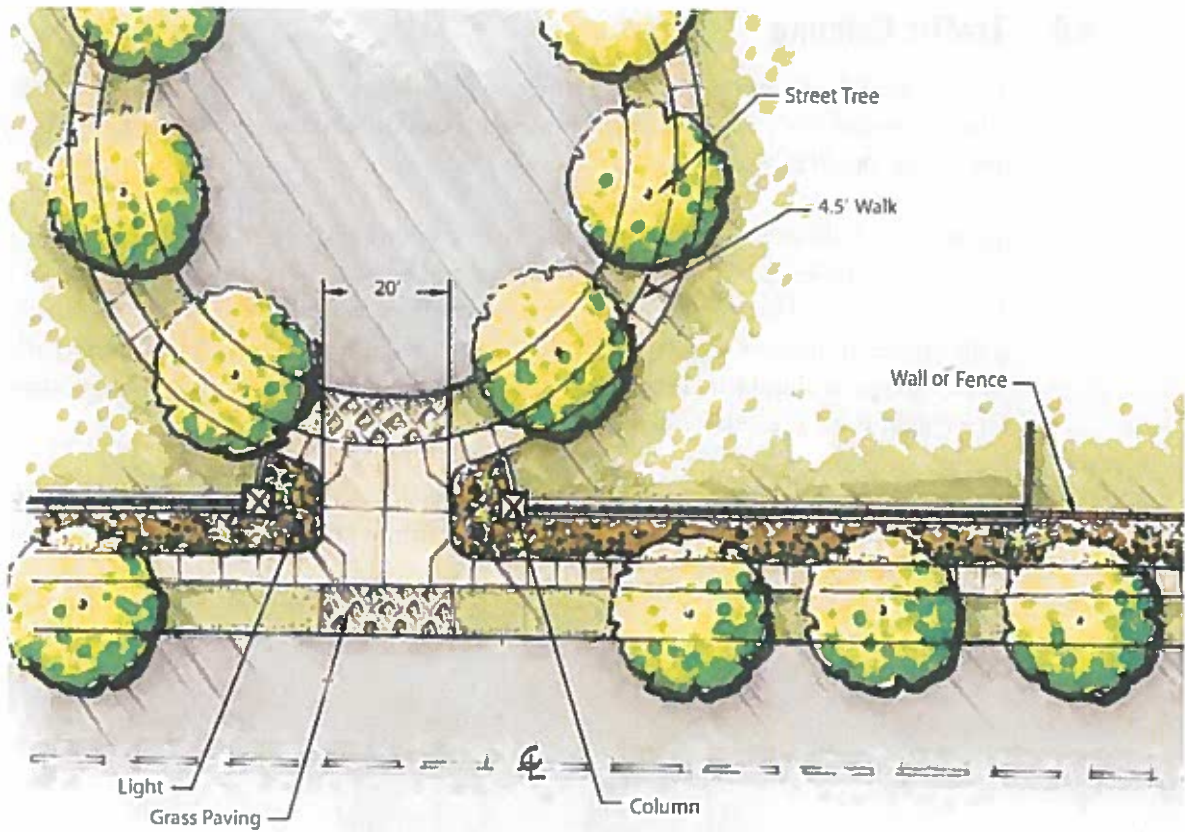
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4.7 Cul-de-sacs

Conventional subdivision design utilizes the cul-de-sac to gain lot premiums and provide privacy for residents. However, cul-de-sacs strongly impede mobility within a neighborhood, relegating pedestrians and traffic to a few streets. Day-lighted cul-de-sacs provide pedestrian and bicycle access to amenities such as open spaces and parks, while restricting automobile access and reducing vehicle emissions from unnecessary vehicle trips. The use of conventional cul-de-sacs should be limited throughout the Plan Area. In situations where major streets with walls adjoin residential areas, day-lighted cul-de-sacs should be used to create wall openings with pathway connections. The use of dead-end cul-de-sacs is strongly discouraged.



Circulation



Daylighted cul-de-sac detail



Daylighted cul-de-sac perspective drawing

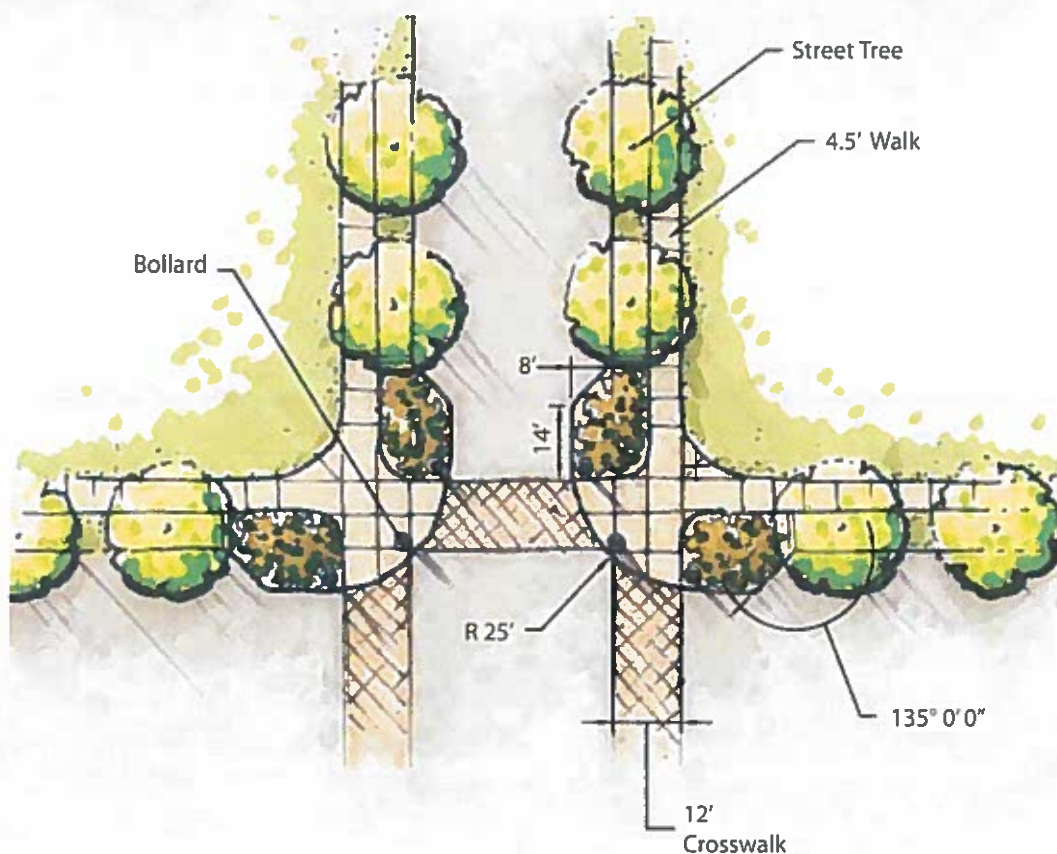
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4.8 Traffic Calming

Traffic calming is important to creating a safe and enjoyable neighborhood. Traffic calming devices can control traffic volumes and speeds to promote a safe neighborhood feel within the Plan Area.

Intersection bulb-outs reduce the paved surface width of a street at an intersection to serve two purposes: control traffic movements and provide safer pedestrian crossings as driving speeds tend to decrease as a street narrows. Intersection bulb-outs are encouraged at all intersections near open spaces, and are required adjacent to neighborhood parks. These bulb-outs should include special paving and landscaping that does not decrease driver sight lines at intersections.

To provide greater pedestrian safety, the Live Oak Master Plan has reduced paving on both collector as well as local streets, narrowing curb to curb widths from 48 feet to 40 feet, and 40 feet to 36 feet, respectively.



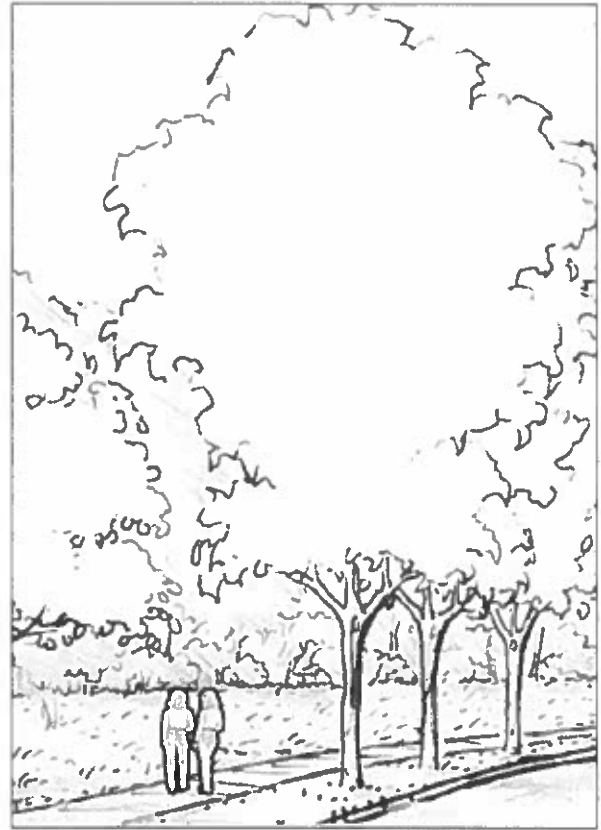
Example of bulb-outs

Circulation

4.9 Pedestrian / Bicycle Circulation

Providing pedestrian and bicycle circulation is a priority of the Live Oak Master Plan. The land use pattern and circulation system incorporates safe, efficient routes for pedestrians and bicyclists between public amenities, such as parks and open space. Pedestrian and bicycle routes include sidewalks, bicycle lanes, and pedestrian / bicycle trails. All streets within the Plan Area contain sidewalks on both sides of the street edge. All sidewalks shall be a minimum 4.5 feet unless otherwise noted in street sections. Collector and Arterial streets contain bike lanes that serve a dual use with parking lanes.

The edge of Sand Slough and the Lone Oak Slough are utilized for Class I paths. These paths run the lengths of the sloughs and shall be paved and connected to the neighborhoods through the use of day-lighted cul-de-sacs or side lots. Both paths begin at Hume Avenue and terminate at Houston Avenue. These paths should be readily accessible to pedestrians and bicyclists.



Perspective view of the pedestrian trail at Lone Oak Slough

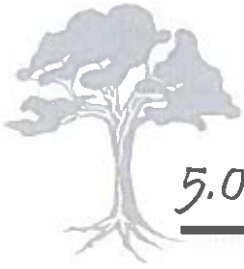
4.10 Public Transportation

There are public transportation opportunities within the Plan Area. Currently, transit service is provided by Kings Area Rural Transit (KART). KART currently has one bus stop within the Plan Area located at 12th Avenue at Hume Avenue. Future transit stops such as one at the proposed neighborhood commercial center should be examined for possible inclusion in the fixed route system. Any transit stops located within the Plan Area shall include climate protection structures, lighting and seating areas. Adequate Right-of-Way providing access to the circulation system should also be allocated.



Chapter 4

Attachment: Attachment 4 - Master Plan Mark Up (CD: Live Oak Development Amendment 2)



5.0 Parks & Recreation

5.1 Introduction

The Live Oak Master Plan provides a variety of active and passive recreational opportunities for residents within and outside of the Plan Area. The Plan provides ~~three~~ neighborhood parks interconnected via linear greens and a series of sidewalks leading to open space trails. The parks create a central focal point within neighborhoods.

Three areas of open space totaling 31.6 acres are located along Lone Oak and Sand Sloughs, and adjacent to the west side of 12th Avenue along the Minor Park Collector. The sloughs are riparian woodland areas that should be enhanced by removal of debris and buffered from development. The edges of Lone Oak and Sand Sloughs can also provide trails for pedestrians and bicyclists.

The Hanford General Plan requires a dedication of 1.5 acres of neighborhood and 2.0 acres of community parkland per 1,000 residents. The Live Oak Master Plan exceeds this requirement with 21.0 acres of neighborhood parkland, providing above 3.0 acres per 1,000 residents.

~~Additionally, the following amenities should be included in Neighborhood Parks: 3 play areas and equipment for children 2-5 and 6-12 years of age, basketball courts, volleyball courts, horseshoe pits and covered picnic areas.~~

Requirements for community parkland will be met through payment of in-lieu fees ~~toward the construction of Community Park facilities.~~

Table 3.1 includes a summary of the total park (including linear and pocket parks) and open space acreage provided within the Plan Area. Figure 5.1 illustrates the conceptual locations of parks, open space, and parkways that parallel Entry Collectors.

The overall vision of the Live Oak Master Plan is accomplished through the following goals.



Chapter 5

5.1.1 Parks and Recreation Goals

1. Utilize neighborhood parks as neighborhood focal points.
2. Establish pedestrian connections within the Plan Area providing non-motorized access to neighborhood parks.
3. Provide linear and pocket parks within neighborhoods that are not within a quarter-mile walking distance to neighborhood parks.
4. Preserve and enhance the riparian woodland areas that exist along the remnant sloughs within the Plan Area.

5.1.2 Parks and Recreation Policies

- a. Parks and open space shall be located within the general area shown in Figure 5.1.
- b. Neighborhood parkland shall exceed the City's General Plan requirements. Parks may be developed in stages as each phase builds out, in coordination with City staff.
- c. All parks and trails developed within the Plan Area shall follow the guidelines and standards set forth in this section.
- d. Neighborhood Parks shall accommodate a variety of active, semi-active, and passive recreational features that meet the needs of all ages, abilities, and interests.
- e. Parks shall be located at prominent sites to provide focal points and landmarks for the residential neighborhoods.
- f. Parks shall be located to maximize access and visibility. Orientation of structures adjacent to parks should promote the "eyes on the park" effect.
- g. All parks shall be connected to neighborhoods through sidewalks or paths.
- h. All park, safety, and maintenance standards shall comply with City and Americans with Disabilities Act standards.



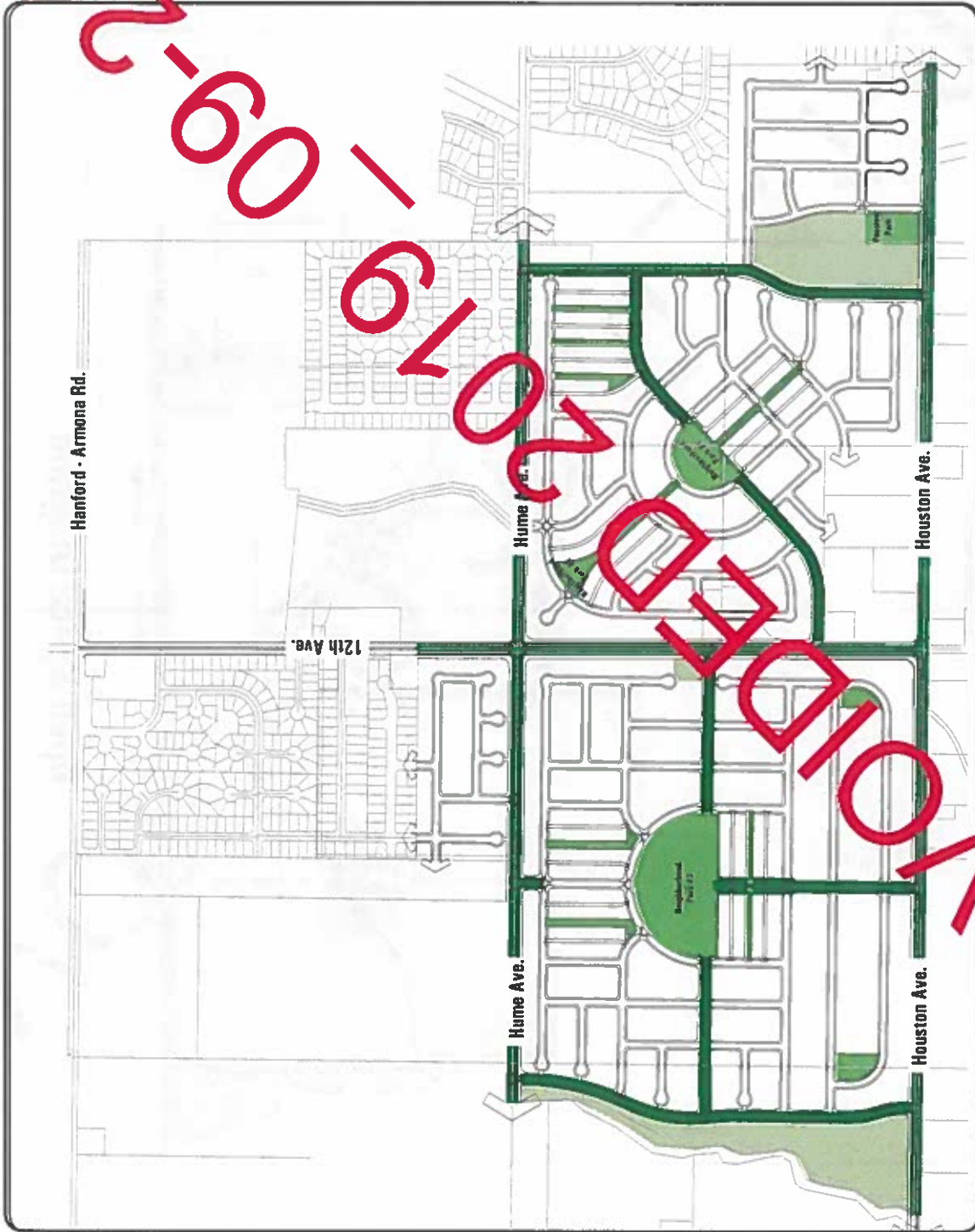
Figure 5-1
Open Space Diagram

Legend

-  Park / Linear Park / Pocket Park
-  Open Space
-  Enhanced Landscape Edge



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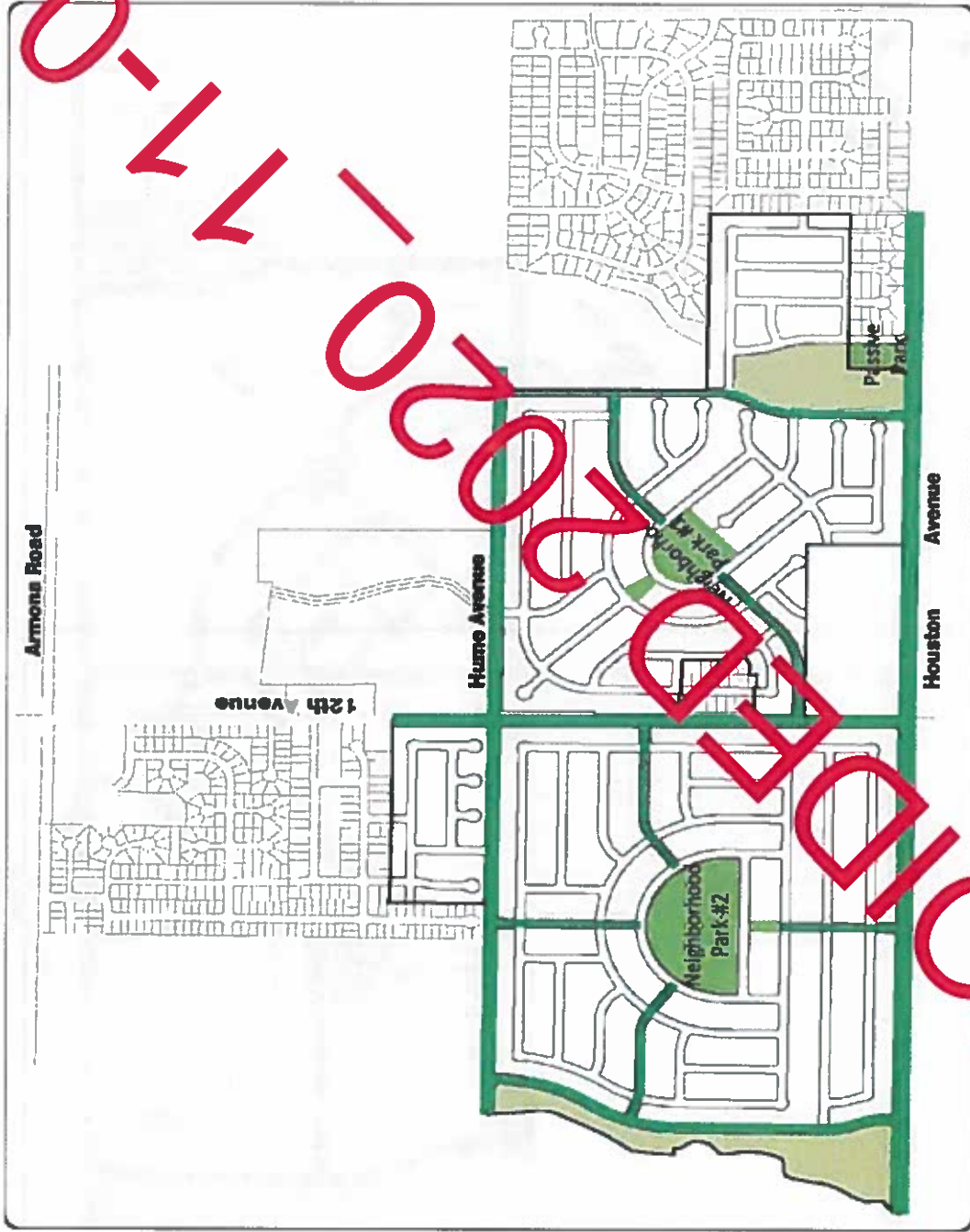


Open Space Diagram

Figure 5-1
Open Space Diagram

Legend

-  Park / Linear Park / Pocket Park
-  Open Space
-  Enhanced Landscape Edge



Open Space Diagram

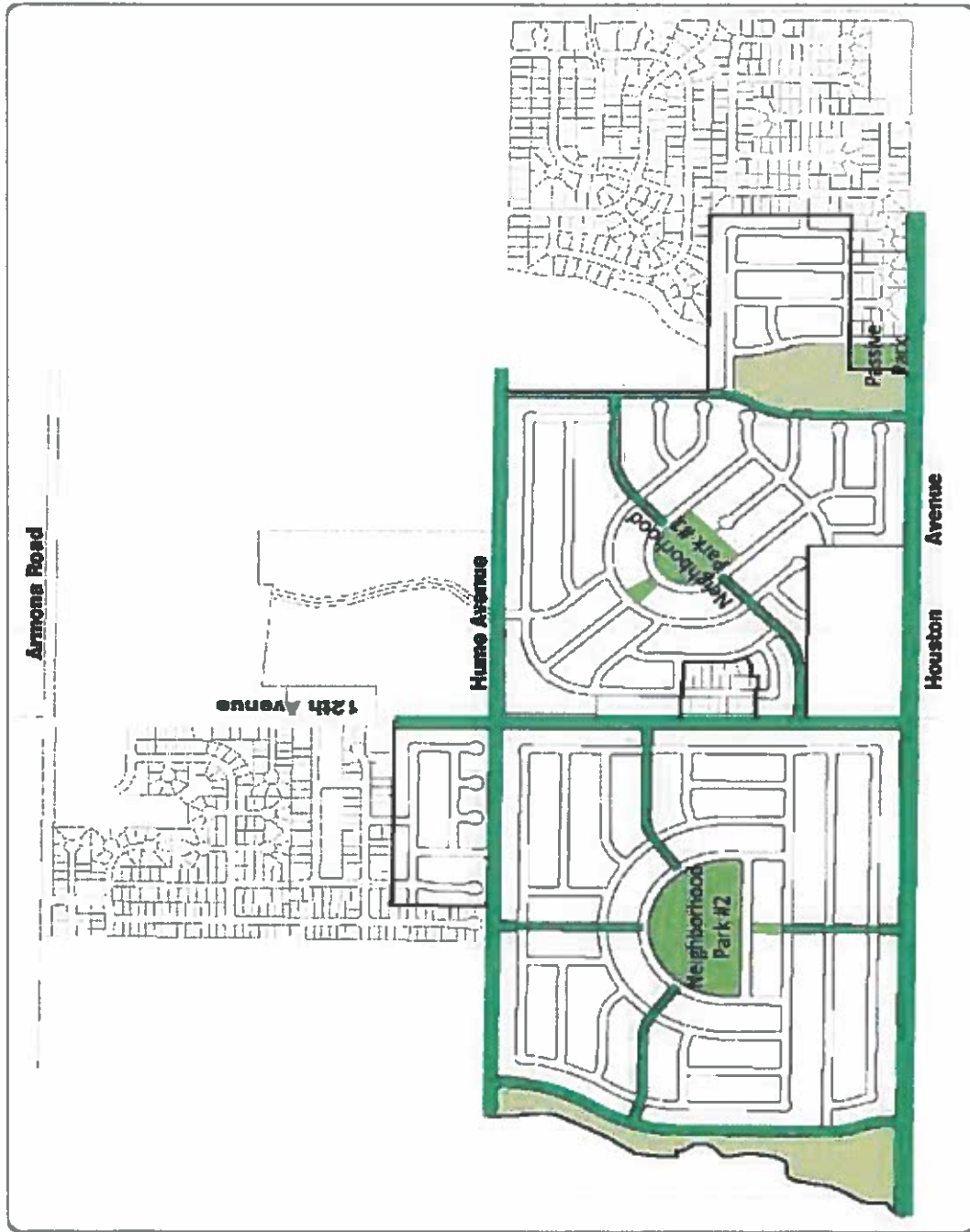
Live Oak
master plan

5-3

Figure 5-1
Open Space Diagram

Legend

-  Park / Linear Park / Pocket Park
-  Open Space
-  Enhanced Landscape Edge



Open Space Diagram

 **Live Oak**
master plan

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Chapter 5



Parks & Recreation

- i. All parks and open space improvements shall be designed by a licensed landscape architect, as required by state law.
- j. Parks are strongly encouraged to be designed and landscaped for easy maintenance, water efficiency, shade, and accommodation of recreational uses.
- k. Off-street parking within neighborhood parks, if provided, shall be minimized. Off-street parking within pocket parks is prohibited.
- l. Site furniture and structures shall be selected based on durability, vandalism resistance, and long term maintenance. These structures are to be consistent with the neighborhood character within the Plan Area.
- m. When necessary, any neighborhood park that has storm water storage capability shall not have a slope greater than 8:1.
- n. Appropriate landscaping shall be provided within landscape easements located adjacent to new residential development along major streets. Shade trees should be planted within this easement every 30 feet on center.
- o. Appropriate landscaping shall be provided within planting strips along public Right-of-Ways. Street trees shall be planted within these planting strips every 30 feet on center.
- p. Public utilities shall be located within easements outside of the Right-of-Way. All utilities shall be placed underground.
- q. There shall be a minimum 50' setback from the edge of Lone Oak and Sand Sloughs to the curb of the adjoining street.



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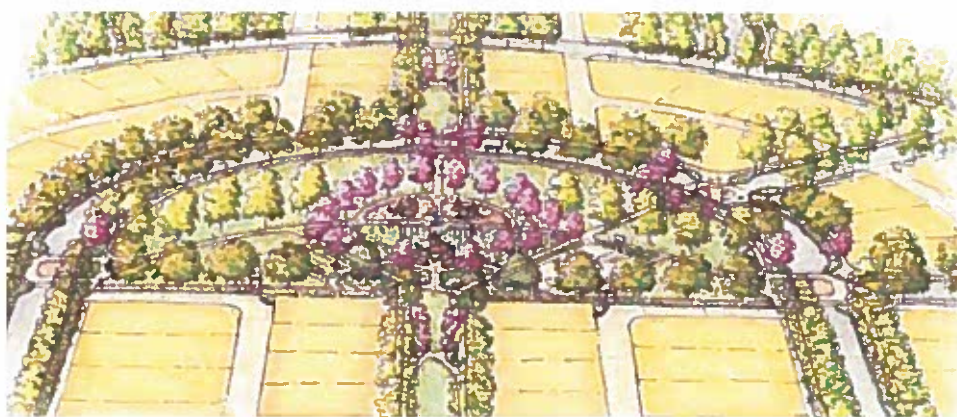
5.2 Neighborhood Parks

There are ~~three~~ neighborhood parks within the Plan Area. These parks are located on the east and west sides of 12th Avenue and just south of Hume Avenue. All neighborhood parks are accessible by streets and linear parks. The neighborhood parks, intended to be focal points with active recreational areas, will service new residents as well as existing neighborhoods.

Neighborhood Park #1 (refer to Figure 5.1) is approximately 2.6 gross acres, with centralized access to the eastern half of the Plan Area. The park is connected to residents through sidewalks and linear parks emanating from the northwest and southeast. Passive recreational amenities such as a tot lot, turf play areas, and picnicking facilities are envisioned. A local street, which terminates at the linear park, enables pedestrian access to the open space path located along Sand Slough and the neighborhoods across from Sand Slough.

~~Neighborhood Park #2 (refer to Figure 5.1) is approximately 2.0 gross acres in size, just south of Hume Avenue in the eastern half of the Plan Area. The Park site is connected to Neighborhood Park #1 through a linear park and a series of sidewalks that provide access to neighborhoods not directly adjacent to the linear park. The park will provide passive recreation and include such amenities as play areas, horse shoes, turf play areas and picnicking facilities.~~

Neighborhood Park #3 (refer to Figure 5.1) is approximately 9.6 gross acres, centrally located between Hume Avenue and Houston Avenue in the western portion of the Plan Area. The largest of the three neighborhood parks, it is envisioned to contain large turf areas for active recreation, surface courts, picnicking, seating facilities, tot lots, and pedestrian paths for passive recreation. Neighborhoods connect to the park through a



Birds eye view from the south of the neighborhood park west of 12th Avenue

Parks & Recreation

series of sidewalks and multiple linear parks. Connections to Lone Oak Slough open space trails are provided via park / entry collectors west of Neighborhood Park #3.

A 2.0 acre passive park will be provided on the southeastern corner of Sand Slough, where the riparian woodland area will be especially enhanced with recreational opportunities, such as an open field, a trail, and / or park benches.

5.2.1 Neighborhood Park Standards

The following neighborhood park standards are required in the development of each neighborhood park.

- a. Parks shall be centrally located within a neighborhood.
- b. A neighborhood park should be fronted on all sides by streets, linear parks, or residential units. Residential units may side on to a neighborhood park if directly adjacent to a linear park.
- c. Separate play areas and equipment for children 2-5 years of age and children 6-12 years of age shall be provided.
- d. Seating areas shall be adjacent to play areas; individual and small group picnic areas shall be equipped with tables and individual barbecues.
- e. Multi-purpose courts shall be provided for various activities.
- f. Trees and structures shall provide shade as appropriate in play areas, picnic areas, and seating areas.
- g. Links to neighborhoods by pedestrian paths, or sidewalks shall be implemented.



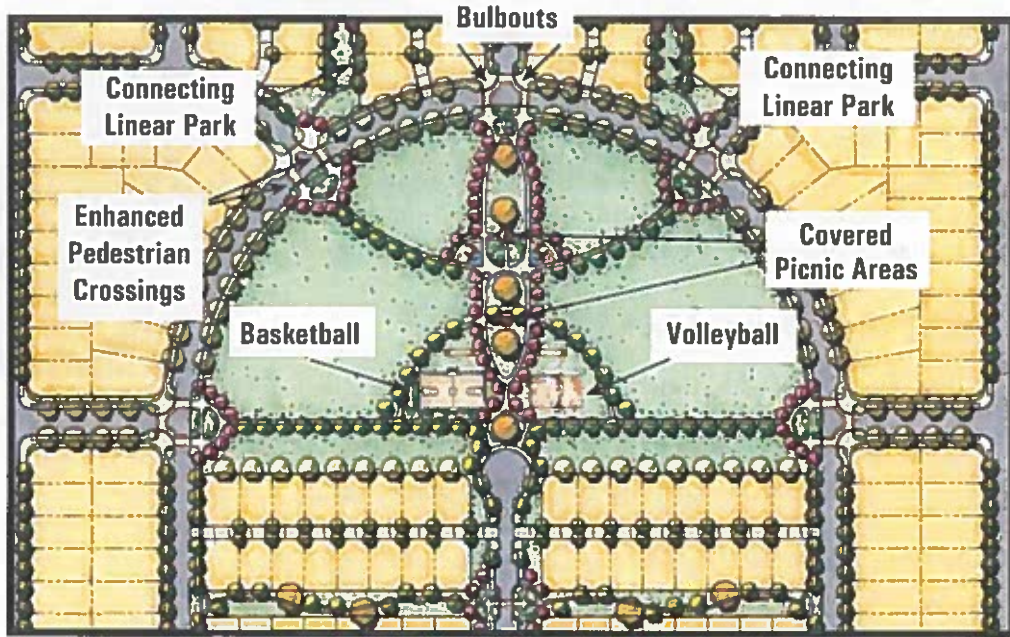
Fronting units onto the park not only provide a nice view, but also create an "eyes on the park" effect, providing greater safety



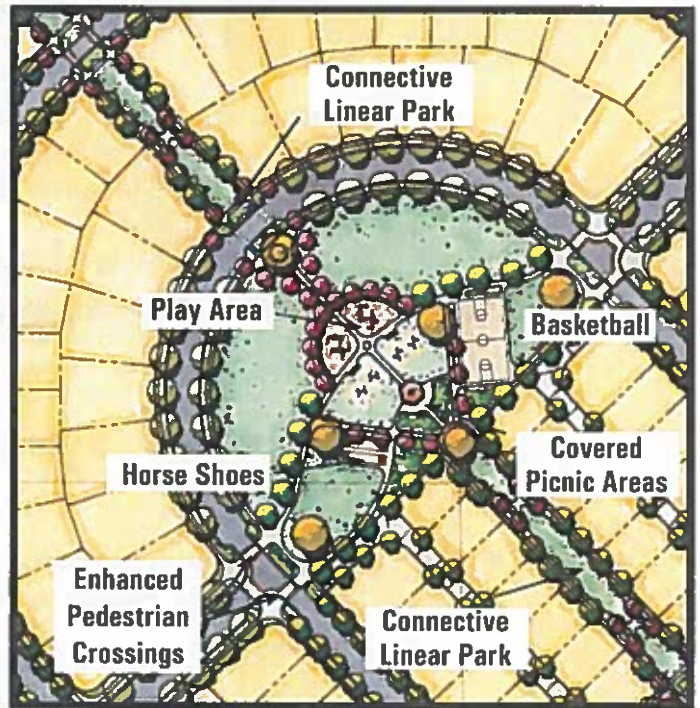
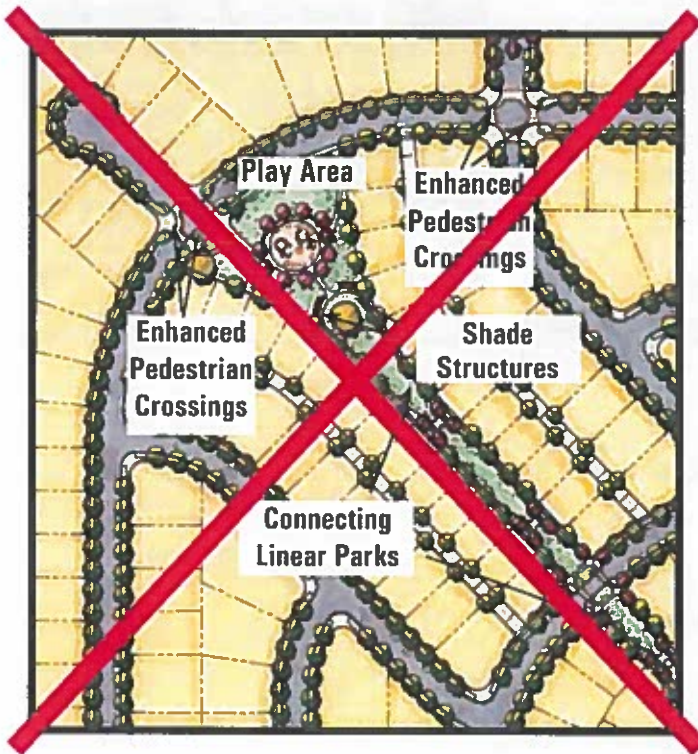
Offer a variety of recreation opportunities by providing play structures as well as open fields

Chapter 5

Figure 5.2 Conceptual Neighborhood Parks



Neighborhood Park west of 12th Avenue



Neighborhood Parks east of 12th Avenue

Parks & Recreation

5.3 Pocket Parks

~~Pocket parks are located throughout the Plan Area to provide limited recreation opportunities to neighborhoods that are not within reasonable walking distance of a neighborhood park.~~ Additionally, they provide green space opportunities for limited passive recreation. These pocket parks are located within some neighborhoods that are separated by sloughs or other barriers that limit pedestrian access.

Pocket Parks are smaller than neighborhood parks, generally no more than 2 acres in size. Pocket Parks should not necessarily just be dedicated solely to green space. Amenities such as a neighborhood communal garden, shade areas, or play structures should be considered. Pocket Parks shall follow these standards in their development.



An example of a pocket park

5.3.1 Pocket Park Standards

- a. Pocket Parks shall be prominently located within a neighborhood.
- b. A pocket park shall be fronted on two sides by local streets.
- c. Activity within the park, such as play structures, communal neighborhood gardens, or grass areas with planted shade trees should be provided.
- d. ~~Park size should be approximately 1-2 acres in size.~~



The addition of play structures offers opportunity for community gathering among neighborhood children and parents.

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5.4 Linear Parks

Linear parks provide access to neighborhood parks and also serve as limited recreation opportunities to residents that are directly adjacent or within close proximity to linear parks. Linear parks are also provided in the medium density residential. Linear parks vary in width and length and are essential components to the public infrastructure such as water and wastewater provisions (refer to Chapter 7, Public Facilities and Services).

Linear Parks are smaller than pocket parks, generally no more than two acres in size. Linear Parks should be dedicated solely to green space with additional shade trees and vegetation. Linear Parks shall follow these standards in their development.

5.4.1 Linear Park Standards

- a. Linear Parks shall provide connections to neighborhood parks, open space sloughs, or paths along collectors.
- b. Linear Parks should be fronted by residential units.
- c. Fences, walls, or other privacy screens shall not be permitted to isolate linear parks. Fences shall be permitted for residential units fronting linear parks pursuant Section 3.4.8 Residential Walls and Fences.



Aerial view of linear park depicting residential units fronting the park

Parks & Recreation

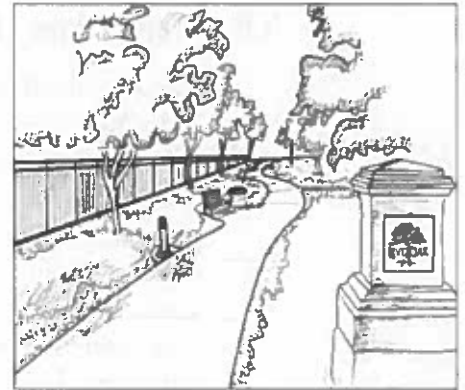
5.5 Open Space Sloughs / Pedestrian Paths

There are two remnant sloughs located within the Plan Area: Lone Oak and Sand Slough. Sand Slough is located in the eastern area of the Plan Area between Hume Avenue and Houston Avenue. Lone Oak Slough stretches from Houston Avenue to the Hume Avenue extension in the western portion of the Plan Area. Both sloughs will be maintained as conservation/open space for the riparian habitat and occasional seasonal drainage it provides the Plan Area. These sloughs have been treated as the backyard of development within existing neighborhoods. However, it is the intention of the Master Plan to embrace these sloughs as an integral part of the overall community design scheme for every resident to enjoy.

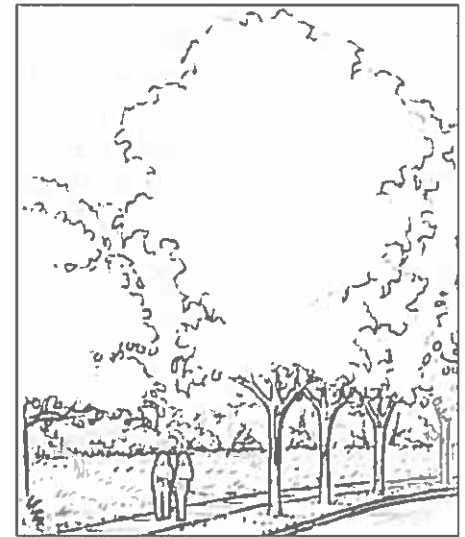
Within the Plan Area boundary, pedestrian paths are located on the east side of Lone Oak Slough and the west side of Sand Slough within a 50-foot easement. These paths shall have connections to surrounding residential neighborhoods by local streets and daylighted cul-de-sacs. The use of dead end cul-de-sacs is prohibited along the sloughs. Material for pedestrian paths shall be of a concrete material, or porous material that maintains the rural characteristic of the sloughs. It is important to keep these areas as natural as possible. Only open or rail fencing should be used along the sloughs.

5.5.1 Open Space Sloughs/Pedestrian Paths Standards

- a. Pedestrian paths shall be located adjacent to streets parallel to open space sloughs.
- b. Trails shall be composed of concrete or porous material.
- c. Limited lighting and open rail fencing shall be used to maintain a rural characteristic.
- d. Parkway shall be well lit; lights shall be consistent with the Community Lighting Guidelines in Chapter 3.



Pedestrian paths should be of concrete material, and landscaped to maintain consistency with the Plan Area.



An example of a pedestrian path

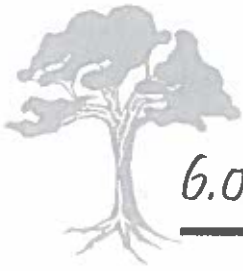
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5.6 Landscape / Public Utility Easement

Landscaping is recognized as an important aesthetic and environmental ambient to the Plan Area. Even with the incorporation of open space corridors, planting strips within or along street Right-of-Ways, and planting of trees within lots, the Live Oak Master Plans provides additional landscape easements to provide shade and other landscaping treatments to enhance the character of the neighborhood. The landscape easements are located along major roads adjacent to residential development. These 8-10-foot easements are provided on both sides of the 12th Avenue, Right-of-Ways adjacent to new residential development along Houston Avenue, Hume Avenue, and some minor collectors. Landscaping within these easements should include shade trees every 30 feet on center. Section 3.9 entitled "Community Landscaping" lists the landscaping appropriate for these easements.

Public Utility Easements should be located within landscape easements as deemed necessary by the various public utility companies. Residential units shall not be located within parcels that are owned by the People's Ditch Irrigation Company. Irrigation canals that are present within the Plan Area shall be placed underground in coordination with the People's Ditch Irrigation Company.





6.0 Conservation

6.1 Introduction

The Conservation Chapter provides direction regarding some of the environmental resources that surround and are within the Live Oak Master Plan Area. The topics within this chapter address issues such as agricultural interface, air quality, biological resources, and energy conservation within new development. The following Conservation Goals and Policies shall guide the Live Oak Master Plan in accommodating growth and preserving the natural resources that surround the Plan Area.

6.1.1 Conservation Goals

1. Preserve and enhance the riparian woodland that exists along the remnant sloughs within the Plan Area.
2. Minimize environmental impacts to endangered species and their habitat.
3. Utilize Best Management Practices (BMP's) to reduce air and water pollution.
4. Allow agricultural operations to continue during implementation of the Master Plan.
5. Reduce energy consumption within the Plan Area by encouraging use of photovoltaic solar panels, passive solar design, and energy star appliances.

6.1.2 Conservation Policies

- a. Any residential units that are located within a 1/4 mile from existing agriculture shall be notified of existing farming operations in accordance with the Kings County and City of Hanford "Right to Farm Ordinance."
- b. ~~Very Low Density Residential (VLD) shall be provided as a transition between agriculture and rural areas with urban uses. Large lot residential~~



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~~uses shall be located approximately 1/8 mile north of the Houston Avenue Right of Way.~~

- c. No parcel under a Williamson Act Contract shall be developed until the contract has been terminated.
- d. Residential development shall provide an interconnected street network that allows alternative routes for pedestrian, bicyclists, and motorists to reduce vehicle emissions associated with development.
- e. Improve the quality of stormwater runoff and recharge groundwater by reducing the amount of impervious surfaces, and utilizing active filtering prior to discharge within stormwater runoff facilities.
- f. A minimum 50-foot open space easement shall be established between each Slough and adjacent street.
- g. Only passive meandering pedestrian paths may be permitted within the 50-foot easement.
- h. The amount of paved surfaces shall be reduced on local and collector streets and street trees shall be planted every 30 feet within planting strips to reduce the effect of Heat Islands.
- i. Photovoltaic (PV) Panels shall be offered in all new residential development within the Plan Area.
- j. Residential units are strongly encouraged to be oriented along the north-south axis to reduce energy consumption.
- k. Energy star appliances shall be offered with new residential units.

6.2 Agriculture

Agriculture is an important part of the Central Valley, especially within Kings County and the Hanford Area. It is important to recognize that surrounding farmland is not a nuisance to development, but an important industry critical to the local economy. The Plan Area will abut existing agriculture south of Houston Avenue, west of Lone Oak Slough, and along portions of the Hume Avenue extension. Existing agriculture has a right to exist and operate in proximity to the Plan Area. Any residential units located within a 1/4 mile from existing agriculture shall be notified of the existing farming operations in accordance with the Kings County and City of Hanford "Right to Farm Ordinance." This ordinance is explained further in 6.6.2.



Conservation

~~The City of Hanford has made it a priority to buffer agriculture west of 12th Avenue along Houston Avenue. The Plan Area has adhered to the General Plan's Land Use Policy that Very Low Density Residential (VLD) is provided as a transition between agriculture and rural areas with urban uses. Large Lot residential is located from Houston Avenue to 1/8 mile north of its Right of Way edge.~~

6.2.1 Williamson Act

Williamson Act preserves agriculture and open space lands through property tax incentives and voluntary restrictive use contracts. Landowners restrict their land to agricultural and open space uses for a minimum of 10 years and in return are assessed property tax based on their actual use, rather than the potential market value.

There is one Williamson Act Contract within the Plan Area. The contract, consisting of 3 parcels east of Sand Slough, has a notice of non-renewal filed against it. These parcels shall not be developed until the contract is terminated. Parcels subject to the Williamson Act provision are located in Figure 2.2.



Agriculture near the Plan Area

6.2.2 Right to Farm

The Kings County and the City of Hanford's Right to Farm Ordinance, No. 546 and 16.40.110 respectively, states that agriculture and agricultural operations are priority uses in productive agriculture lands and residents in the vicinity of, or adjacent to land designated or utilized for agriculture uses, facilities, or operations may be subject to inconveniences or discomforts from these agriculture operations. All residential units located within 1/4 of existing or zoned city or county agriculture lands shall be notified of the "right to farm" ordinance.

6.3 Air Quality

Pursuant to the standards of the Federal Clean Air Act, the San Joaquin Valley Air Pollution Control District monitors the air quality for the San Joaquin Air Basin. The San Joaquin Valley has been in a non-attainment status for the majority of the constituent categories since the standards were devised. Although air pollution is created by many different sources, vehicle emissions (mobile sources) are a leading generator of air pollutants in metropolitan areas of the San Joaquin Valley. Additionally, the air-trapping basin that is formed by the San Joaquin Valley provides for a geographic disadvantage by holding pollution and compounding its affect on ambient air quality. Land use patterns and the availability of different modes of transportation affect the number of vehicle trips, miles traveled, and related vehicle emissions per household. The Live



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Oak Master Plan seeks to avoid the impact on air quality by providing a variety of housing types located within walking distance of neighborhood amenities.

The urban form has a measurable impact on air quality by affecting the desirability and necessity of automobile usage. Opportunities for non-motorized forms of transportation were contemplated in the formation of the land use and circulation plan for this area. The Live Oak Master Plan implements air pollution reduction policies contained in the Hanford General Plan (refer to Appendix B of City of Hanford General Plan). Specifically, the plan seeks to reduce overall vehicle emissions associated with urban development by providing an interconnected street network that allows for options in routes for pedestrians, bicyclists, and motorists alike. In areas where through auto traffic is not desired, the use of daylighted cul-de-sacs and trail connections provide pedestrians and bicyclists with routes that are safe and attractive alternatives to the automobile. The resulting development will provide choices in modes of transportation thereby reducing project specific impacts associated with automobile emissions.

6.4 Water Quality

Waterways that are protected and managed are an asset to a community bringing recreational and ecological benefits to residents. The Plan Area is flanked by remnant sloughs on the east and west boundaries. Due to the profound influence urban development has on the amount and quality of stormwater runoff, it is critical to implement methods of non-point source pollution reduction. One important method is to retain as much stormwater as possible on site by reducing impervious surfaces, thereby allowing more water to be recharged as would be prior to urban development. Lone Oak and Sand Sloughs, which can increase in size if necessary, will reduce impervious surfaces, as well as serve as on site stormwater retention. In addition, any stormwater collection system must utilize active filtering prior to discharge to any waterway. The Live Oak Master Plan utilizes both methods of reducing runoff from impervious surfaces and active filtering of stormwater.

6.5 Biological Resources

Though not present within the Plan Area, it is possible that biological resources considered “special status species” by either the U.S. Fish and Wildlife Department (USFWD) and the California Department of Fish and Game (CDFG) may use the Plan Area for breeding, nesting, or roosting. The biological study of the Plan Area and surrounding area has determined that development within the Live Oak Master Plan Boundary would yield no adverse impact to any special status species. It is the intention of the Master Plan to protect any habitat that may be used by these special status species.



Conservation

6.6 Energy Efficiency

Creating an environmentally friendly community starts with using more effective techniques to reduce energy consumption at the residential unit level. Within the Live Oak Master Plan, residential neighborhoods and residential units are strongly encouraged to promote energy efficiency. The following techniques are some of the ways the Live Oak Master Plan promotes energy efficiency.

6.6.1 Reduction of Paved Surfaces

Summers within the Southern San Joaquin Valley are very hot, with temperatures reaching above 100 degrees on several days during the summer. The average summer temperature within Hanford is approximately 94 degrees during the months of June through August. Ground temperatures become even hotter near paved surfaces surrounded by buildings as their dark construction materials and lack of vegetation trap the sun's energy – a phenomenon known as the “Heat Island” effect. Heat accumulates on paved surfaces during the day and releases at night. The Live Oak Master Plan area eases the Heat Island effect by reducing paved surface area on local and collector streets by 4 and 8 feet respectively. Over 350,000 square feet of paved surface has been omitted from the Plan Area by street narrowing, coupling increased pedestrian safety with heat mitigation. Street trees planted 30 feet on center provide an added canopy of shade, further reducing the surface temperature of the paved surface by 1 degree with each additional 10 percent of canopy cover.

6.6.2 Photovoltaic Panels

The use of Photovoltaic (PV) Panels is strongly encouraged in all residential development within the Plan Area. These panels convert sunlight directly into electricity. Connecting PV panels to the utility grid (Southern California Edison will provide electricity to the Plan Area), would enable PV panels to supply energy to the home during days of sunlight. When consumption is less than the electricity generated by PV Panels, consumers can sell back excess electricity to the utility.



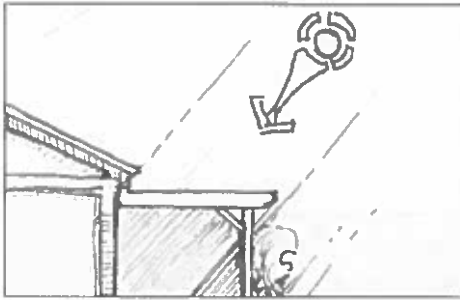
Swanson's Hawk that may nest within the Plan Area



An example of PV Panels on a residential unit



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Covered patio and porches not only provide comfort for outdoor seating but also reduce the amount of solar heat gain on walls that have south and west exposure



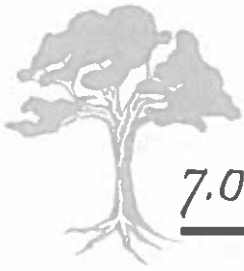
Deciduous trees planted on the south and west exposure of structure provides shade in the summer and allows sun to warm the house in the winter

company (referred to as “Net Metering”) at the rate charged for electricity consumption, as permitted by the state of California. When PV Panels are not generating electricity, such as during evening hours, the utility company meets the demand by providing electricity.

6.6.3 Design of Residential Units-Passive Solar Heating

Residential units should be designed with environmentally friendly approaches that reduce energy consumption. This includes the southern-orientation of residential units to take advantage of the sunlight, achieved by utilizing an east-west street orientation. Providing deciduous trees on the southern and western elevations of residences reduces the solar heat gain during summer afternoons, but allow sunlight through in the winter months. Other design features include use of energy efficient windows that reject the sun’s heat in the summer and reduce heat loss in the winter. These windows allow high levels of light penetration without tinting, also helping to reduce energy bills.





7.0 Public Services & Facilities

7.1 Introduction

The goal of the Public Services and Facilities Chapter is to ensure that adequate public infrastructure, utilities, and services are available to serve future residents. This chapter describes the planned public infrastructure improvements that will be needed to provide orderly development within the Plan Area. In addition to public infrastructure, public services such as fire protection, police services and public schools are also addressed.

Public infrastructure will be completed in six phases (refer to Figure 7.1, Infrastructure Phasing). These phases are necessary to create orderly development and ensure improvements are made to existing public infrastructure at the appropriate time. The following are goals that guide improvements to public facilities and services within the Live Oak Master Plan Area.

7.1.1 Public Facilities and Services Goals

1. To provide an efficient system of public infrastructure and utilities that services the needs of future residents within the Live Oak Master Plan Area.
2. Ensure that adequate public services are made available for the safety and well being of future residents of the Live Oak Master Plan Area.

7.1.2 Public Facilities and Services Policies

- a. Require the availability of an adequate water supply to be demonstrated before approving new development phases.
- b. Minimize wastewater flows through water conservation efforts.
- c. Require that collected wastewater be of a quality consistent with State Regional Water Quality Control Board standards and those adopted by the City of Hanford.
- d. Ensure provision and sizing of adequate stormwater facilities to accommodate the Plan Area and provide for water detention sufficient to limit outflow.



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- e. Design stormwater detention basins to ensure public safety, be visually unobtrusive, and be planted in a manner consistent with existing sloughs.
- f. Require that public utilities such as electricity, natural gas, telecommunications, and waste disposal are provided to residents.
- g. Ensure that emergency response times meet or exceed the minimum standards for both the Hanford Police and Fire Departments.
- h. Ensure that adequate public school facilities are provided for residents within the Plan Area.

7.2 Public Infrastructure and Utilities

The conceptual public facilities illustrated in Figures 7-2 through 7-4, do not represent the complete improvements necessary to fully develop the Plan Area. Improvements to existing infrastructure shown in Figures 7-2 through 7-4 are considered the backbone and additional infrastructure will be required. The tentative subdivision map process will determine the exact sizing and location of ultimate infrastructure improvements. The tentative maps shall follow the design of the conceptual infrastructure improvements as illustrated in the conceptual water, wastewater, and stormwater plans. Revisions to size and general locations shall only be approved by the City of Hanford at the time of the filing of the tentative maps or building permit, whichever comes first.

Developers may be required, at the submittal of a tentative map, to submit an infrastructure analysis. This analysis will address any improvements necessary outside the interest of a tentative map required to be in place prior to acceptance of the subdivision. This analysis will also need to address any potential construction of off-site facilities.



Figure 7-1

Plan Area Infrastructure Phasing Plan

Legend

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6



7-3



Plan Area Infrastructure Phasing Plan

Figure 7-2
Conceptual Water Diagram

Legend

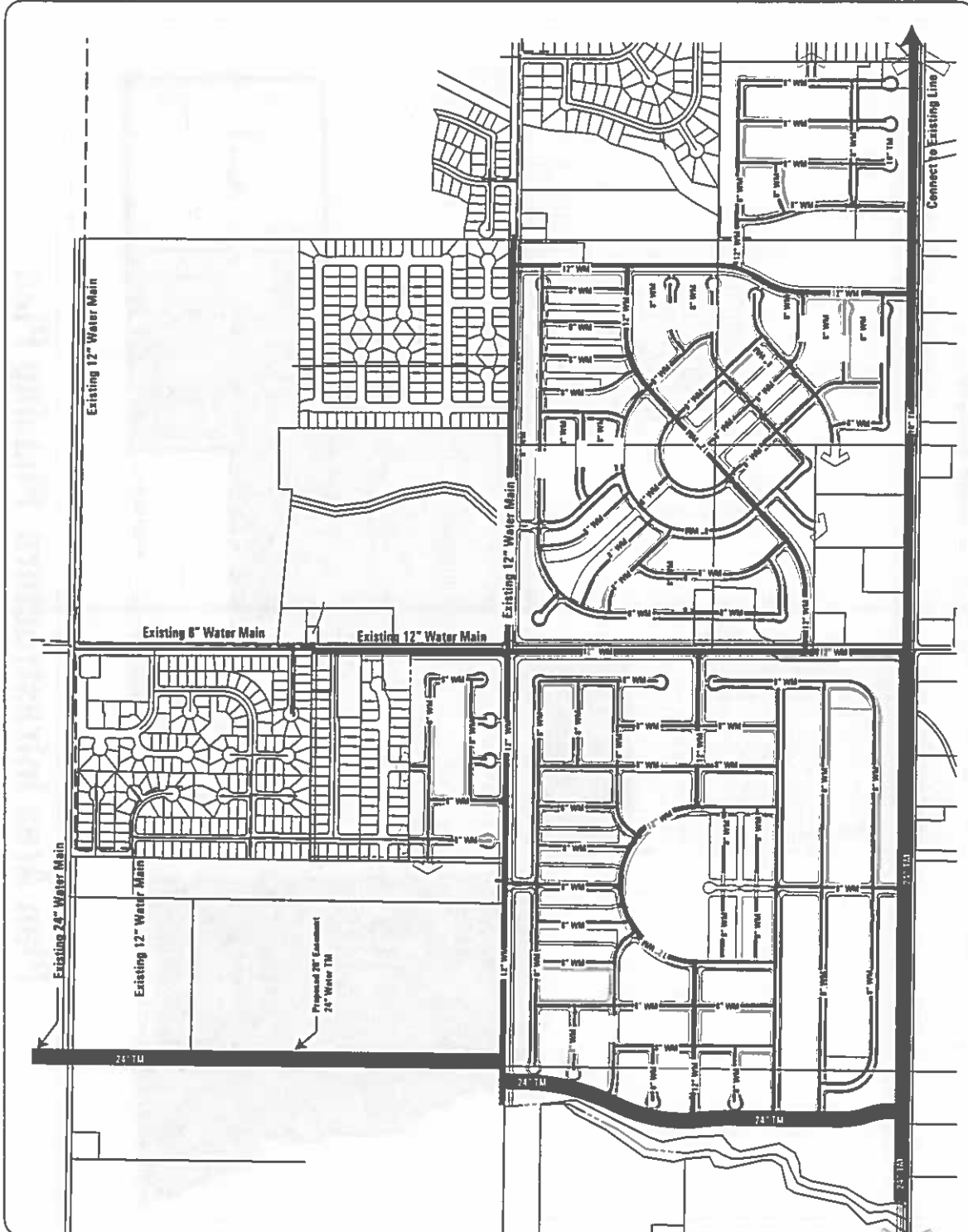
- Existing Water Main
- 24" Water Transmission Main
- 18" Water Transmission Main
- 12" Water Main
- 8" Water Main
- 6" Water Main

Graphic for Illustrative Purposes Only

Note: Actual sizing and alignments of utilities will be determined as part of the final improvement plans prior to Final Map approval.



7-4



Conceptual Water Diagram

7.2.1 Water

The City of Hanford will provide municipal water services. The water supply system uses a conveyance system of looped water lines that delivers potable water to residents and businesses in Hanford. The conceptual backbone will connect to the existing system as illustrated in Figure 7.2, Conceptual Water Diagram. Improvements will be completed in phases to allow for municipal water services delivery to residents, and the irrigation of parks and recreational areas (refer to Figure 7.1). Improvements to water infrastructure shall be completed in the following order to facilitate proper connections to the City's existing water system.

Phase I—The following improvements shall be implemented:

- a. A 12-inch water main within the "Entry Minor Collector"/"Minor Collector Abutting Open Space" Right-Of-Way connecting to the existing 12-inch water main within the Hume Avenue Right-of-Way and connect to an 18" transmission main within the Houston Avenue Right-Of-Way. This line will connect with the existing 18-inch transmission main within the Houston Avenue Right-Of-Way east of the Plan Area Boundary.
- b. A 12-inch water main within the Entry Minor Collector Right-Of-Way and through Neighborhood Park #1 connecting with two 8-inch water mains used for residential municipal water delivery west of Neighborhood Park #1.
- c. Improvements for residential municipal water service as well as irrigation for parks, planting strips, and other vegetation.
- d. An 18-inch transmission main within the Houston Avenue Right-Of-Way, connecting to 12th Avenue water main.
- e. A 12-inch water main within the 12th Avenue Right-Of-Way connecting to the existing 12-inch water main within the Hume Avenue Right-Of-Way.

Phase II—The following improvements shall be implemented:

- a. A 24-inch transmission main within an 20-foot easement, north of Hume Avenue, connecting with an existing 24-inch transmission main north of Hanford-Armona Road.
- b. A 24-inch transmission main within the Minor Collector Abutting Open Space Right-Of-Way west of Neighborhood Park #3 connecting with the 24-inch transmission main north of Hume Avenue.
- c. A 24-inch transmission main, east of Lone Oak Slough and within the Houston Avenue Right-Of-Way, connecting with an 18-inch transmission main at the 12th Avenue intersection.



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- d. Continuance of a 12-inch water main within the Entry Minor Collector, west of Neighborhood Park #1, connecting with the 12-inch water main within the 12th Avenue Right-Of-Way.
- e. Improvements for residential municipal water service as well as irrigation for parks, planting strips, and other vegetation.

Phase III— The following improvements shall be implemented:

- a. A 12-inch water main within the Hume Avenue Right-Of-Way west of 12th Avenue connecting with an 8-inch water main within the Entry Minor Collector.
- b. A 12-inch water main from 12th Avenue within the Entry Minor Collector Right-Of-Way and Park Minor Collector Right-Of-Way of Phase III.
- c. An 8-inch water main within the north / south Entry Minor Collectors connecting with the 24-inch transmission line at Houston Avenue and the 12-inch water main within the Hume Avenue Right-Of-Way.
- d. Improvements for residential municipal water service as well as irrigation for parks, planting strips, and other vegetation.

Phase IV— The following improvements shall be implemented:

- a. Continuance of a 12-inch water main within the Hume Avenue Right-Of-Way from Phase III connecting with the 24-inch transmission line within the Minor Collector Abutting Open Space Right-Of-Way.
- b. Continuance of the 12-inch water main within the Park Minor Collector Right-Of-Way and Entry Minor Collector from Phase III. The 12-inch water main will connect with the 24-inch transmission line within the Minor Collector Abutting Open Space Right-Of-Way.
- c. Improvements for residential municipal water service as well as irrigation for parks, planting strips, and other vegetation.

Phase V— The following improvements shall be implemented:

- a. 8-inch water mains connecting with the 12-inch water main within the Hume Avenue Right-Of-Way from Phase III.
- b. Improvements for residential municipal water service as well as irrigation for parks, planting strips, and other vegetation.

Phase VI— The following improvements shall be implemented:

- a. An 8-inch water main connecting with the 18-inch transmission main within the Houston Avenue Right-Of-Way from Phase II.
- b. A 12-inch water main connects with existing 12-inch water main along the west side of Sand Slough.
- c. Improvements for residential municipal water service as well as irrigation for parks, planting strips, and other vegetation.



Figure 7-3

Conceptual Wastewater Diagram

Legend

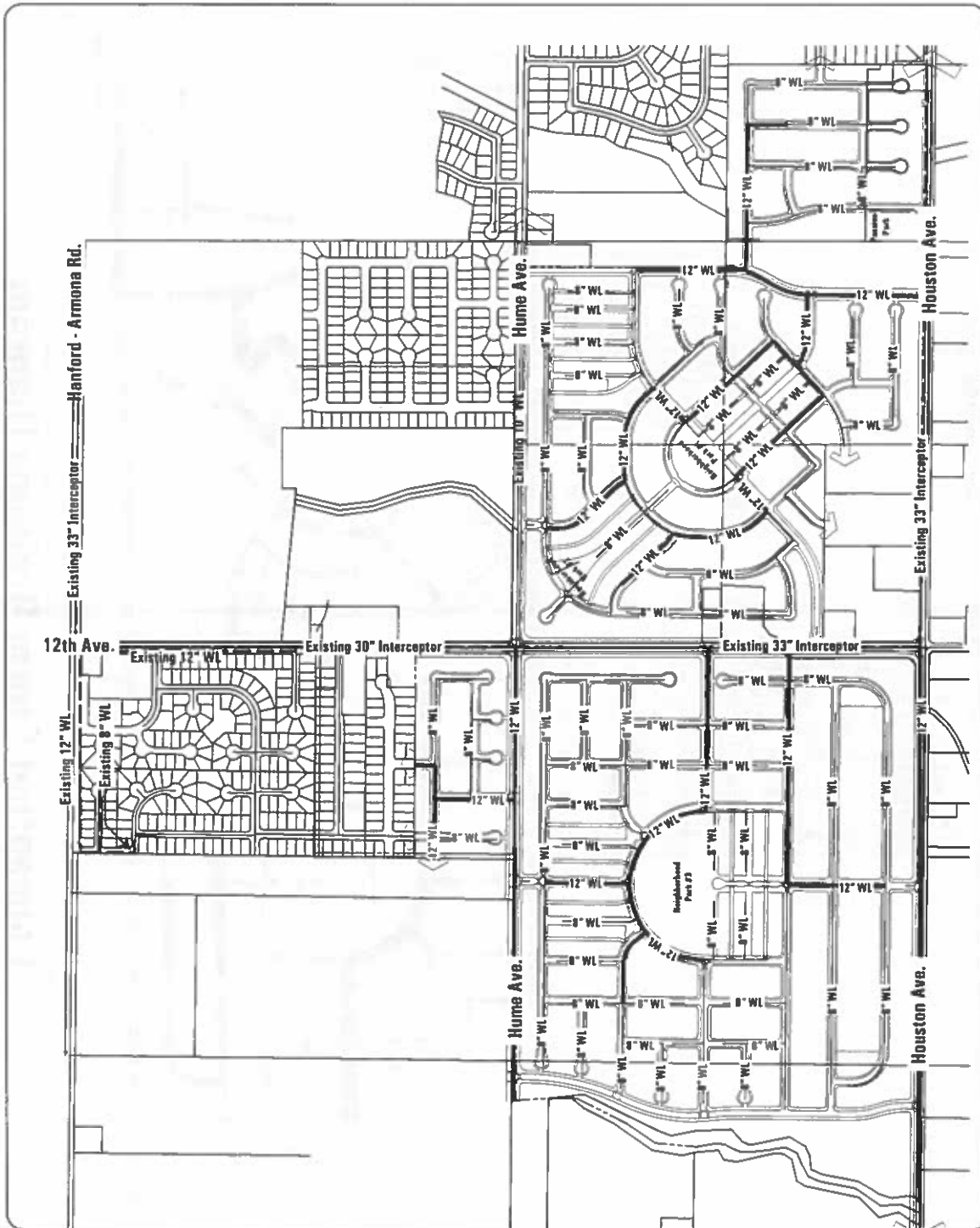
- Existing Wastewater Trunk Line
- 12" Wastewater Trunk Line
- 8" Wastewater Line

Graphic for Illustrative Purposes Only

Note: Actual sizing and alignments of utilities will be determined as part of the final improvement plans prior to Final Map approval.



7-7



Conceptual Wastewater Diagram

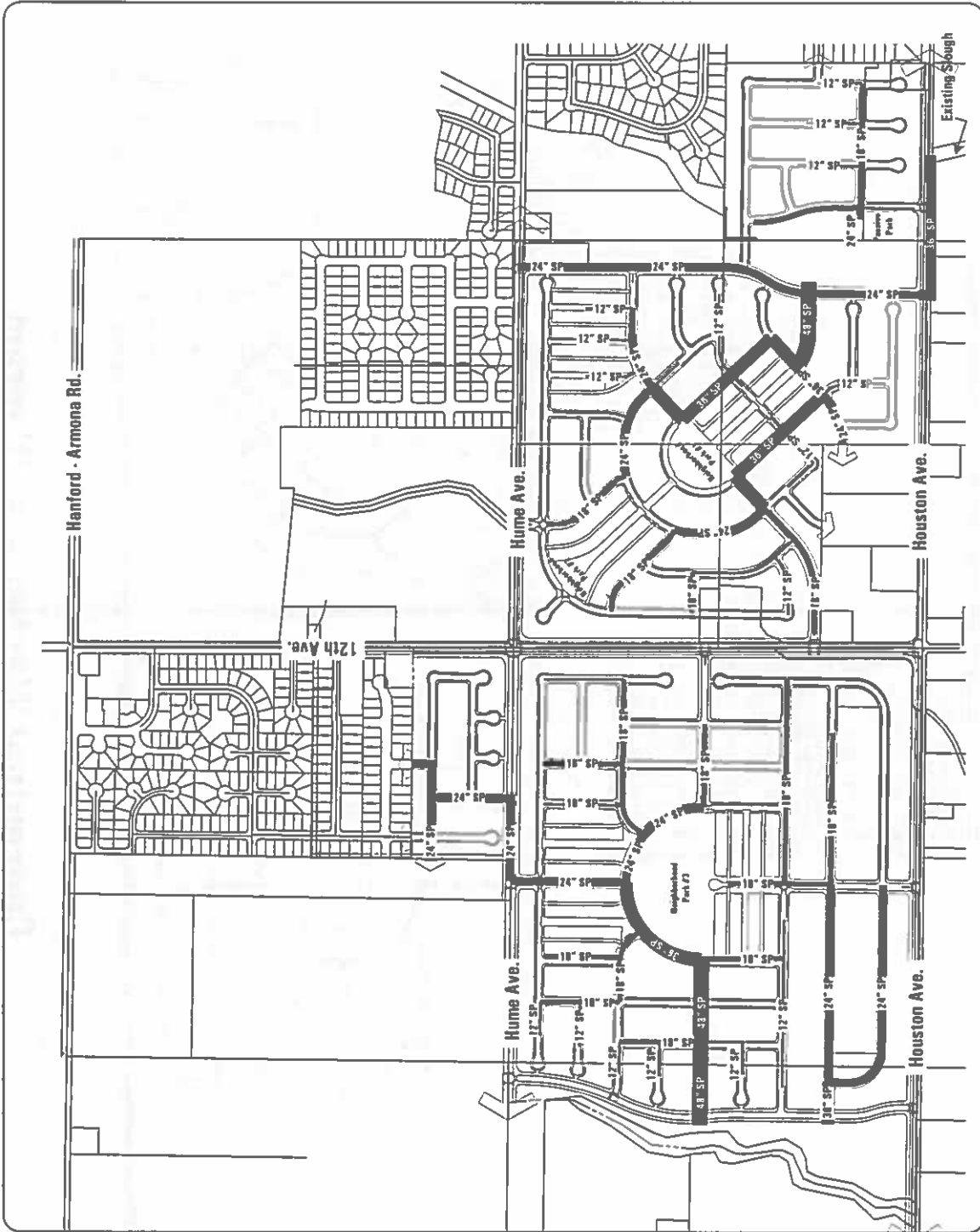
Figure 7-4

Conceptual Storm Drainage Diagram

Legend

- 48" SP 48" Storm drain Pipe
- 36" SP 36" Storm drain Pipe
- 24" SP 24" Storm drain Pipe
- 18" SP 18" Storm drain Pipe
- 12" SP 12" Storm drain Pipe

Graphic for Authoritative Purposes Only
Note: Actual sizing and alignments of utilities will be determined as part of the final improvement plans prior to Final Map approval.



Conceptual Storm Drainage Diagram

Public Services

7.2.2 Wastewater

The City of Hanford will provide wastewater services including collection, transmission, and treatment of wastewater. The wastewater system will encompass a series of lines that will connect to the City's existing trunk main interceptor along 12th Avenue, Hanford-Armona Road, and Houston Avenue. The wastewater generated by the Plan Area will be delivered to the Hanford Wastewater Treatment Facility, located southeast of the Plan Area, via interceptor lines.

Wastewater lines of 8-18 inches in diameter will connect the wastewater system to the interceptor lines (refer to Figure 7.3 Conceptual Wastewater Diagram). As with municipal water services, the wastewater system will be completed in phases (refer to Figure 7.1). Each phase will complete wastewater improvements in order for residential development to occur. The following improvements will be necessary to allow for wastewater service to be connected to the City's existing infrastructure network.

Phase I—The following improvements shall be implemented:

- a. A 12-inch wastewater trunk line within the Minor Collector Abutting Open Space Right-Of-Way connects with the existing 33-inch interceptor within the Houston Avenue Right-Of-Way.
- b. 12-inch wastewater trunk lines looping phase I service and connecting with the 12-inch wastewater trunk line within the Minor Collector Abutting Open Space Right-Of-Way.
- c. Extension of trunk sewer main in Houston and Hume Avenues to the limits of development Phase 1.
- d. Improvements for residential wastewater service.

Phase II—The following improvements shall be implemented:

- a. 12-inch wastewater trunk lines within Local Road Right-Of-Ways connecting with 12-inch wastewater trunk lines from Phase I, north of Neighborhood Park #1.
- b. Extension of trunk sewer main in Houston and Hume Avenues to the limits of development Phase 2.
- c. Improvements for residential wastewater service.

Phase III— The following improvements shall be implemented:

- a. A 12-inch wastewater trunk line within the Entry Minor Collector Right-Of-Way and a 12-inch wastewater trunk line within the Emergency Vehicle Access (EVA) south of the Entry Minor Collector connecting with the existing 33-inch interceptor within the 12th Avenue Right-Of-Way.
- b. 12-inch wastewater trunk lines looping phase III service and connecting with the 12-inch wastewater trunk lines within the Entry Minor Collector Right-Of-Way and the EVA south of the Entry Minor Collector.



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- c. Extension of trunk sewer main in Houston and Hume Avenues to the limits of development Phase 3.
- d. Improvements for residential wastewater service.

Phase IV— The following improvements shall be implemented:

- a. Two 12-inch wastewater trunk lines within Park Minor Collector and Local Street Right-Of-Way, northwest of Neighborhood Park #3 connecting with 12-inch wastewater trunk lines from Phase III.
- b. Extension of trunk sewer main in Houston and Hume Avenues to the limits of development Phase 4.
- c. Improvements for residential wastewater service.

Phase V— The following improvements shall be implemented:

- a. A 12-inch wastewater trunk line within the Hume Avenue Right-Of-Way connecting with the existing 30-inch interceptor within the 12th Avenue Right-Of-Way.
- b. Extension of trunk sewer main in Houston and Hume Avenues to the limits of development Phase 5.
- c. 12-inch wastewater trunk lines looping Phase V service and connecting with the 12-inch wastewater trunk line within Hume Avenue Right-Of-Way.
- d. Improvements for residential wastewater service.

Phase VI— The following improvements shall be implemented:

- a. A 12-inch wastewater trunk line within the Local Street Right-Of-Way connecting with the 12-inch wastewater trunk line within the Minor Collector Abutting Open Space Right-Of-Way.
- b. Extension of trunk sewer main in Houston and Hume Avenues to the limits of development Phase 6.
- c. Improvements for residential wastewater service.



7.2.3 Stormwater Drainage

The stormwater drainage system is designed to support the Plan Area as a stand-alone system. The stormwater drainage system of the City of Hanford consists of stormwater collection and recharge basins with limited discharges into the Central Branch of the People's Ditch Company. The City of Hanford will provide stormwater services including collection, transmission and disposal of stormwater within the Plan Area.

Stormwater drainage in the Plan Area will consist of stormwater transmission pipes, stormwater drains, and retention basins. Lone Oak and Sand Sloughs will serve as retention basins for a 100 year, 10 day storm event per Hanford's Master Drainage Plan. The two sloughs will be enhanced and/or increased in size to accommodate drainage requirements within the Plan Area. The storm drainage areas for the Plan Area will be divided into sections. East of 12th Avenue, stormwater will be diverted to Sand Slough, and west of 12th Avenue, stormwater will be diverted to Lone Oak Slough (refer to Figure 7.4 Conceptual Storm Drainage Diagram).

The conceptual stormwater drainage system will need to be verified during the tentative subdivision map process and reviewed by the City of Hanford. The stormwater transmission system will consist of 12 to 48-inch pipes completed in phases (refer to Figure 7.1). The use of pump stations may be necessary to convey stormwater to the retention basins depending on the final design within the sloughs. The following improvements are needed to provide stormwater drainage to the Plan Area.

Phase I—The following improvements shall be implemented:

- a. A 48-inch storm drain pipe within the Local Street Right-Of-Way draining to Sand Slough.
- b. Three 36-inch storm drain pipes, three 24-inch pipes, and one 18-inch pipe looping phase I service and connecting with the 48-inch storm drain pipe.
- c. A 36-inch storm drain pipe within the Houston Avenue Right-Of-Way connecting with the 24-inch storm drain pipe within the Minor Collector Abutting Open Space Right-Of-Way. This pipe shall connect with the City's existing slough storm drainage run-off south of the Plan Area Boundary.
- d. Improvements to provide residential storm drainage.

Phase II—The following improvements shall be implemented:

- a. Two 24-inch storm drain pipes and three 18-inch storm drain pipes within Local Street Right-Of-Ways connecting with 24-inch storm drain pipes east and west of Neighborhood Park #1.
- b. Continuance of the 24-inch storm drain pipe in the Entry Minor Collector Right-Of-Way north of the Park Minor Collector.
- c. Improvements to provide residential storm drainage.



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Phase III— The following improvements shall be implemented:

- a. A 48-inch storm drain pipe within the Entry Minor Collector / Minor Collector Abutting Open Space Right-Of-Way draining to Lone Oak Slough.
- b. A 36-inch storm drain pipe within the Right-Of-Way of a Local Street draining to Lone Oak Slough, This pipe will connect with a 24-inch storm drain pipe within the local street Right-Of-Way to connect with 18-inch storm drain pipes in Phase III.
- c. A 36-inch storm drain pipe within the Park Minor Collector Right-Of-Way connecting with the 48-inch storm drain pipe that drains to Lone Oak Slough.
- d. A 24-inch storm drain pipe connecting with the 36-inch storm drain pipe within the Park Minor Collector Right-Of-Way.
- e. Seven 18-inch storm drain pipes looping phase III service and connecting with 24-inch storm drain pipes.
- f. Improvements to provide residential storm drainage.

Phase IV— The following improvements shall be implemented:

- a. A 24-inch storm drain pipe within a Local Street Right-Of-Way connecting with the 36-inch storm drain pipe that drains to Lone Oak Slough.
- b. Improvements to provide residential storm drainage.

Phase V— The following improvements shall be implemented:

- a. A 24-inch storm drain pipe within The Hume Avenue Right-Of-Way connecting with the 24-inch storm drain pipe from Phase III.
- b. Two 24-inch storm drain pipes and an 18-inch pipe looping phase V service and connecting with the 24-inch storm drain pipe in the Hume Avenue Right-Of-Way.
- c. Improvements to provide residential storm drainage.

Phase VI— The following improvements shall be implemented:

- a. A 24-inch storm drain pipe draining into Sand Slough.
- b. Two 18-inch storm drain pipes looping phase VI service and connecting with the 24-inch storm drain pipe that drains into Sand Slough.
- c. Improvements to provide residential storm drainage.



Public Services

7.2.4 Garbage and Garden Refuse

The City of Hanford will provide weekly garbage and green waste pickup to the Plan Area. Garbage and green waste service from the City is sent to a transfer station that is operated by the Kings County Waste Management Authority (KCWMA). KCWMA does not operate a landfill facility. However, it has contracted with the Chemical Waste Management Landfill in Kettleman Hills for solid waste service.

7.2.5 Utilities

Utility infrastructure will be provided by service providers that are currently authorized to provide utility services within the City of Hanford. Electrical service to the Plan Area will be provided by Southern California Edison, and natural gas service will be provided by Southern California Gas Company. Additional providers who wish to serve the Plan Area with telecommunication services should contact the City in regards to policies and regulations to allow for additional services.

7.3 Public Services

The following are public services that will be provided within the Plan Area: police, fire protection, and public school services.

7.3.1 Police Services

The Hanford Police Department provides law enforcement services to the City and operates a police station in Downtown Hanford. The Hanford Police Department will provide police protection to the Plan Area. Assisting policing efforts to improve the safety of residents remains a major design consideration for the Live Oak Master Plan Area. Orienting residential units toward open space and parks, commonly referred to as “eyes on the street”, is one safety measure designed into the Plan Area. Other measures include placement and height requirements of fences and vegetative screening along walkways to maintain a clear view of pedestrian areas (refer to Chapter 3 Land Use and Design Guidelines).

7.3.2 Fire Protection

The Hanford Fire Department provides fire suppression, medical and emergency rescue services to the City of Hanford. The nearest fire station is located to the east of the Plan Area near the intersection of Houston Avenue and 11th Avenue. Response time from this station to the Plan Area is estimated to be less than five minutes. There are no current plans to add any additional fire stations in the Plan Area.

The Master Plan Area has been designed facilitate fire protection by minimizing confusion of emergency response teams attempting to find their destination. Furthermore, daylighted cul-de-sacs are designed with 20 feet clearance for emergency vehicle access. That will also accommodate fire apparatus turning radii.



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7.3.3 Public Schools

Public School services for the Plan Area will be provided by the following three school districts: Hanford Joint Union High School District (9-12), Hanford Elementary School District (K-8), and Armona Union Elementary School District (K-8). The school district boundaries are shown in Figure 7.5.

Hanford Joint Union High School District

Hanford Joint Union High School district provides educational services for students in grades 9-12 throughout the Plan Area. Currently, students residing in the Plan Area would attend classes at Hanford West High School. The District has purchased a site along 13th Avenue, between Lacey Boulevard and Grangeville Boulevard northwest of the Plan Area, for a future high school campus set to open in 2009. Students generated within the Plan Area are assumed to attend this school when the facility opens.

Hanford Elementary School District

The Hanford Elementary School district provides K-8 education services for students in the Plan Area residing east of 12th Avenue, and north of Houston Avenue. The nearest elementary school district is located off of 11th Avenue, near Highway 198 (Roosevelt Elementary School). The Hanford Elementary School district has the option of building a 14-acre school site within the Plan Area (refer to Figure 8.2). This would be a K-6 facility, servicing students in and near the Plan Area Boundary.

Armona Elementary School District

The Armona Elementary School District provides K-8 educational services for students within the Plan Area residing west of 12th Avenue and north of Houston Avenue. The nearest elementary school site in the Armona School District is located off of 14th Avenue and Pimo Street, north of Highway 198 in Armona. The Armona Elementary school district has an option to build a 10-acre K-5 school just north of Hume Avenue (refer to Figure 8.3).

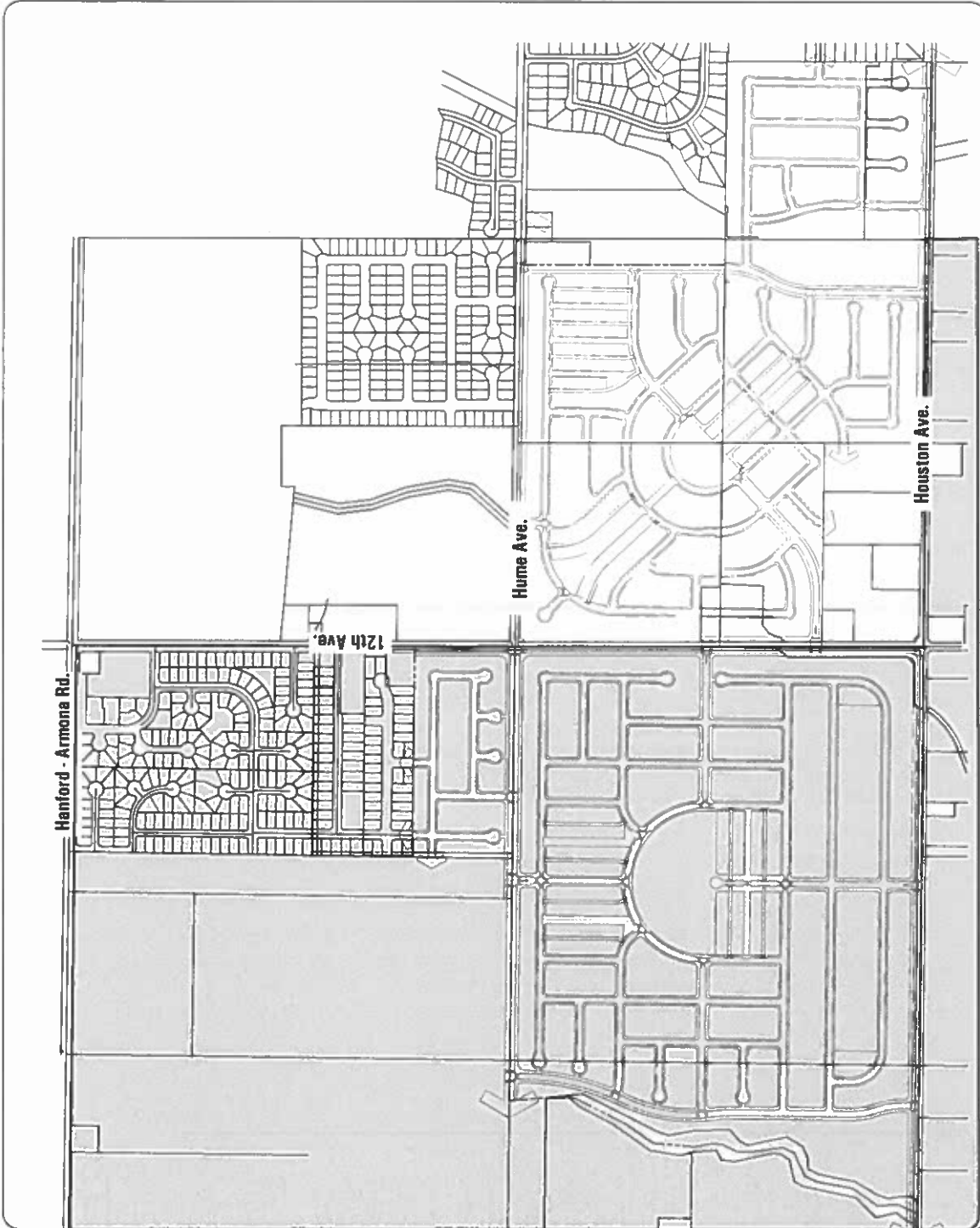


Figure 7-5
Public School District

Legend

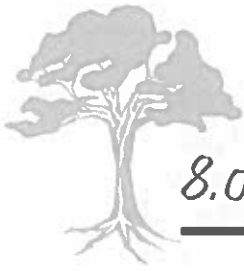
-  Armona Elementary School District
-  Hanford Elementary School District

Note:
Master Plan Area within the Hanford Joint
Union High School District



Public School District

Chapter 7



8.0 Implementation

8.1. Introduction

To realize the vision of the Live Oak Master Plan, implementation must be carefully addressed. The Live Oak Master Plan will be implemented through the City of Hanford's development review process. This section addresses the development process, public facilities, and maintenance, challenges, and summarizes various techniques required for the implementation of the Master Plan. Techniques addressed in this section may be used singularly or in combination with other techniques deemed appropriate by the City of Hanford.

The Live Oak Master Plan is the primary tool in the review and approval process of specific development proposals, such as tentative subdivision maps, site plans, and improvement plans within the established Plan Area Boundary. The Plan includes a set of goals, policies, and standards that establish development regulations within the Plan Area. Responsibility for interpretation of the goals, policies, and standards of the Master Plan lies with the City of Hanford and the Community Development Department. The goals, policies, and standards shall be utilized in conjunction with the City's General Plan, Municipal Code, and Design Standards. Flexibility is permissible, if and only if, the overall goals and vision of the Master Plan are met.

8.2. Implementation Challenges

Urban development is occurring at an increasing rate in the southern Central Valley. Providing a well planned and organized environment for development to occur will remove some of the risks associated with urban development. While the Live Oak Master Plan removes many of these obstacles, resulting in a smoother and more predictable development process, there are a few implementation challenges that merit attention.

8.2.1. Williamson Act Contracts

Under the California Land Conservation Act of 1965 local governments could enter into contractual agreements with private landowners for the purposes of restricting land use on a property to agriculture or related open space use. Properties under Williamson Act Contracts are assessed at their consistent usage, rather than their potential market value, substantially reducing the amount of owed property taxes. Contracts are subject to a rolling 10-year term whereby agreements are automatically renewed on a yearly



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basis, unless either party files a “notice of non-renewal.” Once such a notice has been filed, a 9-year non-renewal process commences. At the end of the non-renewal process, the contract terminates. There is one Williamson Act Contract within the Plan Area. A notice of non-renewal has been filed against the contract, which consists of 3 parcels located east of Sand Slough. These parcels shall not be developed until the contract is terminated. Parcels subject to the Williamson Act provision are located in Figure 2.2.

8.2.2 Agriculture Interface

Residential units will abut existing agriculture on the southern and western ends of the Plan Area. Kings County, the governing jurisdiction of parcels outside of the proposed annexation area, and the City of Hanford recognizes that agricultural operations are authorized to exist under the “Right to Farm” Ordinance (No. 546 Kings County Ordinance Code and 16.40.110 of the Hanford Municipal Code). Under this ordinance, all persons purchasing lots within the boundaries of an approved map located near existing agricultural uses are informed that established agriculture, agricultural facilities, and operations are priority uses within Kings County and the City of Hanford, and residents and other occupants of property in the agricultural zone districts should be prepared to accept inconveniences or discomfort from normal, usual, and customary agricultural operations, facilities, and practices.

~~VLD Transition~~

~~To mitigate the agriculture interface and possible conflicts south of the Plan Area, a buffer in the form of VLD (Very Low Density) takes place along Houston Avenue, west of 12th Avenue. This transition is consistent with a policy established in the Hanford General Plan, mandating 660 feet north of Houston Avenue to be designated VLD. Section 3.4 of Land Use and Design Guidelines directs development of more rural characteristics in this area.~~

Future Uses

An 88' Right-of-Way shall be established along Hume Avenue. This Right-of-Way, along with an 8-foot easement adjacent to residential units within the Plan Area gives existing agriculture a 96-foot buffer from developments. Currently, the area north of Hume Avenue is within the Sphere of Influence for the City of Hanford and is slated for predominately LD development. East of 12th Avenue, existing agriculture abuts residential units along Houston Avenue. This area is also within the City's Sphere of Influence, and is designated as future Light Industrial Uses by the General Plan. Currently, the road is set to be a Major Arterial, with a 110-foot Right-of-Way and an additional 10-foot landscaped easement, creating a 120-foot buffer from existing agriculture uses and any potential future light industrial uses.



Figure 8-1

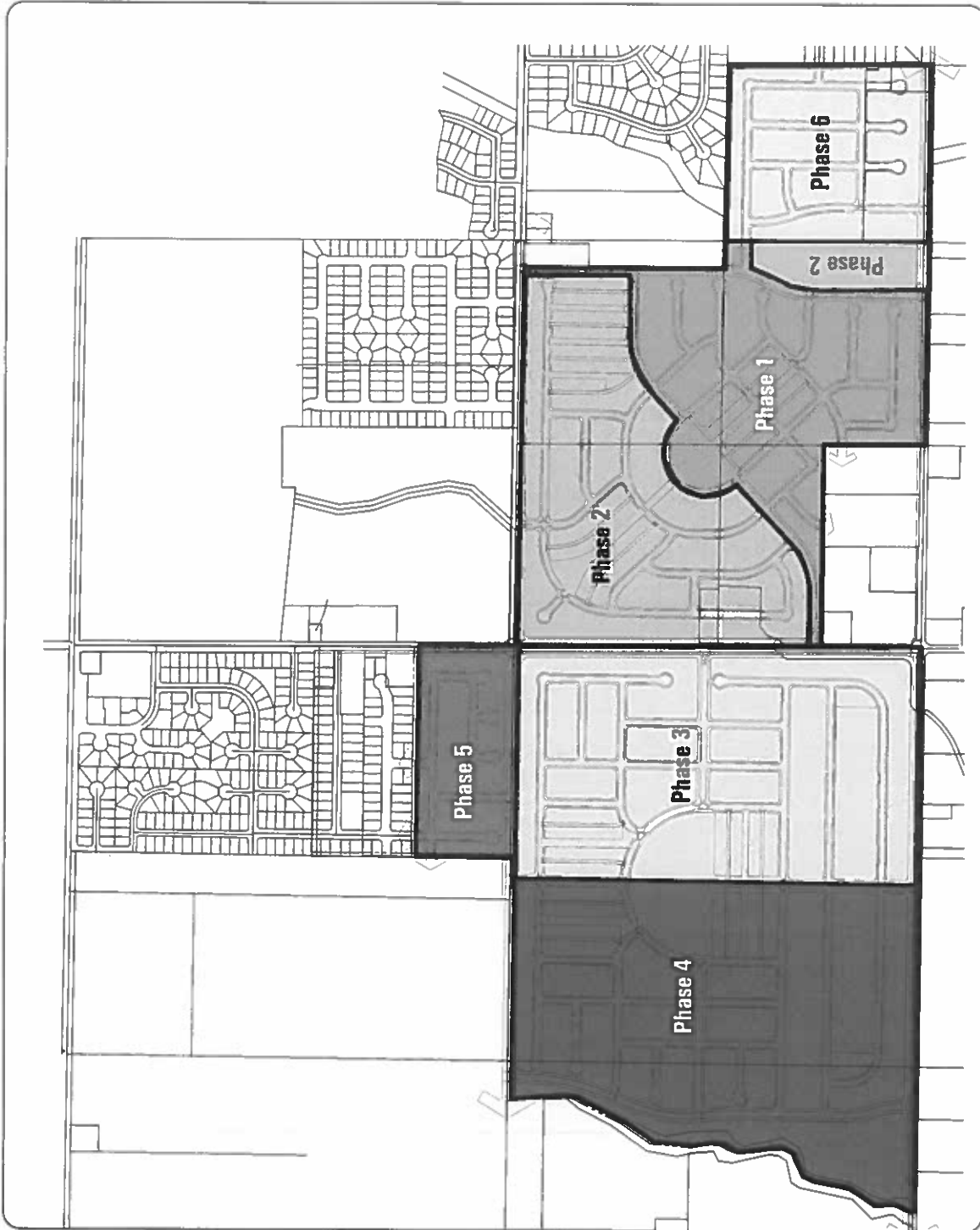
Plan Area Infrastructure Phasing Plan

Legend

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6



8-3



Plan Area Infrastructure Phasing Plan

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Implementation

8.2.3 Roadway Improvements

Houston Avenue, 12th Avenue, and Hume Avenue are existing roadway facilities within the Plan Area, and all have modified Right-of-Ways that deviate from the City of Hanford Design Standards. These enhanced street sections have been approved by the Department of Public Works specifically for the Live Oak Master Plan. The cost associated with the improvements of these roads, including landscaping, placement of sidewalks, and upgrading lane capacity, will be born by developers of adjacent properties in conjunction with developers of the Plan Area, and maintained through a landscape and lighting assessment district, or other comparable maintenance district.

8.2.4 Existing Development

As outlined in Chapter 2 there are existing farm residences and other agriculture related facilities, such as livestock pens and barns within the Plan Area. The residential units that will remain have been provided for in the Land Use and Lotting Concept (Figure 3.1). The City of Hanford will make an effort to adjust street alignment, subdivision design and/or delay property occupation to accommodate property owners who wish to retain their residential unit, provided that the adjustment will not compromise the integrity of the Plan or otherwise adversely affect a critical public facility.

The People's Ditch Company operates the People's Ditch, which bisects the Plan Area. The irrigation Canal runs on the west side of 12th Avenue, eventually crosses 12th Avenue, and re-emerges on the east end of 12th Avenue. It is proposed that the irrigation canal be piped within the Plan Area. Existing irrigation canals west of 12th Avenue shall be placed underground by the description of the People's Ditch Company.

8.3 Development Process

The Live Oak Master Plan, adopted by resolution, establishes the land use classifications, pre-zoning, development policies, development standards, and design guidelines for the entire Plan Area, consistent with the Hanford General Plan. The Live Oak Master Plan establishes specific development standards, which may differ from those contained in the zoning ordinance. As provided by the Hanford Municipal Code, these alternative standards shall supersede those established by the zoning ordinance.

8.3.1 Land Use and Zoning Regulations

Where not otherwise specified by the Live Oak Master Plan, the use and development of property shall be governed by the zoning applicable to that property. Subject to a minor discretionary permit, the community development director may approve minor modifications, exceptions and waivers to the zoning ordinance to allow for orderly development in the Plan Area. Modifications or changes considered major



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(e.g. significant changes in land use/zoning, circulation or public facilities, etc.) may be subject to the process and procedures for amending the Hanford Municipal Code (18.54 et seq.).

Although the Live Oak Master Plan stipulates residential densities in housing units per gross acre (see Table 3-1 Master Plan Area Land Use Table), the anticipated densities exclude exclusive Plan Area public facilities, such as open space, pathways, and neighborhood-serving city parks. Calculation of a project's required development density consists only of the developable portion of the subject property. Consistent with the General Plan, this shall include all local and collector streets, but excludes the following Plan Area public facilities; neighborhood parks, open space and conservation areas, pocket parks, and People's Ditch Irrigation Canal.

Residential densities in the Plan Area shall be as follows (dwelling units/gross acre):

~~Very Low Density Residential (VLD) – minimum 0 dwelling units/gross acre; maximum 3 dwelling units / gross acre.~~

Low Density Residential (LD) – minimum 2 dwelling units/gross acre; maximum ~~9 dwelling units / gross acre.~~ 10 dwelling units / gross acre.

Medium Density Residential (MD) - minimum 7 dwelling units/gross acre; maximum 15 dwelling units / gross acre.

8.3.2 Alternative Intersection Striping

The Hanford Public Works Department has developed a set of street section alternatives for Major Arterials, Minor Entrance Collectors, and Minor Collectors at Sloughs. The use of these alternative street sections shall be at the discretion of the Hanford Public Works Department. The diagrams of these stripings are found in Chapter 4.

8.3.3 Optional School Location

Both the Hanford Elementary and Armona Elementary School Districts have options to purchase land within the Live Oak Master Plan for use as school facilities. Currently the Land Use Diagram (Figure 3.1) shows the possible school sites as Low Density Residential with conceptual lots over the designated areas for schools. Chapter 7 shows the boundaries of both school districts within the Plan Area (Figure 7.5). Figures 8.2-8.3 exhibit how schools may interface with surrounding residences.



Implementation

Figure 8.2 Hanford Elementary School District Site with Conceptual Lotting

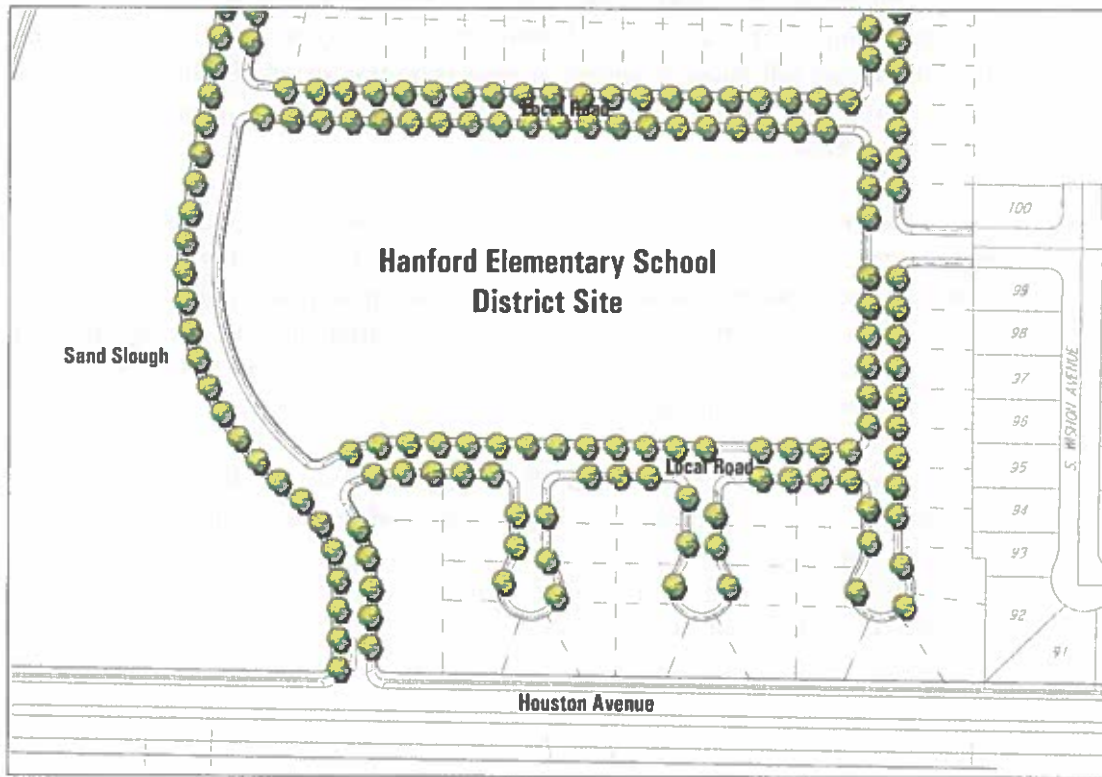
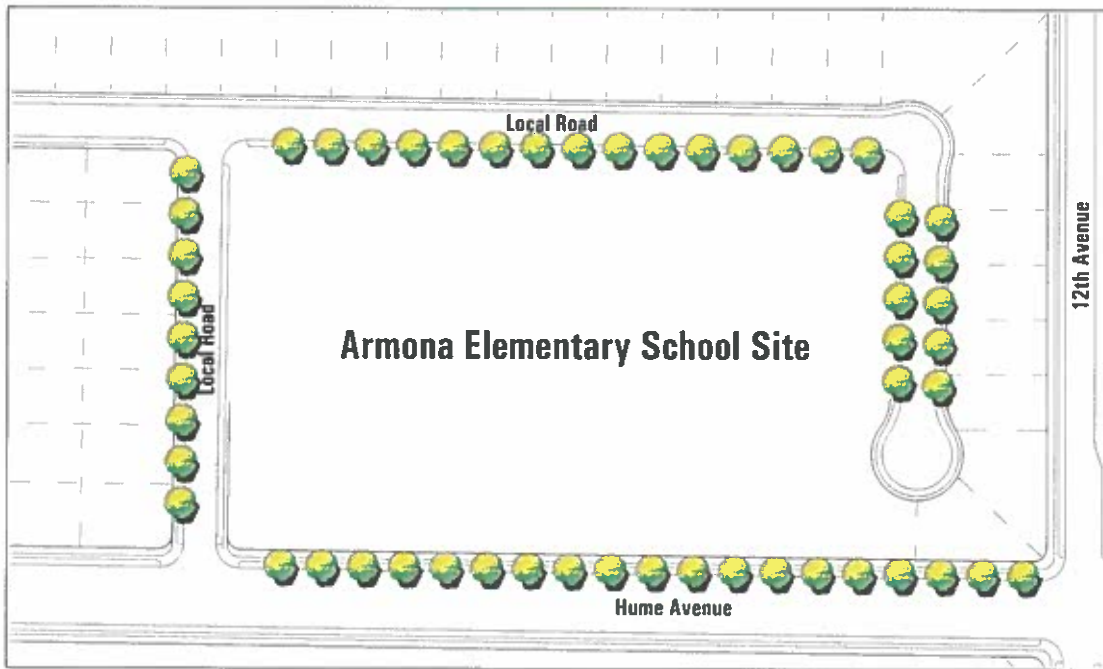


Figure 8.3 Armona Elementary School District Site with Conceptual Lotting



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8.3.4 Phasing

Precise development phasing that responds to market conditions as well as the needs of the community is critical for orderly development to occur. The Live Oak Master Plan addresses the full range of public facilities including streets, utilities, and parks. Backbone public facilities required for the development of the planning area are illustrated in Chapter 7.

The need for these facilities and the cost of improvement implementation will greatly affect the extent, location, and timing of new development. As a result, the development of non-contiguous property may be permitted if the appropriate public facilities are installed. Additional costs associated with the installation of “out of sequence” or oversized public facilities may be recovered either as a credit against development impact fees and/or as a reimbursement.

Development of the Live Oak Master Plan will occur over six phases, distributing environmental impacts as well as public facility and service requirements over a manageable time period. The following chart depicts the land use, number of units, and projected population growth for each phase. The chart also estimates figures for build out of the entire Plan Area.



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Table 8.1 Phasing Summary

Phase 1	Land Use Designation	Land Use Distribution	Total Units	Population ¹	Park Requirements
	Residential³				
	Very Low Density Residential (VLD)	0.0%	0	0	0.0
	Low Density Residential (LD)	100.0%	212	594	1.2
	Medium Density Residential (MD)	0.0%	0	0	0.0
	Total Phase 1	100%	212	594	1.2
Phase 2	Residential³				
	Very Low Density Residential (VLD)	0.0%	0	0	0.0
	Low Density Residential (LD)	91.3%	285	798	1.6
	Medium Density Residential (MD)	8.7%	27	68	0.1
	Total Phase 2	100%	312	866	1.7
Phase 3	Residential³				
	Very Low Density Residential (VLD)	0.0%	0	0	0.0
	Low Density Residential (LD)	100.0%	347	972	1.9
	Medium Density Residential (MD)	0.0%	0	0	0.0
	Total Phase 3	100%	347	972	1.9
Phase 4	Residential³				
	Very Low Density Residential (VLD)	0.0%	0	0	0.0
	Low Density Residential (LD)	100.0%	337	944	1.9
	Medium Density Residential (MD)	0.0%	0	0	0.0
	Total Phase 4	100%	337	944	1.9
Phase 5	Residential³				
	Very Low Density Residential (VLD)	0.0%	0	0	0.0
	Low Density Residential (LD)	100.0%	199	557	1.1
	Medium Density Residential (MD)	0.0%	0	0	0.0
	Total Phase 5	100%	199	557	1.1
Phase 6	Residential³				
	Very Low Density Residential (VLD)	0.0%	0	0	0.0
	Low Density Residential (LD)	100.0%	153	428	0.9
	Medium Density Residential (MD)	0.0%	0	0	0.0
	Total Phase 6	100%	153	428	0.9
Project Total			1,560	4,360	8.7

1. Population is based on the Hanford General Plan indicating 2.8 persons per household except for medium density, which is 2.5 persons per household.



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8.3.5. Subdivision Approval Process

With a few exceptions (e.g., Lone Oak and Sand Sloughs, parks), the Live Oak Master Plan Area will be developed through the process of subdividing land. It is through the subdivision approval process, governed by the Government Code and Hanford Municipal Code, that land is divided, developed with residential units, and sold to future residents. Within this process, streets, wastewater lines, potable water lines, and other public facilities improvements are installed, and parks and public open spaces are provided for the welfare and enjoyment of residents. The subdivision approval process is the principal means through which the City and private developers will implement the Live Oak Master Plan.

The subdivision process in the Plan Area is expected to be the same as anywhere else in the City with the following exceptions:

- The possible need for a developer to construct critical Plan Area infrastructure beyond the property being subdivided.
- The possible need to show how the proposed lots meet the Master Plan's design guidelines and development standards for the location and classification(s) of the property proposed for subdivision.
- A requirement to provide appropriate disclosure to future property owners of possible implication associated with the purchase of their property in an area with parks, public pathways, and open space (e.g., additional traffic, noise, after hours / weekend use, lights for safety use).
- A requirement to provide the appropriate disclosure to future property owners the implications of purchasing property adjacent to an agricultural or industrial area with all the associated affects (e.g., noise, odor, dust, flies, pesticides, smoke), and that the farmers in the area have the right-to-farm.
- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in a master planned area of the City of Hanford containing more dedicated park land than is standard, and that they will be assessed annually through a landscape and lighting district for its maintenance and up keep, as well as, the maintenance and upkeep of other public facilities that directly benefit the property owner.



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8.3.6 Public Facilities and Infrastructure

Chapter 7 describes the backbone public facilities needed to accommodate the development of the Plan Area. Through the subdivision approval process, developers will be required to install the backbone services together with each subdivision's tract improvements. As discussed above, in connection with phasing, a developer's obligation to install public improvements will be based on the timing and location of the proposed development, which may place proportionately greater burdens on those who develop first.

8.3.7. Transportation System

The transportation system consists of Arterials, Collectors, and Local Streets. The Arterials are Houston Avenue, an east-west running facility that represents the southern Plan Area boundary; Hanford-Armona Road, an east-west facility that represents approximately 260 feet of the northern Plan Area Boundary; and 12th Avenue, a north-south running facility that bisects the Plan Area. These facilities will be upgraded with added lane capacities, sidewalks, and landscaping.

Hume Avenue, an east-west major collector, currently exists as a two lane rural roadway terminating at 12th Avenue. Improvements to Hume Avenue include the extension of the roadway approximately ½ mile to the west, landscaping improvements, and addition of sidewalks adjacent to residential development. The minor collectors in each phase shall have sidewalks, landscaping within planting strips, and other improvements prior to occupancy.

8.4 Maintenance

The City of Hanford has traditionally assigned the responsibility for maintenance of facilities that benefit the City as a whole (e.g. arterial and major collector streets) and those primarily benefiting the residents of an area (e.g., parks, local streets, landscaping and street lighting). Landscaping and Lighting Districts, established in conjunction with subdivision approval, have been the preferred means of funding the maintenance of facilities benefiting area residents.

Within the Plan Area, the Landscaping and Lighting District of each subdivision will be responsible for the maintenance costs of its internal facilities (e.g., parks, streets, street lights, landscaping, sound walls, storm drainage) as well as a share of maintenance costs of the neighborhood-serving city parks and common open space facilities, (e.g., pedestrian paths along sloughs). Assessment fees will be adjusted in the form of a credit or a refund to property owners in years when the assessment raises more revenue than is needed. Maintenance costs of the landscaped medians within the Right-of-Ways of Arterials located adjacent to the Plan Area will be the responsibility of the City, using other funds (e.g., General Fund, Local Transportation Fund).



Chapter 8

2.1 - Proposed Revised PUD No. 2005-04**Matrix of Changes - Table of Contents**

Item	Description	Page - Sheet
1.	Deleted General Condition #6 regarding Affordable Housing per current proposed Entitlement Amendment	8

RESOLUTION NO. 09-57-R

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
 APPROVING PLANNED UNIT DEVELOPMENT NO. 2005-04
 FILED BY: MMV DEVELOPMENT, LLC**

At a regular meeting of the City Council of the City of Hanford duly called and held on September 15, 2009, it was moved by Council Member _____, seconded by Council Member _____, and duly carried, that the following resolution be adopted:

WHEREAS, Planned Unit Development No. 2005-04 filed by MMV Development proposing to construct a 1,526-lot residential development with variations from the City's zoning standards on approximately 390 acres, was presented to the City Council of the City of Hanford; and

WHEREAS, the real property that is the subject of this Planned Unit Development (PUD) application is generally located on the east and west sides of 12th Avenue between Hume Avenue and Houston Avenue (APN: 018-172-010, 012, 029, 031, 032, 018-112-017, 027, 052, 053, 073, 074, and 075) in Hanford, California as depicted in Exhibit "A" which is attached hereto and made a part hereof; and

WHEREAS, the Final Environmental Impact Report and all notices related thereto were prepared in compliance with the California Environmental Quality Act ("CEQA") and the City of Hanford CEQA Guidelines; and

WHEREAS, on the basis of the application, the documentation and information provided in the staff report and the evidence and testimony submitted at the public hearing, and Environmental Impact Report for the Live Oak Project, the City Council of the City of Hanford hereby makes findings in accordance with Section 15091 of the CEQA Guidelines and as specifically articulated in an appendix to the Final EIR and incorporated herein by this reference; and

WHEREAS, the Final Environmental Impact Report identified significant environmental impacts that can be mitigated to substantially lessen the environmental effects relating to Air

Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation, and

WHEREAS, the City Council has systematically identified both the significant effects of the proposed project and the feasible alternatives and feasible mitigation measures which will avoid or substantially lessen such significant effects in accordance with the provisions of the California Environmental Quality Act as more specifically articulated in "The Mitigation Monitoring and Reporting Plan" in an appendix of the final EIR and incorporated herein by this reference; and

WHEREAS, the Final Environmental Impact Report also identified unavoidable significant adverse impacts regarding Agricultural Resources, Air Quality, and Energy Conservation and Climate Change; and

WHEREAS, Section 15093 of the CEQA Guidelines requires the City to balance the benefits of the Project against its unavoidable environmental impacts in determining whether or not to approve the Project; and

WHEREAS, the City Council finds that the following statement of overriding considerations can be made for the unavoidable significant environmental impacts identified by the Final Environmental Impact Report:

The City balanced the economic, legal, social and technological and other benefits of the proposed project and determined that the unavoidable adverse environmental impacts identified above may be considered acceptable due to the following specific considerations which outweigh the unavoidable adverse environmental impacts of the proposed project. Benefits of the proposed Project are stated herein, are determined to be unto itself and independent of the other project benefits, a basis for overriding all identified unavoidable environmental impacts.

- The proposed project will result in significant unavoidable impacts to agricultural land, air quality, and energy conservation and climate change. In adopting the

Hanford General Plan Update, the City Council adopted a Statement of Overriding Considerations for the loss of agricultural land and air quality impacts accruing to implementation of the Plan. The approval of the Live Oak project is considered implementation of the Hanford General Plan.

- The project will meet the objectives of the General Plan to conveniently serve current and future residential needs, be adequately served by arterial streets, and contribute to the attractiveness of the community and to the City's tax base.
- The proposed project is located on major arterial and collector streets in the City and adjacent to major public utilities with adequate capacity to accommodate its development.
- In adopting the finding of overriding considerations for the Hanford General Plan Update in 2002, the City Council recognized that the population of the City of Hanford will continue to grow and there will be a need to provide adequate land to serve the needs of existing and future population. The City is essentially surrounded by agricultural land and any growth will cause the conversion of agricultural land. The need to adequately house and provide services to a growing population outweighed the preservation of agricultural land. The project would provide a substantial increase in assessed value of the property over the agricultural state of the land that has the potential to increase revenues to all levels of local government to deliver necessary services.
- The project will expand improvements to infrastructure commensurate with its impacts on those systems.
- The City has adopted reasonable and feasible mitigation measures to the extent it has authority to reduce air quality, energy conservation and climate change impacts from the project.

- While the City may have an impact on urban designs that promote the use of bicycles, pedestrian, and public transit, local policies have little impact on the major causes of air pollution whose conditions are controlled by the State and Federal Government. Motor vehicles are among the leading causes of air pollution in the Valley. The Valley's geographic location in comparison to other regions also adds to increased air pollution. Exemptions for certain kinds of agricultural activities also add to diminished air quality. The California Air Resources Board and the San Joaquin Valley Air Pollution Control District have the authority to promulgate regulations that affect Hanford and all other cities in California that may lead to major improvements in air quality. The City of Hanford does not have authority to make substantial reductions in motor vehicle air pollution affecting the City.

WHEREAS, the City of Hanford Planning Commission, at its regularly scheduled meeting held on August 11, 2009, held a public hearing and received testimony and evidence for and against the proposed Planned Unit Development. After closing the public hearing, the City of Hanford Planning Commission, by resolution, recommended that the City Council of the City of Hanford certify the Final Environmental Impact Report and approve Planned Unit Development No. 2005-04; and

WHEREAS, the City Council of the City of Hanford, at its regularly scheduled meeting held on September 15, 2009, held a public hearing and received testimony and evidence for and against the proposed Planned Unit Development; and

WHEREAS, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the City Council hereby makes the following findings pursuant to Section 17.62.070(J) of the Zoning Ordinance:

- (a) That the proposed location of the PUD is in accordance with the objectives of the City's Zoning Ordinance;

- (b) That the proposed location of the PUD and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, and welfare or materially injurious to properties or improvements in the vicinity and will not generate more traffic than the streets in the vicinity can carry without congestion and will not overload utilities;
- (c) That the proposed PUD complies with the provisions of Chapter 17.62.010 and the other applicable provisions of the City's Zoning Ordinance;
- (d) That the requirements and standards of the City's Zoning Ordinance, including, but not limited to site area, dimension, site coverage, height of structures, distance between structures, off-street parking, off-street loading facilities, landscaped area, and street design will produce an environment of suitable and desirable character consistent with the objectives of the City's Zoning Ordinance.
- (e) That the combination of different structure types or varieties of land use within the project will complement each other and harmonize with the existing and proposed land use within the vicinity; and
- (f) That an Environmental Impact Report ("EIR") was prepared for this project that identifies several significant impacts that can be mitigated to a less-than-significant level and also identifies unavoidable significant adverse impacts that cannot be mitigated, and a statement of overriding considerations must also be made in accordance with CEQA.

THEREFORE, BE IT RESOLVED, that based on the above and incorporated findings, the City Council does hereby certify the Final Environmental Impact Report ("FEIR") with a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan ("MMRP") for Planned Unit Development No. 2005-04 was (i) completed in compliance with CEQA; (ii) presented to the Hanford City Council, as representing the Lead Agency, and the Hanford City Council reviewed and considered the information contained in the Final

PUD No. 2005-04 PC Resolution
Page 6 of 18

Environmental Impact Report prior to making any determinations on Planned Unit Development No. 2005-04; and (iii) the Final Environmental Impact Report reflects the Hanford City Council's independent judgment and analysis.

THEREFORE, BE IT FURTHER RESOLVED that the City Council hereby approves Planned Unit Development No. 2005-04 subject to the following conditions:

ADMINISTRATION DEPARTMENT

Contact the Planning Department: (559) 585-2580

Concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

1. That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.
2. That the applicant's obligations to defend, indemnify and hold the City, its officials, officers and employees, representatives, agents and attorneys harmless under the provisions of this paragraph shall include, but not be limited to, the cost of preparation of any administrative record by City, staff time, copying costs, court costs, the costs of any judgments or awards against the City for damages, losses, litigation costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of any approval of the environmental document, or any approval related to the Project, and the costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of a suit or challenge contesting the adequacy of the approval of the environmental document or any other approval related to the Project, if the settlement so provides.
3. That the City may, at any time, require the applicant to reimburse City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of any action. Applicant shall reimburse City within thirty (30) days of receipt of an itemized written invoice from City. Failure of the Applicant to timely reimburse the City shall be considered a material violation of the conditions of approval of the Project.
4. That the applicant shall defend, indemnify, and hold harmless the City of Hanford, its officials, officers, employees, representatives, agents and attorneys, from and against any and all claims, damages, losses, judgments, liabilities, expenses and other costs, including, without limitation, litigation costs and attorney's fees, arising out of, resulting from, or in any way in connection with any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project. Applicant's obligation to defend, indemnify and hold the City of Hanford harmless specifically includes, but is not limited to, any suit or administrative action against the City of Hanford which claims a violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project.
5. That the applicant obligations to defend, indemnify and hold the City of Hanford, its officials, officers, employees, representatives, agents and attorneys harmless as set forth herein, shall include, but shall not be limited to, staff time, copying costs, court costs, the costs of any judgments or awards against the City of Hanford for damages, losses, litigation costs, or attorney fees arising out of any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project and costs of any settlement

representing damages, litigation costs and attorney's fees to be paid to other parties arising out of any such proceeding or suit.

6. That the City of Hanford may, at any time, require the Applicant to reimburse the City of Hanford for costs that have been, or which the City of Hanford reasonably anticipates will be, incurred by the City of Hanford during the course of any action. Applicant shall reimburse the City of Hanford within thirty (30) days of receipt of an itemized written invoice from the City of Hanford. Failure of the Applicant to timely reimburse the City of Hanford shall be considered a material violation of the conditions of approval of the Project.

PLANNING DEPARTMENT

Contact Interim Planning Manager Cathy Cain (559) 585-2578
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt the project from compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, other City Ordinances or the payment of any applicable fees.
3. That all approved proposals of the application be conditions of development if not mentioned herein.
4. That the site be developed according to the approved master plan with minor modifications to be approved by the Community Development Department.
5. That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
- ~~6. That 10% of all units will be made affordable to persons of moderate income. Lots are to be distributed throughout the subdivision.~~
- ~~7.6.~~ That no occupancy of any building and/or structure shall be permitted which is not in substantial compliance with approved plans except upon specific review and approval of any "as built" modifications by the authorizing City body (City Council, Planning Commission, Community Development Department, or other appropriate city departments).
- ~~8.7.~~ That no expansion of use beyond the scope and nature described in this PUD, which would tend to increase the projected scale of operations, shall be permitted except upon application for, and approval of, modification of this Planned Unit Development permit in compliance with all procedures and requirements therefore.
- ~~9.8.~~ That the developer shall designate, in writing before starting work, an authorized representative who shall have complete authority to represent and to act for the developer. Said authorized representative or designee shall be present at the site of the work at all times while work is actually in progress on the development. During periods when work is

Commented [TDM1]: Removed Condition per the current proposed Amendment

suspended, arrangements acceptable to the City Building Official shall be made for any emergency work, which may be required.

~~10.9.~~ That the developer shall be responsible for all actions of the contractors and subcontractors during the course of any work occurring on the site.

~~11.10.~~ That all applicable conditions of approval for Vesting Tentative Tract Map 865 and Vesting Tentative Tract Map 881 will apply.

Zoning:

1. That the proposed development is subject to the zone district standards, as modified by Planned Unit Development No. 2005-04. Setbacks, lot coverage, street frontages, parking, etc. will conform to the guidelines in the master plan.
2. That any changes to the proposed phasing be approved by the Community Development Department and Public Works Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.
2. That automatic garage door openers be installed on all garage doors to encourage the use of garages for the purpose of parking cars. The garages are to be used only for the parking of cars, boats or similar items for storage purposes. They are not to be converted for any items of living or recreational activities.
3. That recreational vehicle storage on individual lots shall be prohibited in the Small Lot Low Density and Medium Density Residential areas.
4. That drive strips are not allowed. All driveways are to have the full width paved.

Architectural Conditions:

1. That the structures in the PUD be developed in substantial compliance with the architectural renderings, colors, etc., as shown in the PUD Master Plan Exhibits.
2. That any future changes to the architectural design features must maintain the overall integrity of the surrounding neighborhood and not detract from the consistent look and appearance of the planned unit development.
3. That all pipes, gutters, and chases attached to the building wall shall be painted a similar or complementary color to the existing wall to which the item is attached.
4. That no surface shall be mirrored so as to cause glare and annoyance to other adjacent properties.
5. That all mechanical equipment, including electrical and gas meters are to be screened from view, and that all new electrical transformers are either installed underground or screened.

6. That all exterior architectural elements not detailed on the plans be finished in a style and in materials in harmony with the exterior of the building

Environmental Requirements:

1. That the developer complies with all mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) as certified with the Final Environmental Impact Report
2. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.
3. That the developer shall abandon all existing water wells on the site, if any, according to California Department of Health requirements.
4. That all common areas be kept free of rubbish, debris and other unsightly and/or unsanitary materials.
5. That options offered as part of the Live Oak Master Plan, such as solar panels, be shown on the master building plans so as to be available to all buyers of qualified lots.
6. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
7. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
8. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
9. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

1. That construction equipment be muffled and construction activities be limited to the hours between 7:00 a.m. to 7:00 p.m., Monday thru Friday, unless the construction is within the enclosed structure or approved by the Community Development Department.
2. That noise from fixed mechanical equipment when measured at the property line meets the standard of the Hanford Noise Element.

Lighting:

1. That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be installed so as not to illuminate adjacent properties.

Screening:

1. That all backflow device and electrical transformers be screened with landscaping.
2. That all backflow devices be painted hunter green.

Fencing/Walls:

1. That all proposed fencing on the site be maintained in good repair with any graffiti at the site removed within 72 hours of occurrence.

Landscaping:

1. That all open and unlandscaped portions of the site be maintained in good condition, free from weeds, dust, trash and debris.
2. That the Developer shall enter into an agreement for a tax assessment district for the maintenance of neighborhood park landscaping, open space slough area, subdivision street lighting, decorative fencing, and landscaping located along the property frontages of Houston Avenue, S. Alpine Avenue, Butterfield Lane, Hume Avenue, 12th Avenue (including Sanchez "not-a-part" area), and Countryside Drive (Hume Avenue to Amber Harvest Drive). The creation of the District will be required prior to the recording of the first subdivision map.

Signage:

- That all signs proposed for this development be designed and approved in conformance with the City's Sign Ordinance and/or as outlined in the PUD Master Plan. A separate application is required for review and administrative approval.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:

Southern California Edison Co., Jon Bimat: (559) 685-3202 or jon.bimat@sce.com

Or Southern California Edison Co., Eric Thomas: eric.thomas@sce.com

SBC/AT&T, Cindy Lee: (559) 228-7006: cindy.1.lee@att.com

Or SBC/AT&T, Lon Downer: (559) 228-7017 or ld2693@att.com

Southern California Gas Co., Jerry Alvarez: (559) 739-6455 or ajalvarez@semprautilities.com

Or Southern California Gas Co., Louise Lankford llankford@semprautilities.com

Comcast, Brian Copeland: (559) 455-4580 or brian_copeland@cable.comcast.com

USA: 1 (800) 642-2444

Public Utilities:

1. That all utilities including cable TV be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.

2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.
3. That existing utility poles and appurtenances along the property frontage of 12th Avenue, Hume Avenue, and Houston Avenue are to be installed underground, at developer's expense, to facilitate widening of streets.

PUBLIC WORKS DEPARTMENT

Contact Senior Engineer: Eric Froberg (559) 585-2556

Concerning questions that you may have on the conditions listed below:

General Requirements:

1. That the developer complies with the City of Hanford Public Works Construction Standards and Specification requirements. Any deviation from said standards and specifications must be approved by the City Engineer prior to construction.
2. That the developer is required to contact the City of Hanford Public Works department to discuss proposed off-site street improvements, right-of-way dedications and site drainage requirements prior to submittal of project master plans. Project master plans will be required with the first subdivision of the proposed project.
3. That the development is subject to an engineering review/construction inspection fee in accordance with City Resolution No. 92-58-R, or any revisions thereof. Subject fee shall be payable prior to approval of improvement plans.

Drainage Requirements:

1. That all drainage from the proposed development shall be directed to the Sand Slough and Lone Oak drainage basins located as shown in the Live Oak Master Plan.
2. That applicant is required to comply with State of California Water Resource Control Board requirements specifically related to the National Pollution Elimination System permit process.
3. That applicant is required to comply with the approved layouts for the storm drainage basin size and location and the Live Oak Master Plan for all issues relating to drainage.
4. That developer's engineer provides a storm water system master plan for the project site for city public works department review and approval prior to the approval of the first subdivision on the project site.
5. That People's Ditch shall be relocated and installed underground in a pipeline in accordance with the requirements of both the City of Hanford Public Works Department and the People's Ditch Company. All costs to relocate and to underground People's Ditch with a pipeline and to backfill the abandoned open channel ditch as shown on the tentative subdivision map will be at developer's expense.

6. That all applicable conditions of approval of VTT 865 and VTT 881 relating to drainage requirements shall apply.

Street Right-of-Way Dedication & Easement Requirements:

1. That the developer shall dedicate to the City of Hanford all streets to the widths and locations as shown on the approved master plan and the tentative maps.
2. That all applicable conditions of approval of VTT 865 and VTT 881 relating to street right-of-way dedications and easement requirements shall apply.

Street Requirements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, traffic signal modifications, landscaping, site grading and pavement surfacing and all other improvements be installed in accordance with City of Hanford Public Works construction standards and specifications currently in effect.
2. That streetlights be installed along all public streets in conformance with City Standard GE-56 and PUD master plan guidelines. Street lights shall be located as designated by the city engineer.
3. That all applicable conditions of approval of VTT 865 and VTT 881 relating to street requirements shall apply.

Sanitary Sewer Requirements:

1. That developer's engineer provides a sanitary sewer master plan for the project site for city public works department review and approval prior to the approval of the first subdivision on the project site.
2. That all applicable conditions of approval of VTT 865 and VTT 881 relating to sanitary sewer requirements shall apply.

Water System Requirements:

1. That developer's engineer provides a water system master plan for the project site for city public works department review and approval prior to the approval of the first subdivision on the project site.
2. That all applicable conditions of approval of VTT 865 and VTT 881 relating to water system requirements shall apply.

Refuse Requirements:

1. That refuse facilities be installed as outlined in the PUD master plan.

Soil Requirements:

1. That a Preliminary Soils Report, prepared by a qualified Soils Engineer, be provided to the Engineering and Building Departments prior to approval of development improvement plans.
2. That a final soils report, prepared by a qualified Soils Engineer, be provided to the Engineering and Building Departments prior to acceptance of development improvements by the City.
3. That Developer retains the Design Engineer to inspect and verify that all grading within the development is completed in conformance with approved plans. Design Engineer shall be required to provide a certification letter to the Building Department prior to issuance of any building permits.

Landscape Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of neighborhood park landscaping (Lots "D & E"), open space slough area (Lot "A"), subdivision street lighting, decorative fencing, and landscaping located along the property frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane (Lots "B, C, F, G & H") located as shown on Tentative Subdivision Map 865.
2. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of linear park landscaping (Lots "A, D, E, F, & G"), subdivision street lighting, decorative fencing and landscaping located along the property frontages of Hume Avenue, S. Alpine Avenue, 12th Avenue (Including Sanchez "not-a-part" area), Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane (Lots "B, C, H, I, J, K, L & M") located as shown on Tentative Subdivision Map 881.
3. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision street lighting and decorative fencing.

Development Impact Fees:

1. That development is subject to impact fees as outlined in the recorded development agreement for the Live Oak project.
2. All other transportation related fees as identified in the Final Environmental Impact Report approved with this project are required as outlined in the resolutions of approval and the development agreement. This includes mitigation fees related to the SR198/12th Avenue interim improvements and the SR198/13th Avenue interim improvements.

FIRE DEPARTMENT

Contact Fire Marshall David Sumaya (559) 585-2545
Concerning questions that you may have on the conditions listed below:

General:

1. Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.

Emergency Access:

1. A city standard all weather fire lane 20 feet in width and an unobstructed vertical clearance of not less than 13 feet six inches be provided around the buildings as required by Article 9 of the 1998 California Fire Code. Access shall be in place prior to above ground construction beginning.
2. Gate widths shall be a minimum of 20 feet unobstructed and if locked a Knox lock will be required.

Special Requirements:

1. Site address shall be posted in an illuminated area, with 6" minimum letters on contrasting background.
2. Smoke detectors required in all units.

BUILDING DIVISION

Contact Building Official: Jim Kochar (559) 585-2584

Concerning questions that you may have on the conditions listed below:

1. That building permits must be obtained from the City Building Division for any structural, plumbing, electrical or mechanical work being done.
2. That the site, as well as the building, be made accessible and usable by the handicapped according to California Building Code Chapter 11A.
3. That no building or structure shall be used or occupied, and no change in the existing occupancy classification of building or structure or portion thereof shall be made until the building official has issued a Certificate of Occupancy.
4. That detailed dimensioned plans be provided to the Building Division prior to obtaining construction permits.
5. That single family dwellings will require plans and calculations signed by the designer. Submittal shall consist of:
 - 5.1 1 copy of the City of Hanford Permit Application form
 - 5.2 1 copy of the building floor plan for the assessor
 - 5.3 2 complete sets of drawings and documentation including:
 - 5.3.1 Site Plan including landscaping
 - 5.3.2 Architectural Drawings
 - 5.3.3 Structural Drawings and Calculations as required, and truss calculations
 - 5.3.4 Electrical Drawings and Calculations as required
 - 5.3.5 Mechanical Drawings and duct sizing calculations
 - 5.3.6 Plumbing Drawings and Calculations for dwellings greater than 3,000 SF
 - 5.3.7 Energy Calculations
6. Master plans shall follow the submittal requirements, as per item #5 above, for the original plan submittal. All subsequent submittals shall require two copies of a site plan describing the plan to be used and any options which might be included.

7. That separate sewer lateral and water services be provided to each building.
8. That separate gas and electric services be provided to each building.
9. That a school impact fee of \$2.97 (or revision thereof) for each square foot of new residential building area be paid when building permits are issued.
10. That all special inspection reports be submitted to the Building Division prior to final inspection.
11. Addresses shall be assigned by the building division.
12. That a preliminary soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Divisions prior to approval of site improvement plans.
13. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Divisions before issuance of building permits.
14. All construction shall conform to the 2007 California Building Code, California Mechanical Code, California Plumbing Code, California Fire Code; California Electrical Code, and California Energy Code or currently adopted code at time of construction.
15. That Kings County Impact fees shall be assessed as applicable.

EXPIRATION

That the Planned Unit Development shall become null and void two (2) years following the date on which approval by the City Council became effective unless, prior to the expiration of two (2) years, a building permit is issued by the Building Official and construction is commenced and diligently pursued toward completion of the structures. The time-frame of the Planned Unit Development will run with the subdivision map approval. A time extension may be granted by the Planning Commission if a written request and fee is received from the applicant prior to the expiration date. If an extension is approved, the project shall be subject to all improvement standards and fees according to the development agreement.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford

held on the 15th day of September, 2009 by the following vote:

AYES:	Council Member	_____

NOES:	Council Member	_____
ABSTAIN:	Council Member	_____

PUD No. 2005-04 PC Resolution
Page 17 of 18

ABSENT: Council Member _____

APPROVED: _____
(Name), Mayor

ATTEST: _____
Karen Madruga, City Clerk

3 - Proposed Modification Conditions of Approval for Tract 865**Matrix of Changes - Table of Contents**

Item	Description	Page - Sheet
1.	Deleted Special Requirement Condition #7 regarding Affordable Housing per current proposed Entitlement Amendment	6

RESOLUTION NO. 2014-24**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
FINDING REVISIONS TO VESTING TENTATIVE SUBDIVISION MAP NO. 865 TO BE
IN SUBSTANTIAL CONFORMANCE WITH THE ORIGINAL APPROVAL.****FILED BY: MMV DEVELOPMENT**

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on October 14, 2014, it was moved by Commissioner **HAM**, seconded by Commissioner **AYERS**, and duly carried, that the following resolution be adopted:

WHEREAS, the applicant submitted a revised Vesting Tentative Subdivision Map No. 865 for consideration; and,

WHEREAS, the revised Vesting Tentative Subdivision Map No. 865 was reviewed by the Planning Commission of the City of Hanford on September 23, 2014; and

WHEREAS, on September 23, 2014 the Planning Commission determined that the revisions to Vesting Tentative Subdivision Map No. 865 were not significant and the revised map was in substantial conformance with the previously approved Vesting Tentative Subdivision Map No. 865; and

WHEREAS, Vesting Tentative Subdivision Map No. 865 was approved by the by the Planning Commission on August 9, 2009 and the City Council on September 15, 2009, pursuant to Section 66474 of the Subdivision Map Act; and,

WHEREAS, the revisions to Vesting Tentative Subdivision Map No. 865 are not considered significant and do not result in the increase of environmental impacts from those identified in the Environmental Impact Report prepared for the Master Plan and certified by the City Council.

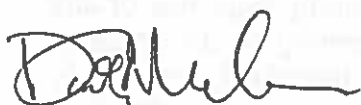
NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hanford finds the revisions to Vesting Tentative Subdivision Map No. 865 are substantially consistent with the original approval of the vesting map in 2009.

THEREFORE BE IT FURTHER RESOLVED that the Planning Commission of the City of Hanford approves the revisions to Vesting Tentative Subdivision Map No. 865 based on their consistency with the original approval and subject to minor modification in the conditions required as a result of the modifications to the vesting map as attached as Exhibit A.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford held on the 14th day of October, 2014, by the following vote:

AYES: Commissioners **HAM, AYERS, NAHAL, FROBERG, DOUGLAS, FERNANDES, BEARD**
 NOES: Commissioners **NONE**
 ABSTAIN: Commissioners **NONE**
 ABSENT: Commissioners **NONE**

I, **Darlene Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 14th day of October, 2014. .



Darlene Mata, Secretary

Exhibit A

ADMINISTRATION DEPARTMENT

Contact City Attorney thru the Planning Division at (559) 585-2580
Concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

1. That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.
2. That the applicant's obligations to defend, indemnify and hold the City, its officials, officers and employees, representatives, agents and attorneys harmless under the provisions of this paragraph shall include, but not be limited to, the cost of preparation of any administrative record by City, staff time, copying costs, court costs, the costs of any judgments or awards against the City for damages, losses, litigation costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of any approval of the environmental document, or any approval related to the Project, and the costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of a suit or challenge contesting the adequacy of the approval of the environmental document or any other approval related to the Project, if the settlement so provides.
3. That the City may, at any time, require the applicant to reimburse City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of any action. Applicant shall reimburse City within thirty (30) days of receipt of an itemized written invoice from City. Failure of the Applicant to timely reimburse the City shall be considered a material violation of the conditions of approval of the Project.
4. That the applicant shall defend, indemnify, and hold harmless the City of Hanford, its officials, officers, employees, representatives, agents and attorneys, from and against any and all claims, damages, losses, judgments, liabilities, expenses and other costs, including, without limitation, litigation costs and attorney's fees, arising out of, resulting from, or in any way in connection with any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project. Applicant's obligation to defend, indemnify and hold the City of

Hanford harmless specifically includes, but is not limited to, any suit or administrative action against the City of Hanford which claims a violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project.

5. That the applicant obligations to defend, indemnify and hold the City of Hanford, its officials, officers, employees, representatives, agents and attorneys harmless as set forth herein, shall include, but shall not be limited to, staff time, copying costs, court costs, the costs of any judgments or awards against the City of Hanford for damages, losses, litigation costs, or attorney fees arising out of any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project and costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of any such proceeding or suit.
6. That the City of Hanford may, at any time, require the Applicant to reimburse the City of Hanford for costs that have been, or which the City of Hanford reasonably anticipates will be, incurred by the City of Hanford during the course of any action. Applicant shall reimburse the City of Hanford within thirty (30) days of receipt of an itemized written invoice from the City of Hanford. Failure of the Applicant to timely reimburse the City of Hanford shall be considered a material violation of the conditions of approval of the Project.

PLANNING DEPARTMENT

Contact Assistant Planner Gabrielle de Silva (559) 585-2578
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by the Development Agreement and development rights of a Vesting Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.
4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.

5. That four trees per lot be planted in the front yard at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
6. That all species of trees shall be selected from a list approved by the City Street Tree Commission.
7. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 865.

Zoning:

1. That the proposed subdivision is subject to the "R-1-6" Single-Family Residential zone district standards, as modified by Planned Unit Development No. 2005-04. Setback requirements for all lots are listed in Chapter 3 of the Master Plan.

One Story Residence

Front: 10 feet
 Rear: 10 feet
 Side: 5 feet
 Street Side: 10 feet

Two Story Residence

Front: 10 feet
 Rear: 10 feet
 Side: 5 feet
 Street Side: 10 feet

2. That lots 1-214 be limited to one single family home.
3. That the project shall be developed in three phases [Phase 1A, 1B and 1C]
4. That any changes to the proposed phasing be approved by the Community Development Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 865 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.

3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as Exhibit "A".
6. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 shall be conditions of approval for Vesting Tentative Subdivision Map No. 865..
- ~~7. That 10% of all units will be made affordable to persons of moderate income. Lots are to be distributed throughout the subdivision.~~
8. That Development of Tract #865 Live Oak I shall be developed concurrent or prior to the development of Tract 881.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09, or any revisions thereof, if applicable. Fee shall be payable with each building permit.

5. That development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
8. That development is subject to a Storm Water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.
9. That development is subject to a 12th Avenue Sanitary Sewer Area Benefit District assessment fee as required by City Ordinance No. 92-03, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.

Environmental Requirements:

1. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
2. That electric or low nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
3. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
4. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
5. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.
6. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and

instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.

7. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That nonactive portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal combustion engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:

Southern California Edison Co., David Loftin: (559) 684-3557

AT&T, John Lewis: (559) 739-6455

Southern California Gas Co., Louise Brown: (559) 739-2316

ComCast, Micahel Corral: (559) 217-9003

USA: 811

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.

2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.
3. That all existing utility poles and appurtenances located along the property frontage of 12th Avenue shall be installed underground at the developer's expense.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director Lou Camara (559) 585-2555

Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.

2. That all easements for irrigation ditches and/or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.
3. That the proposed neighborhood park, located as shown on the tentative subdivision map (Lot "A"), shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.
4. That proposed open space/slough area, located as shown on the tentative subdivision map (Lot "B") shall be dedicated to the City for open space/drainage purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing or siding onto 12th Avenue, S. Alpine Avenue, Butterfield Lane and Hume Avenue (except for pedestrian walkways) and shall be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standard ST-32, modified as indicated on the tentative subdivision map, (Street narrowing adjacent to park for traffic calming), except the following:
 - a. Houston Avenue shall be developed as an Arterial street along the development frontage of the subdivision in conformance with city Standards ST-

17 and ST-18, modified as indicated on the tentative subdivision map and as follows:

1. Traffic index used for the design of the street structural section shall be a minimum of 10.0
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston Avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans. Reconstruction of existing Houston Avenue street section (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, street striping, signing, and transitional paving tapers to provide for both acceleration and deceleration lanes at entrances to subdivision. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel landle
- b. Twelfth Avenue shall be developed as an arterial street, along the development frontages of the subdivision, and "Not-a-part" areas south of Hume and north of Butterfield Lane in accordance with section 66462.5 of the Subdivision Map Act. All improvements shall be constructed in conformance with City Standards ST-17 and ST-20, modified as indicated on the tentative subdivision map and as follows:
1. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans. Reconstruction of existing Houston Avenue street section (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, masonry block wall, street lights, pavement striping, signing, and transitional paving tapers to provide for both acceleration and deceleration lanes at entrances to

subdivision. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel land capacity is warranted. Installation of Class II aggregate base rock (4" minimum thickness) over compacted native soil shall be required in the area between existing roadway and new curb and gutter section. A petroleum based palliative shall be applied to the base rock surface to provide dust control. The installation of a raised concrete median in Houston Avenue is not required.

- c. S. Alpine Avenue and Butterfield Lane shall be developed as collector streets in conformance with City Standards ST-26, modified as indicated on the tentative subdivision map.
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along Houston Avenue and S. Alpine Avenue shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designed by City Engineer.
4. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards impact fees for permanent street widening improvements constructed by developer within Houston Avenue, consisting of curb and gutter, street striping, signing and street paving from gutter lip to edge of existing Houston Avenue street section. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Houston Avenue street section. Temporary transitional paving improvements beyond the development limits will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.
5. That the developer is responsible for payment of a proportionate cost share of future improvements to mitigate interim impacts to the 13th Avenue/Highway 198 interchange as identified in the project Environmental Impact Report and the Traffic Impact Study prepared by the firm of KD Anderson Transportation Engineers. Payment of developer's equitable share of improvement costs shall be held in a

separate interest bearing account and reserved for the interim improvements referenced above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane for lots backing or siding onto said streets :
 - a. A minimum six foot high (or as determined by Mitigation Measure 4.8.2b(1) in the MMRP). decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. Masonry walls shall be constructed along the development frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane for all lots backing or siding onto said streets.
 - c. A 4 ½ foot wide detached sidewalk along the development frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane.
 - d. Landscape and irrigation system improvements along the development frontage of Houston Avenue, S. Alpine Avenue and Butterfield Lane (right of way and landscape easement areas). Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100 (F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.

4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Park Improvements:

1. That all park facility and open space perimeter improvements shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all park facility and open space perimeter improvements. Improvements shall include, but not be limited to, installation of a baseball court, horse shoe pit, covered picnic areas, tot-lot playground, connective linear park, decorative security lighting, drinking fountains, park benches, trash receptacles, and landscaping and irrigation systems. Park and open space improvements shall be constructed concurrent with the first phase of the development, or as detailed in the Development Agreement.
2. That a minimum six foot high decorative masonry block wall shall be constructed along the south property line of proposed neighborhood park (adjacent to lots 99, 100, 117 and 118).
3. That the development is subject to a park development mitigation impact fee as required by City Municipal Code section 15.44 and any revisions thereof. Developer shall be entitled to a 50% credit towards their park development impact fee, as specified in development agreement, for all park and open space improvements provided by developer in accordance with PUD master plan requirements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 8" diameter sanitary sewer main and appurtenances (unless determined otherwise by the City Engineer) shall be extended within S. Alpine Avenue, from W. Hackberry Lane to Butterfield Lane, to accommodate future development located east of S. Alpine Avenue.
3. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code Section 13.08 for sanitary sewer main improvements constructed within S. Alpine Avenue which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for sanitary sewer main

improvements installed within S. Alpine Avenue, if applicable, for City Public Works Department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Works department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin (Lot "A") located as shown on the tentative subdivision map.
3. That developer shall install a minimum 36 inch diameter storm drain pipeline and appurtenances within Houston Avenue in conformance with City storm drainage master plan requirements. The proposed storm drain line will connect the Sand Slough basin located as shown on the tentative subdivision map to an existing slough basin located south of Houston Avenue and just east of proposed development.
4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14 or any revisions thereof, if applicable. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Sand Slough (Lot "A") that satisfy all (full credit) or a portion (partial credit) of their storm water storage requirements.
5. That developer shall be required to comply with State of California Water Resources Control Board requirements specially related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 18 inch diameter water main and appurtenances shall be extended within Houston Avenue from the eastern boundary of proposed development, as shown on the Live Oak master plan, (East property line of existing Sanchez development) to 12th Avenue. Improvement shall conform to the City's water system master plan.

3. That a minimum 12 inch diameter water main and appurtenances shall be extended within 12th Avenue from Houston Avenue to Hume Avenue in conformance with City's water system master plan.
4. Developer maybe entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works Department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
5. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements installed within Houston Avenue, 12th Avenue and S. Alpine Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
6. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of neighborhood park landscaping (Lot "A"), open space slough area (Lot "A"), subdivision street lighting, decorative fencing, and common area landscaping located along the property frontages of Houston Avenue, S. Alpine Avenue and Butterfield Lane located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping including park and open space areas, subdivision street lighting and decorative fencing.

FIRE DEPARTMENT

Contact Fire Inspector Susan Martinez @ 559-585-4793 or smartinez@cityofhanfordca.com
Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.

2. That the blue dot fire hydrant location markers be installed six inches from the middle of the street.
3. That an all weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Departments prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Department prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

Kings County Impact Fees:

1. That Tentative Tract 865 is subject to the following Kings County Impact fees:
 - a. Criminal Justice
 - b. Library
 - c. Animal Control
 - d. Compliance

EXPIRATION:

That this vesting tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

4 - Proposed Modification Conditions of Approval for Tract 881

Matrix of Changes - Table of Contents

Item	Description	Page - Sheet
1.	Deleted Special Requirement Condition #7 regarding Affordable Housing per current proposed Entitlement Amendment	6

RESOLUTION NO. 2014-25
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
FINDING REVISIONS TO VESTING TENTATIVE SUBDIVISION MAP NO. 881 TO BE
IN SUBSTANTIAL CONFORMANCE WITH THE ORIGINAL APPROVAL.
FILED BY: MMV DEVELOPMENT

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on **October 14, 2014**, it was moved by Commissioner **HAM**, seconded by Commissioner **AYERS**, and duly carried, that the following resolution be adopted:

WHEREAS, the applicant submitted a revised Vesting Tentative Subdivision Map No. 881 for consideration; and,

WHEREAS, the revised Vesting Tentative Subdivision Map No. 881 was reviewed by the Planning Commission of the City of Hanford on September 23, 2014; and

WHEREAS, on September 23, 2014 the Planning Commission determined that the revisions to Vesting Tentative Subdivision Map No. 881 were not significant and the revised map was in substantial conformance with the previously approved Vesting Tentative Subdivision Map No. 881; and

WHEREAS, Vesting Tentative Subdivision Map No. 881 was approved by the by the Planning Commission on August 9, 2009 and the City Council on September 15, 2009, pursuant to Section 66474 of the Subdivision Map Act; and,

WHEREAS, the revisions to Vesting Tentative Subdivision Map No. 881 are not considered significant and do not result in the increase of environmental impacts from those identified in the Environmental Impact Report prepared for the Master Plan and certified by the City Council.

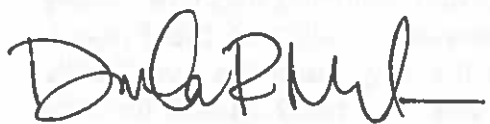
NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hanford finds the revisions to Vesting Tentative Subdivision Map No. 881 are substantially consistent with the original approval of the vesting map in 2009.

THEREFORE BE IT FURTHER RESOLVED that the Planning Commission of the City of Hanford approves the revisions to Vesting Tentative Subdivision Map No. 881 based on their consistency with the original approval and subject to minor modification in the conditions required as a result of the modifications to the vesting map as attached as Exhibit A.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford held on the 14th day of October, 2014, by the following vote:

AYES: Commissioners	HAM, AYERS NAHAL, FROBERG, DOUGLAS, FERNANDES, BEARD
NOES: Commissioners	NONE
ABSTAIN: Commissioners	NONE
ABSENT: Commissioners	NONE

I, **Darlene Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 14th day of October, 2014. .



Darlene Mata, Secretary

EXHIBIT A

ADMINISTRATION DEPARTMENT

Contact City Attorney thru the Planning Division at (559) 585-2580
Concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

1. That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.
2. That the applicant's obligations to defend, indemnify and hold the City, its officials, officers and employees, representatives, agents and attorneys harmless under the provisions of this paragraph shall include, but not be limited to, the cost of preparation of any administrative record by City, staff time, copying costs, court costs, the costs of any judgments or awards against the City for damages, losses, litigation costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of any approval of the environmental document, or any approval related to the Project, and the costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of a suit or challenge contesting the adequacy of the approval of the environmental document or any other approval related to the Project, if the settlement so provides.
3. That the City may, at any time, require the applicant to reimburse City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of any action. Applicant shall reimburse City within thirty (30) days of receipt of an itemized written invoice from City. Failure of the Applicant to timely reimburse the City shall be considered a material violation of the conditions of approval of the Project.
4. That the applicant shall defend, indemnify, and hold harmless the City of Hanford, its officials, officers, employees, representatives, agents and attorneys, from and against any and all claims, damages, losses, judgments, liabilities, expenses and other costs, including, without limitation, litigation costs and attorney's fees, arising out of, resulting from, or in any way in connection with any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project. Applicant's obligation to defend, indemnify and hold the City of Hanford harmless specifically includes, but is not limited to, any suit or administrative

action against the City of Hanford which claims a violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project.

5. That the applicant obligations to defend, indemnify and hold the City of Hanford, its officials, officers, employees, representatives, agents and attorneys harmless as set forth herein, shall include, but shall not be limited to, staff time, copying costs, court costs, the costs of any judgments or awards against the City of Hanford for damages, losses, litigation costs, or attorney fees arising out of any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project and costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of any such proceeding or suit.
6. That the City of Hanford may, at any time, require the Applicant to reimburse the City of Hanford for costs that have been, or which the City of Hanford reasonably anticipates will be, incurred by the City of Hanford during the course of any action. Applicant shall reimburse the City of Hanford within thirty (30) days of receipt of an itemized written invoice from the City of Hanford. Failure of the Applicant to timely reimburse the City of Hanford shall be considered a material violation of the conditions of approval of the Project.

PLANNING DEPARTMENT

Contact Assistant Planner Gabrielle de Silva (559) 585-2578

Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by development rights of a Vesting Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.
4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.

5. That four trees per lot be planted in the front yard at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
6. That all species of trees shall be selected from a list approved by the City Street Tree Commission.
7. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 881.

Zoning:

1. That the proposed subdivision is subject to the "R-1-6" Single-Family Residential zone district standards, as modified by Planned Unit Development No. 2005-04. Setback requirements for all lots are as follows:

One Story Residence

Front: 10 feet
 Rear: 10 feet
 Side: 5 feet
 Street Side: 10 feet

Two Story Residence

Front: 10 feet
 Rear: 10 feet
 Side: 5 feet
 Street Side: 10 feet

2. That lots 1-270 be limited to one single family home.
3. That the project shall be developed in three phases [Phase 2A, 2B and 2C]
4. That any changes to the proposed phasing be approved by the Community Development Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 881 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. . All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.

3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as Exhibit "A".
6. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 shall be conditions of approval for Vesting Tentative Subdivision Map No. 881.
- ~~7. That 10% of all units will be made affordable to persons of moderate income. Lots are to be distributed throughout the subdivision.~~
8. That Development of Tract #865 Live Oak I shall be developed concurrent or prior to the development of this subdivision (tract #881, Live Oak II).

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09, or any revisions thereof, if applicable. Fee shall be payable with each building permit.

5. That development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
8. That development is subject to a Storm Water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.
9. That development is subject to a 12th Avenue Sanitary Sewer Area Benefit District assessment fee as required by City Ordinance No. 92-03, or any revisions thereof, if applicable. Fee shall be payable prior to recording of subdivision final map.

Environmental Requirements:

1. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
2. That electric or low nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
3. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
4. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
5. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.
6. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and

instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.

7. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That nonactive portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal combustion engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:

Southern California Edison Co., David Loftin: (559) 684-3557

AT&T, John Lewis: (559) 739-6455

Southern California Gas Co., Louise Brown: (559) 739-2316

ComCast, Micahel Corral: (559) 217-9003

USA: 811

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the

transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.

3. That all existing utility poles and appurtenances located along the property frontage of 12th Avenue shall be installed underground at the developer's expense.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director Lou Camara (559) 585-2567

Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and/or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.
3. That proposed neighborhood linear parks, located as shown on the tentative subdivision map (Lots "A", "B", "C" and "D"), shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing or siding onto 12th Avenue, S. Alpine Avenue, Butterfield Lane and Hume Avenue (except for pedestrian walkways) and shall be indicated on the subdivision final map.

People's Ditch Improvements:

1. That People's Ditch shall be relocated and installed underground in a pipeline in accordance with the requirements of both the City of Hanford Public Works department and the People's Ditch Company. The proposed irrigation ditch pipeline alignment shall begin at Hume Avenue/People's ditch intersection and continue west within the Hume Avenue to 12th Avenue, then south within 12th Avenue to Houston Avenue, then west within Houston Avenue to the intersection of Houston Avenue / People's Ditch. The pipeline will terminate beyond the south limits of the future Houston Avenue right-of-way. All costs to relocate and to underground People's Ditch with a pipeline as stated herein, and to backfill the abandoned open channel ditch as shown on the tentative subdivision map, shall be at developer's own expense.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.

2. That all streets within the subdivision shall be developed to residential street standard ST-32, modified as indicated on the tentative subdivision map, (Street narrowing adjacent to park for traffic calming), except the following:

a. Hume Avenue shall be developed as a collector street (East of People's Ditch) along the development frontage of the subdivision and as a major collector street (West of People's Ditch) from 12th avenue to People's Ditch. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23 & ST-26, modified as indicated on the tentative subdivision map and as follows:

1. Traffic index used for the design of the street structural section shall be a minimum of 8.0
2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Hume Avenue, from S. Alpine Avenue to 12th Avenue, concurrent with the submittal of development improvement plans. Reconstruction of Hume Avenue, from S. Alpine Avenue to 12th Avenue, will be required if the existing street structural section does not conform to City Standards and Specifications.
3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, street striping, signing, and pavement reconstruction of existing roadway, if applicable, and pavement widening along the development frontage of the subdivision (Half-width street improvements, plus a minimum 13 foot travel lane north of street centerline). Street improvements located beyond the development frontage of the subdivision ("Not-a-part" area from 12th Avenue to the west property line of lot # 1 shall include, but not be limited to, the installation of concrete curb & gutter, street lights, street striping, signing and pavement reconstruction and widening to provide for a protected left-turn travel lane and a separate right turn travel lane at east leg of the 12th Avenue / Hume Avenue intersection. (Half-width street improvements, plus additional pavement widening north of street centerline to facilitate turning movements as identified above). The installation of a raised concrete median is not required.

b. Twelfth Avenue shall be developed as an arterial street, along the development frontages of the subdivision, and "Not-a-part" areas south of Hume and north of Butterfield Lane in accordance with section 66462.5 of the Subdivision Map Act. All improvements shall be constructed in conformance with City Standards ST-17 and ST-20, modified as indicated on the tentative subdivision map and as follows:

1. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 12th Avenue, from Hume Avenue to Houston Avenue, concurrent with the submittal of development improvement plans. Reconstruction of 12th Avenue between Hume Avenue and Butterfield Lane (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, street lights, median island curb, street striping, signing and pavement reconstruction of existing roadway, if applicable, and pavement widening along 12th Avenue, from Hume Avenue to Butterfield Lane, (including "Not-a-part" areas) to facilitate the installation of a median island with a single 16 foot wide paved travel lane on each side of the median. Transitional paving improvements shall also be required for both acceleration/deceleration lane tapers at the Butterfield Lane entrance to subdivision and at Hume Avenue to facilitate a northbound right turn movement to Hume Avenue and to provide for a protected southbound left-turn movement from 12th Avenue southbound to Hume Avenue. The installation of a raised concrete median north of the Hume Avenue / 12th Avenue intersection is not required for the protected left-turn travel lane. Pavement widening along 12th Avenue other than as stated herein shall be deferred until additional travel lane capacity is warranted.
 4. That electrical conduit and pull boxes shall be installed at the intersection of 12th Avenue / Hume Avenue to facilitate the installation of a future traffic signal system in accordance with Traffic Impact Study prepared by the firm of Kd Anderson and Associates dated March 20, 2006.
- c. S. Alpine Avenue and Butterfield Lane shall be developed as collector streets along the development frontages of the subdivision in conformance with City Standard ST-26, modified as indicated on the tentative subdivision map for Tract # 865 (Live Oak I).
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along 12th Avenue, Hume Avenue and S. Alpine Avenue shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designated by City Engineer.

4. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 12th Avenue, consisting of curb & gutter, median curb, street striping, signing and street paving from gutter lip to edge of the existing 12th Avenue street section. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Houston Avenue street section. Transitional paving improvements beyond the development limits, as stated in section 2b above, that are not considered to be a permanent improvements and the reconstruction of the existing 12th Avenue street section, if required, will not be subject to a credit. The developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.
5. That the developer is responsible for payment of a proportionate cost share of future improvements to mitigate interim impacts to the 13th Avenue/Highway 198 interchange as identified in the project Environmental Impact Report and the Traffic Impact Study prepared by the firm of KD Anderson Transportation Engineers. Payment of developer's equitable share of improvement costs shall be held in a separate interest bearing account and reserved for the interim improvements referenced above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane for lots backing or siding onto said streets:
 - a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.

- b. Masonry walls shall be constructed along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane for all lots backing or siding onto said streets.
 - c. A 4 1/2 foot wide detached sidewalk along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane.
 - d. Landscape and irrigation system improvements along the development frontages of 12th Avenue (Including Sanchez "not-a-part" area), Hume Avenue, S. Alpine Avenue, Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane right of way and landscape easement areas. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100 (F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
 3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.
 4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Park Improvements:

1. That all linear park facility improvements shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all linear park facility improvements. Improvements shall include, but not be limited to, installation of covered picnic areas, connective linear parks, decorative security lighting, drinking fountains, park benches and trash receptacles landscaping and irrigation systems. Linear park improvements shall be constructed concurrent with the first phase of the development.

2. That a minimum six foot high decorative masonry block wall shall be constructed along the side yard property lines of proposed connective linear parks (adjacent to lots 17, 18, 51, 52, 81, 82, 103, 104, 124, 125, 145, 146, 161 and 162)
3. That the development is subject to a park development mitigation impact fee as required by City Municipal Code section 15.44 and any revisions thereof. Developer shall be entitled to a 50% credit towards their park development impact fee, as specified in development agreement, for all park and open space improvements provided by developer in accordance with PUD master plan requirements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.08 for sanitary sewer main improvements constructed within Amber Harvest Drive which also provides a benefit to others. Developer shall submit competitive bid cost proposals to substantiate costs for sanitary sewer main improvements installed within S. Amber Harvest drive, if applicable, for Public Works department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Works department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin located as shown on the tentative subdivision map for Tract #865 (Live Oak I, "Lot A") and in conformance with Live Oak Development Master Plan requirements.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.
4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Sand Slough (Tract # 865 - Lot "A") that satisfy all (full credit) or a portion (partial credit) of their storm water storage requirements.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 24 inch diameter offsite water main and appurtenances shall be extended within the future alignment of 12 ½ Avenue, from Hanford-Armona Road to Hume Avenue, located as shown on the Live Oak development master plan. Improvement shall conform to the City's water system master plan.
3. That a minimum 12 inch diameter offsite water main and appurtenances shall be extended within the future extension of Hume Avenue from future 12 ½ Avenue to 12th Avenue, located as shown on the Live Oak development master plan. Improvement shall conform to the City's water system master plan.
4. That developer may be entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
5. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements constructed within future 12 ½ Avenue, from Hanford-Armona Road to future Hume Avenue and within future Hume Avenue, from 12 ½ Avenue to 12th Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
6. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of linear park landscaping (Lots "A", "B", "C" and "D"), subdivision street lighting, decorative fencing and landscaping located along the property frontages of Hume Avenue, S. Alpine Avenue, 12th Avenue common area (including Sanchez "not-a-part" area), Countryside Drive (Hume Avenue to Amber Harvest Drive) and Butterfield Lane located as shown on the tentative subdivision map.

2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision street lighting and decorative fencing.

FIRE DEPARTMENT

Contact Fire Inspector Susan Martinez @ 559-585-4793 or smartinez@cityofhanfordca.com

Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.
2. That the blue dot fire hydrant location markers be installed six inches from the middle of the street.
3. That an all weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Departments prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Department prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.

3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

Kings County Impact Fees:

1. That Tentative Tract 881 is subject to the following Kings County Impact fees:
 - a. Criminal Justice
 - b. Library
 - c. Animal Control
 - d. Compliance

EXPIRATION:

That this vesting tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

5 - Proposed Modification Conditions of Approval for Tract 912

Matrix of Changes - Table of Contents

Item	Description	Page - Sheet
1.	Deleted Special Requirement Condition #6 regarding Affordable Housing per current proposed Entitlement Amendment	6

RESOLUTION 2015-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING VESTING TENTATIVE TRACT MAP 912, A REQUEST TO SUBDIVIDE 24 ACRES INTO 94 SINGLE-FAMILY RESIDENTIAL LOTS IN THE "R-1-6" LOW-DENSITY RESIDENTIAL ZONE DISTRICT SUBJECT TO THE PREVIOUSLY-APPROVED LIVE OAK MASTER PLAN (PUD 2005-04)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on September 8, 2015, by motion of Commissioner DOUGLAS seconded by Commissioner HAM, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Subdivision Map No. 912, filed by Blue Mountain Homes, has been reviewed by the Planning Commission of the City of Hanford as an advisory agency, in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing of September 8, 2015; and

WHEREAS, all affected public utility companies, various governmental department agencies and the Planning Commission staff have given careful consideration to this tentative subdivision map and have made recommendations thereon; and

WHEREAS, the Final Environmental Impact Report and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford CEQA Guidelines; and

WHEREAS, on the basis of the application, the documentation and information provided in the staff report, and the evidence and testimony submitted at the public hearing, the Planning Commission of the City of Hanford hereby finds Vesting Tentative Tract Map 912 consistent with the Live Oak Master Plan (Planned Unit Development 2005-04), for which the Environmental Impact Report was prepared; and

WHEREAS, the Final Environmental Impact Report for the Live Oak Master Plan (Planned Unit Development 2005-04) was certified by the City Council on September 15, 2009 under City Council Resolution No. 09-57-R herein incorporated by reference; and

WHEREAS, a Mitigation Monitoring and Reporting Plan was certified for the Live Oak Master Plan (Planned Unit Development 2005-04) by the City Council on September 15, 2009 under City Council Resolution No. 09-57-R for significant environmental impacts that could be mitigated to substantially lessen the environmental effects relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation; and

WHEREAS, a Statement of Overriding Considerations was certified for the Live Oak Master Plan (Planned Unit Development 2005-04) by the City Council on September 15, 2009 under City Council Resolution No. 09-57-R for unavoidable significant adverse impacts relating Agricultural Resources, Air Quality, and Energy Conservation and Climate Change; and

WHEREAS, the Planning Commission has made the following findings pursuant to Section 66474 of the Subdivision Map Act:

- a.) That the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, and Zoning Ordinance;

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning and Subdivision Ordinances, and the Live Oak Master Plan (Planned Unit Development 2005-04).

- b.) That the design or improvement of the subdivision is consistent with general or specific plans;

ANALYSIS: That a design finding can be made, because the design or improvement of the subdivision map is consistent with the General Plan, Zoning and Subdivision Ordinances, and the Live Oak Master Plan (Planned Unit Development 2005-04).

- c.) That the site is physically suitable for the type of development;

ANALYSIS: That a type-of-development finding can be made, because the site is physically suitable for the proposed type of development.

- d.) That the site is physically suitable for the proposed density of development;

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and nine units per acre. The project has a gross density of 3.91 units per gross acre.

- e.) That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially and unavoidably injure fish or wildlife or their habitat;

ANALYSIS: That an environmental finding can be appropriately made because an Environmental Impact Report ("EIR") was prepared for the Live Oak Master Plan, which includes the subject property. The EIR identified many topic areas with no impact or a less than significant impact. It also identified several significant impacts that can be mitigated to a less-than-significant level relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation, and a Mitigation, Monitoring and Reporting Plan ("MMRP") was prepared for the project. In addition to the significant impacts that can be mitigated, the report identified unavoidable significant adverse impacts that include Agricultural Resources, Air Quality, and Energy Conservation and Climate Change. Because significant adverse impacts have been found which cannot be mitigated, a statement of overriding considerations was made in accordance with CEQA. The Final Environmental Impact Report, along with CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, was certified by City Council Resolution No. 09-57-R on September 15, 2009

- f.) That the design of the subdivision and type of improvements are not likely to cause serious public health problems; and

ANALYSIS: That a public health finding can be appropriately made, because the Kings County Health Department has reviewed and commented on the project. Comments have been incorporated into the resolution.

- g.) That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.

ANALYSIS: An improvements-and-access finding can be appropriately made, because the design of the subdivision map and/or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed parcels.

THEREFORE, BE IT RESOLVED that Vesting Tentative Subdivision Map No. 912 be approved subject to the following conditions:

ADMINISTRATION DEPARTMENT

Contact City Attorney thru the Planning Division at (559) 585-2580
Concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

1. That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.
2. That the applicant's obligations to defend, indemnify and hold the City, its officials, officers and employees, representatives, agents and attorneys harmless under the provisions of this paragraph shall include, but not be limited to, the cost of preparation of any administrative record by City, staff time, copying costs, court costs, the costs of any judgments or awards against the City for damages, losses, litigation costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of any approval of the environmental document, or any approval related to the Project, and the costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of a suit or challenge contesting the adequacy of the approval of the environmental document or any other approval related to the Project, if the settlement so provides.
3. That the City may, at any time, require the applicant to reimburse City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of any action. Applicant shall reimburse City within thirty (30) days of receipt of an itemized written invoice from City. Failure of the Applicant to timely reimburse the City shall be considered a material violation of the conditions of approval of the Project.

4. That the applicant shall defend, indemnify, and hold harmless the City of Hanford, its officials, officers, employees, representatives, agents and attorneys, from and against any and all claims, damages, losses, judgments, liabilities, expenses and other costs, including, without limitation, litigation costs and attorney's fees, arising out of, resulting from, or in any way in connection with any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project. Applicant's obligation to defend, indemnify and hold the City of Hanford harmless specifically includes, but is not limited to, any suit or administrative action against the City of Hanford which claims a violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project.
5. That the applicant obligations to defend, indemnify and hold the City of Hanford, its officials, officers, employees, representatives, agents and attorneys harmless as set forth herein, shall include, but shall not be limited to, staff time, copying costs, court costs, the costs of any judgments or awards against the City of Hanford for damages, losses, litigation costs, or attorney fees arising out of any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project and costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of any such proceeding or suit.
6. That the City of Hanford may, at any time, require the Applicant to reimburse the City of Hanford for costs that have been, or which the City of Hanford reasonably anticipates will be, incurred by the City of Hanford during the course of any action. Applicant shall reimburse the City of Hanford within thirty (30) days of receipt of an itemized written invoice from the City of Hanford. Failure of the Applicant to timely reimburse the City of Hanford shall be considered a material violation of the conditions of approval of the Project.

PLANNING DEPARTMENT

Contact Assistant Planner Gabrielle de Silva at (559)585-2578
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by development rights of a Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.
4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council

prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.

5. That four trees per lot be planted in the front yard at the time each lot is landscaped, in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
6. That landscape and irrigation plans be submitted for approval by the Community Development Department prior to building permits being issued. Said plans shall conform to Ordinance No. 10-02 "Standards and Procedures for Landscaping Design and Installation".
7. That all species of trees shall be selected from a list approved by the City Street Tree Commission.
8. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 912.

Zoning:

1. That the proposed subdivision is subject to the "R-1-6" Single-Family Residential zone district standards, as modified by Planned Unit Development No. 2005-04. Setback requirements for all lots are as follows:

Front Yard

Covered Porch	10 feet minimum
Living Space	15 feet minimum
Garage	20 feet minimum

Side Yard

Interior	5 feet minimum
Corner (Street Side)	10 feet minimum
Corner (Street Side)	15 feet minimum at collector streets
Garage (Side Entry)	20 feet minimum
Covered Porch	10 feet minimum

Rear Yard

One-story	15 feet minimum
Multi-story	5 feet additional per story

Accessory Structures	5 feet from rear or side property line
Distance between structures	10 feet minimum

2. That lots 1-94 be limited to one single-family home.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 912 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and landscaping area along the street side of their lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk. The proposed typical landscaping improvements are to be drought tolerant and are to be approved by the City of Hanford and the project proponent.
3. That the tree(s) and landscape area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis, in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and landscaping area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and landscaping area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The landscaping area shall be replaced with suitable drought-tolerant landscaping to be approved by the City of Hanford and the project proponent.
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as in Exhibit B.
6. ~~That 10% of all units be made affordable to persons of moderate income. Lots are to be distributed throughout the subdivision.~~

Environmental Requirements:

1. That all mitigations identified in the Mitigation Monitoring and Reporting Program prepared for the Live Oak Master Plan Environmental Impact Report be made conditions of Vesting Tentative Tract 912.
2. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
3. That electric or low-nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
4. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.

5. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
6. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.
7. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
8. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust-control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That non-active portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on-site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal-combustion engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

FIRE DEPARTMENT

Contact Fire Inspector Susan Martinez @ 559-585-4793 or smartinez@cityofhanfordca.com
Concerning questions that you may have on the conditions listed below.

General:

1. That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.
2. That the blue dot fire hydrant location markers be installed six inches from the middle of the street.
3. That an all weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.
4. That Havard Lane be named W. Sunset Lane to be in compliance with the City of Hanford Ordinance for street names.

PUBLIC WORKS DEPARTMENT

Contact José Lemus, Senior Engineer, at (559) 585-2556
Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.

3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That proposed open space/drainage facility, located as shown on the tentative subdivision map (Lot "A"), shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standards ST-32, modified as indicated on the tentative subdivision map, except the following:
 - a. Houston Avenue shall be developed as a major Arterial street along the development frontage of the subdivision in conformance with City Standards ST-17 and ST-18, modified as indicated on the tentative subdivision map and as follows:
 1. Traffic index used for the design of the street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston Avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans.

Reconstruction of Houston Avenue (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.

3. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, street lights, street striping, signing, and transitional paving tapers to provide for both acceleration / deceleration lanes at entrance to subdivision only, as shown on the approved tentative map. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel lane capacity is warranted. The installation of a raised concrete median in Houston Avenue is not required.
4. The street transition paving and restriping as needed to transition traffic into and out of the entrance of the subdivision from the Houston Avenue and shall comply with the Manual on Uniform Traffic Control Devices (MUTCD) Standards (design speed shall be 55 mph).
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along Houston Avenue shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designated by City Engineer.
4. That the development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards impact fees for permanent street improvements constructed by developer within Houston Avenue, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Houston Avenue street section. Temporary transitional paving improvements beyond the development limits, and any removal and reconstruction of portions of the existing Houston Avenue street section required to facilitate drainage of the subdivision, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works department review and approval prior to beginning construction. All bids and other documentation materials submitted for reimbursement consideration must be well organized and tabulated in a professional manner for convenient reference by Public Works staff. Improvement quantities and costs proposed for reimbursement must be easily identifiable and clearly distinguished from non-reimbursable subdivision improvements without requiring additional quantity calculations and cost breakdowns.
5. That the developer is responsible for payment of a proportionate cost share of interim improvements to mitigate impacts to the intersection of 13th Avenue / State Highway 198 interchange as identified in project Environmental Impact Report and Traffic Impact Study prepared by the firm of KD Anderson Transportation Engineers dated 3/20/06. Payment of applicant's fair share of interim improvements costs shall be prorated and collected by City prior to issuance of building permits. Mitigation fees shall be held in a separate interest bearing account and reserved for the interim improvements identified above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontage of Houston Avenue:
 - a. Landscaping and irrigation system improvements along the development frontages of Houston Avenue (right of way and landscape parcel areas). Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development department review and approval.
3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.
4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Open Space/ Drainage Facility Improvements:

1. That all open space / drainage facility improvements shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all park facility and open space perimeter improvements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan, including entire slough area, complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin located as shown on the tentative subdivision map.

3. That developer shall install a minimum 36 inch diameter storm drain pipeline and appurtenances within Houston Avenue in conformance with City storm drainage master plan requirements. The proposed storm drain line will connect the Sand slough basin located as shown on the tentative subdivision map to an existing slough basin located south of Houston Avenue and just east of proposed development.
4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Sand Slough and the conveyance enhancement improvements to construct the 36' storm drainage line within Houston Avenue that satisfy all (full credit) or a portion (partial credit) of their storm water storage and conveyance requirements.
5. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 18 inch diameter water main and appurtenances shall be extended within Houston Avenue from the Eastern boundary of proposed development to the Western boundary of proposed development, as shown on the Tentative Subdivision Map, Improvements shall conform to the City's water system master plan.
3. Developer maybe entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works Department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
4. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements installed within Houston Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
5. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of neighborhood open space landscaping (Lot "A"), landscaping along South Scarlet Drive from Houston Avenue to the south boundary of subdivision, subdivision street lighting, decorative fencing, and landscaping located along

the property frontage of Houston Avenue located as shown on the tentative subdivision map.

2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, including open space areas, subdivision street lighting and decorative fencing.

Development Impact Fees:

1. That the development is subject to City of Hanford impact fees as outlined in the recorded Development Agreement for the Live Oak residential development project.
2. That the development is subject to additional transportation related mitigation fees as identified in the Final Environmental Impact Report approved for the Live Oak residential development project including mitigation fees for SR 198 /13th Avenue interim interchange improvements.

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.

KINGS COUNTY HEALTH DEPARTMENT

Contact Troy Hommerding at (559) 584-1411

Concerning questions that you may have on the conditions listed below:

1. As per the Kings County Public Health Officer, *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.
2. Due to the severe drought conditions and water restrictions/reductions issued by the State of California, drinking water, if used for dust control, should be minimized or alternative methods should be sought for dust control for this project.

EXPIRATION:

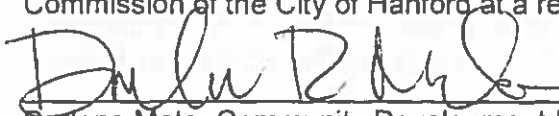
That this vesting tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford by the following vote:

AYES:	Commissioners	DOUGLAS, HAM, NAHAL, PADEN, FROBERG
NOES:	Commissioners	NONE
ABSTAIN:	Commissioners	JOHNSTON
ABSENT:	Commissioners	NONE

STATE OF CALIFORNIA)
COUNTY OF KINGS)ss
CITY OF HANFORD)

I, **DARLENE R. MATA** Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the **September 8, 2015**.



Darlene Mata, Community Development Director
Secretary of the Planning Commission

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO :

CITY OF HANFORD
COMMUNITY DEVELOPMENT DEPARTMENT
317 N. Douty Street
Hanford, CA 93230

SPACE ABOVE THIS LINE FOR RECORDER'S USE

NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY FOR TRACT NO. 912

NOTICE IS HEREBY GIVEN that City of Hanford Planning Commission Resolution No. 2005-04 approved the development of Tract No. 912 subject to the following conditions pertaining to the continued care and maintenance of the tree(s) and lawn area located in the parkway of said Tract No. 912 by the lot owners in Tract No. 912:

CONDITIONS:

1. Each lot owner within Tract No. 912 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of the lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
2. The tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
3. Should the tree(s) and lawn area become damaged, severely pruned, neglected, removed, or die, the lot owner shall replace said tree(s) and lawn area within a reasonable time frame, but no later than thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway.
4. We understand and agree that our failure to comply with the conditions identified above shall constitute a breach of our obligations as identified in this document and shall also constitute a violation of the provisions of Chapter 17.68 of the Hanford Municipal Code.

WE HEREBY ACKNOWLEDGE AND UNDERSTAND our obligations for the care and maintenance of the parkway along the street frontage(s) of our lot and agree to be bound by the same.

PROPERTY ADDRESS: _____, Hanford, CA 93230

LEGAL DESCRIPTION OF PROPERTY: Lot No. _____ of Tract No. 912, Unit No. _____

ASSESSOR'S PARCEL NUMBER: _____ - _____ - _____

Owner's Signature _____

Print or Type Owner's Name _____

Date _____

Owner's Signature _____

Print or Type Owner's Name _____

Date _____

(Attach Notary acknowledgment)

Attachment: Attachment 5 - Resolution Mark Ups (CD: Live Oak Development Amendment 2)

6.1 - Proposed Modification Conditions of Approval for Tract 909

Matrix of Changes - Table of Contents

Item	Description	Page - Sheet
1.	Deleted Special Requirement Condition #6 regarding Affordable Housing per current proposed Entitlement Amendment	5
2.	Revise Park Improvement Condition #1 regarding timing for Park Improvements to occur per the project Development Agreement	12

**CITY OF HANFORD PLANNING COMMISSION RESOLUTION NO 2014-17
FOR VESTING TENTATIVE TRACT MAP NO. 909
FILED BY: MMV DEVELOPMENT**

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on September 23, 2014, by motion of Commissioner FROBERG, seconded by Commissioner HAM, and duly carried, the following resolution was adopted:

WHEREAS, Vesting Tentative Subdivision Map No. 909, filed by MMV Development has been reviewed by the Planning Commission of the City of Hanford as an advisory agency in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing of **September 23, 2014**, and

WHEREAS, all affected public utility companies, various governmental department agencies and the Planning Commission staff have given careful consideration to this tentative subdivision map and have made recommendations thereon; and

WHEREAS, the Final Environmental Impact Report and all notices related thereto were prepared in compliance with the California Environmental Quality Act ("CEQA") and the City of Hanford CEQA Guidelines; and

WHEREAS, on the basis of the application, the documentation and information provided in the staff report and the evidence and testimony submitted at the public hearing, and Environmental Impact Report for the Live Oak Project, the Planning Commission of the City of Hanford hereby makes the findings in accordance with Section 15091 of the CEQA Guidelines and as specifically articulated in an appendix to the Final EIR and Incorporated herein by this reference; and

WHEREAS, the Final Environmental Impact Report identified significant environmental impacts that can be mitigated to substantially lessen the environmental effects relating to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Facilities and Services, and Transportation and Circulation, and a Mitigation, Monitoring and Reporting Plan ("MMRP") has been prepared for the Project; and

WHEREAS, the Final Environmental Impact Report also identified unavoidable significant adverse impacts regarding Agricultural Resources, Air Quality, and Energy Conservation and Climate Change; and

WHEREAS, Section 15093 of the CEQA Guidelines requires the City to balance the benefits of the Project against its unavoidable environmental impacts in determining whether or not to approve the Project; and

WHEREAS, the Planning Commission finds that the following statement of overriding considerations can be made for the unavoidable significant environmental impacts identified by the Final Environmental Impact Report:

The City balanced the economic, legal, social and technological and other benefits of the proposed project and determined that the unavoidable adverse environmental impacts identified above may be considered acceptable due to the following specific considerations which outweigh the unavoidable adverse environmental impacts of the proposed project. Benefits of the proposed Project are stated herein, and determined to be unto itself and independent of the other project benefits, a basis for overriding all identified unavoidable environmental impacts.

- The proposed project will result in significant unavoidable impacts to agricultural land, air quality, and energy conservation and climate change. In adopting the Hanford General Plan Update, the City Council adopted a Statement of Overriding Considerations for the loss of agricultural land and air quality impacts accruing to implementation of the Plan. The approval of the Live Oak project is considered implementation of the Hanford General Plan.
- The project will meet the objectives of the General Plan to conveniently serve current and future residential needs, be adequately served by arterial streets, and contribute to the attractiveness of the community and the City's tax base.
- The proposed project is located on major arterial and collector streets in the City and adjacent to major public utilities with adequate capacity to accommodate its development.
- In adopting the finding of overriding considerations for the Hanford General Plan Update in 2002, the City Council recognized that the population of the City of Hanford will continue to grow and there will be a need to provide adequate land to serve the needs of existing and future population. The City is essentially surrounded by agricultural land and any growth will cause the conversion of agricultural land. The need to adequately house and provide services to a growing population outweighed the preservation of agricultural land. The project would provide a substantial increase in assessed value of the property over the agricultural state of the land that has the potential to increase revenues to all levels of local government to deliver necessary services.
- The project will expand improvements to infrastructure commensurate with its impacts on those systems.
- The City has adopted reasonable and feasible mitigation measures to the extent it has authority to reduce air quality, energy conservation and climate change impacts from the project.
- While the City may have an impact on urban designs that promote the use of bicycles, pedestrian, and public transit, local policies have little impact on the major causes of air pollution whose conditions are controlled by the State and Federal Government. Motor vehicles are among the leading causes of air pollution in the Valley. The Valley's geographic location in comparison to other regions also adds to increased air pollution. Exemptions for certain kinds of agricultural activities also add to diminished air quality. The California Air Resources Board and the San Joaquin Valley Air Pollution Control District have the authority to promulgate regulations that affect Hanford and all other cities in California that may lead to major improvements in air quality. The City of Hanford does not have authority to make substantial reductions in motor vehicle air pollution affecting the City.

WHEREAS, the Planning Commission has made the following findings pursuant to Section 66474 of the Subdivision Map Act:

- a.) That the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, and Zoning Ordinance;
- b.) That the design or improvement of the subdivision is consistent with general or specific plans;
- c.) That the site is physically suitable for the type of development;
- d.) That the site is physically suitable for the proposed density of development;
- e.) That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially and unavoidably injure fish or wildlife or their habitat;
- f.) That the design of the subdivision and type of improvements are not likely to cause serious public health problems; and
- g.) That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.

THEREFORE, BE IT RESOLVED that Vesting Tentative Subdivision Map No. 909 be approved subject to the following conditions:

ADMINISTRATION DEPARTMENT

Contact City Attorney thru the Planning Division at (559) 585-2580
Concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

1. That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.
2. That the applicant's obligations to defend, indemnify and hold the City, its officials, officers and employees, representatives, agents and attorneys harmless under the provisions of this paragraph shall include, but not be limited to, the cost of preparation of any administrative record by City, staff time, copying costs, court costs, the costs of any judgments or awards against the City for damages, losses, litigation costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of any approval of the environmental document, or any approval related to the Project, and the costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of a suit or challenge contesting the adequacy of the approval of the environmental document or any other approval related to the Project, if the settlement so provides.
3. That the City may, at any time, require the applicant to reimburse City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of any action. Applicant shall reimburse City within thirty (30) days of receipt of an itemized written invoice from City. Failure of the Applicant to timely reimburse the City shall be considered a material violation of the conditions of approval of the Project.
4. That the applicant shall defend, indemnify, and hold harmless the City of Hanford, its officials, officers, employees, representatives, agents and attorneys, from and against any and all claims, damages, losses, judgments, liabilities, expenses and other costs, including, without limitation, litigation costs and attorney's fees, arising out of, resulting from, or in any way in connection with any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project. Applicant's obligation to defend, indemnify and hold the City of Hanford harmless specifically includes, but is not limited to, any suit or administrative action against the City of Hanford which claims a violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project.
5. That the applicant obligations to defend, indemnify and hold the City of Hanford, its officials, officers, employees, representatives, agents and attorneys harmless as set forth herein, shall include, but shall not be limited to, staff time, copying costs, court costs, the costs of any judgments or awards against the City of Hanford for damages, losses, litigation costs, or attorney fees arising out of any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project and costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of any such proceeding or suit.

6. That the City of Hanford may, at any time, require the Applicant to reimburse the City of Hanford for costs that have been, or which the City of Hanford reasonably anticipates will be, incurred by the City of Hanford during the course of any action. Applicant shall reimburse the City of Hanford within thirty (30) days of receipt of an itemized written invoice from the City of Hanford. Failure of the Applicant to timely reimburse the City of Hanford shall be considered a material violation of the conditions of approval of the Project.

PLANNING DEPARTMENT

Contact Assistant Planner Gabrielle de Silva at (559)585-2590
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances except as modified by Planned Unit Development No. 2005-04; and except as may be determined by development rights of a Vesting Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.
4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
5. That four trees per lot be planted in the front yard at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.
6. That landscape and irrigation plans be submitted for approval by the Community Development Department prior to building permits being issued. Said plans shall conform to Ordinance No. 10-02 "Standards and Procedures for Landscaping Design and Installation".
7. That all species of trees shall be selected from a list approved by the City Street Tree Commission.
8. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 and the Development Agreement shall be conditions of approval for Vesting Tentative Subdivision Map No. 909.

Zoning:

1. That the proposed subdivision is subject to the "R-1-6" and "R-1-12" Single-Family Residential zone district standards, as modified by Planned Unit Development No. 2005-04. Setback requirements for all lots are as follows:

<i>Front Yard</i>	
Covered Porch	10 feet minimum
Living Space	15 feet minimum

Garage	20 feet minimum
<i>Side Yard</i>	
Interior	5 feet minimum
Corner (Street Side)	10 feet minimum
Corner (Street Side)	15 feet minimum at collector streets
Garage (Side Entry)	20 feet minimum
Covered Porch	10 feet minimum
<i>Rear Yard</i>	
One-story	15 feet minimum
Multi-story	5 feet additional per story
Accessory Structures	5 feet from rear or side property line
Distance b/w Structures	10 feet minimum

2. That lots 1-642 be limited to one single family home.
3. That any changes to the proposed phasing be approved by the Community Development and Public Works Department.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.
2. That each lot owner within Tract No. 909 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as in Exhibit B.
- ~~6. That 10% of all units be made affordable to persons of moderate income. Lots are to be distributed throughout the subdivision.~~
7. That all pertinent conditions of approval for Planned Unit Development No. 2005-04 shall be conditions of approval for Vesting Tentative Tract Map No. 909.

Environmental Requirements:

1. That all mitigations identified in the Mitigation Monitoring and Reporting Program prepared for the Live Oak Master Plan Environmental Impact Report be made conditions of Tentative Tract 909.
2. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
3. That electric or low nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
4. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
5. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
6. That options offered as part of the Live Oak Master Plan be available to buyers within this subdivision. Options to include solar panels, drive strips with front facing garages instead of driveways, and second units to be allowed on lots 5,500 sq. ft. and larger. Options shall be shown on the master building plans so as to be available to all buyers of qualified lots.
7. That the project is subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application must be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
8. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for residential development.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

Dust Control:

1. That the following dust control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That nonactive portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal combustion engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you may have on the conditions listed below:

Southern California Edison Co., David Loftin: (559) 684-3557

AT&T, John Lewis: (559) 739-6455

Southern California Gas Co., Louise Brown: (559) 739-2316

ComCast, Micahel Corral: (559) 217-9003

USA: 811

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.

3. That all existing utility poles and appurtenances located along the property frontage of 12th Avenue shall be installed underground at the developer's expense.

PUBLIC WORKS DEPARTMENT

Contact Public Works Director Lou Camara (559) 585-2567

Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, park and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape lots, located as shown on the tentative subdivision map (Lots "A", "B", "C" and "D") shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing or siding onto 12th Avenue, Houston Avenue, Aquifer Drive and Hume Avenue (except for pedestrian walkways) and shall be indicated on the subdivision final map.

People's Ditch Improvements:

1. That People's Ditch shall be relocated and installed underground in a pipeline in accordance with the requirements of both the City of Hanford Public Works department and the People's Ditch Company. The proposed irrigation ditch pipeline alignment shall begin at Hume Avenue / People's ditch intersection and continue west within the Hume Avenue to 12th Avenue, then south within 12th Avenue to Houston Avenue, then west within Houston Avenue to the intersection of Houston Avenue / People's Ditch. The pipeline will terminate beyond the south limits of the future Houston Avenue right-of-way. All costs to relocate and to underground People's Ditch with a pipeline as stated herein, and to backfill the abandoned open channel ditch as shown on the tentative subdivision map, shall be at developer's own expense.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standard ST-32, modified as indicated on the tentative subdivision map, (Street narrowing adjacent to park (Lot "A") and South Greenbrier Drive for traffic calming), except the following:
 - a. Hume Avenue shall be developed as a major collector street (Section "C") along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, modified as indicated on the tentative subdivision map and as follows:
 - i. Traffic index used for the design of the street structural section shall be a minimum of 8.
 - ii. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, street striping, signing, and pavement widening along the development frontage of the subdivision (Half-width street improvements, plus a minimum 16 foot travel lane north of street centerline). The installation of a raised concrete median is not required.
 - b. Twelfth Avenue (Section "B") shall be developed as an arterial street, along the development frontages of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-20, modified as indicated on the tentative subdivision map and as follows:
 - i. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 - ii. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 12th Avenue, from Hume Avenue to Houston Avenue, concurrent with the submittal of development improvement plans. Reconstruction of 12th Avenue between Hume Avenue and Houston Avenue (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.
 - iii. Street improvements shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block wall, street lights, median island curb, street striping, signing and pavement reconstruction of

existing roadway, if applicable, and pavement widening along the development frontage of the subdivision (half width street improvements, including a raised median island and a minimum 16 foot wide paved travel lane east of the proposed median).

- iv. That electrical conduit and pull boxes shall be installed at the intersection of 12th Avenue / Hume Avenue to facilitate the installation of a future traffic signal system in accordance with Traffic Impact Study prepared by the firm of KD Anderson and Associates dated March 20, 2006.
- c. Aquifer Drive (sections "F", "F-1" and "F-2" shall be developed as a collector street along the development frontages of the subdivision in conformance with City Standard ST-26, modified as indicated on the tentative subdivision map.
 - i. Traffic index for the design of street structural section shall be a minimum of 7.0
 - ii. Street improvements shall include, but not be limited to, the installation of concrete curb, gutter, sidewalk, landscape, masonry block wall, street lights, street paving, striping and signing.
- d. Houston Avenue shall be developed as a major Arterial street along the development frontage of the subdivision in conformance with City Standards ST-17 and ST-18, modified as indicated on the tentative subdivision map as follows:
 - i. Traffic index used for the design of the street structural section shall be a minimum of 10.0.
 - ii. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Houston Avenue along the development frontage of the subdivision concurrent with the submittal of development improvement plans. Reconstruction of existing Houston Avenue street section (or another form of mitigation as approved by the City Engineer) along the development frontage of the subdivision will be required if the existing street structural section does not conform to City Standards and Specifications.
 - iii. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, masonry block wall, street lights, pavement striping, signing, and transitional paving tapers to provide for both acceleration and deceleration lanes at entrances to subdivision. Pavement widening along Houston Avenue property frontage other than as stated herein shall be deferred until additional travel lane capacity is warranted. Installation of Class II aggregate base rock (4' minimum thickness) over compacted native soil shall be required in the area between existing roadway and new curb and gutter section. A petroleum based palliative shall be applied to the base rock surface to provide dust control. The installation of a raised concrete median in Houston Avenue is not required.
- 3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and PUD master plan requirements. Street lights located along 12th Avenue, Hume Avenue, Houston Avenue and Aquifer Drive shall be octagon concrete type poles as indicated on City Standard GE-56. Street lights located along all other streets within the subdivision shall be decorative lights in conformance with PUD master plan and Southern California Edison Company requirements. Street lights shall be located as designated by City Engineer.
- 4. That the developer is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their

development impact fee for permanent street improvements constructed by the developer within 12th Avenue and Houston Avenue consisting of curb & gutter, median curb, street striping, signing and street paving from gutter lip to edge of the existing 12th Avenue and Houston Avenue street sections. If applicable, the developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 12th Avenue and Houston Avenue street sections. Transitional paving improvements beyond the development limits, as stated in section 2b and 2d above, that are not considered to be a permanent improvements and the reconstruction of the existing 12th Avenue and Houston Avenue, street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate cost of reimbursable items for City Public Works department review and approval prior to beginning construction.

5. That the developer is responsible for payment of a proportionate cost share of future improvements to mitigate interim impacts to 13th Avenue/Highway 198 interchange as identified in the project environmental impact report and the traffic impact study prepared by the firm of KD Anderson Transportation Engineers. Payment of developer's equitable share of improvement shall be collected by the City prior to the recording of a subdivision final map. Mitigation fees shall be held in a separate-interest banking account and reserved for the interim improvements referenced above.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 12th Avenue, Hume Avenue, Houston Avenue, Aquifer Drive and the entry streets of South Greenbrier Drive, and West Deer Drive for lots backing or siding onto said streets:
 - a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. A 4 1/2 foot wide detached sidewalk along the development frontages of 12th Avenue, Hume Avenue, Houston Avenue, Aquifer Drive and entry streets of South Greenbrier Drive, and West Deer Drive for lots backing or siding onto said streets.
 - c. Landscaping and irrigation system improvements along the development frontages of 12th Avenue, Hume Avenue, Houston Avenue, Aquifer Drive and entry streets of South Greenbrier Drive and West Deer Drive. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments. Landscape and irrigation plans shall conform to City's landscape efficiency ordinance.
2. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees per lot are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development department review and approval.
3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.
4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible

with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.

Park Improvements:

1. That all park facility improvements (lots "A", "B", "C" and "D") shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all park facility improvements. Improvements shall include, but not be limited to, installation of covered picnic areas, decorative security lighting, drinking fountains, park benches and trash receptacles landscaping and irrigation systems. Park improvements (lot "A") shall be constructed concurrent with the first phase of the development per the Development Agreement.
2. That a minimum six foot high decorative masonry block wall shall be constructed along the side yard property lines of Lots "B" and "D".
3. That the development is subject to a park development mitigation impact fee as required by City Municipal Code section 15.44 and any revisions thereof. Developer shall be entitled to a 50% credit towards their park development impact fee, as specified in development agreement, for all park and open space improvements provided by developer in accordance with PUD master plan requirements.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.08 for sanitary sewer main improvements constructed within Hume Avenue, which also provides a benefit to others. Developer shall submit competitive bid cost proposals to substantiate costs for sanitary sewer main improvements installed within Hume Avenue, if applicable, for Public Works department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Works department review and approval prior to recording a subdivision final map for the first phase of development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be directed to the Sand Slough drainage basin located as shown on the tentative subdivision map for Lot "C" and in conformance with Live Oak Development Master Plan requirements.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.
4. That development is subject to a storm water development impact fee as required by City Ordinance No. 98-14, or any revisions thereof. Developer shall be entitled to a credit towards their storm water development impact fee for capacity enhancement improvements constructed within Slough Area (Lot "C") that satisfy all (full credit) or a portion (partial credit) of their storm water storage requirements.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 24 inch diameter offsite and on-site water main and appurtenances shall be extended within the future alignment of Aquifer Drive, from Hanford-Armona Road to Houston Avenue and within Houston Avenue from Aquifer Drive to 12th Avenue, located as shown on the Live Oak development master plan. Improvement shall conform to the City's water system master plan.
3. That a minimum 12 inch diameter water main and appurtenances shall be extended within Hume Avenue from Aquifer Drive to 12th Avenue and within 12th Avenue from Hume Avenue to Houston Avenue, located as shown on the Live Oak development master plan. Improvements shall conform to the City's water system master plan.
4. That developer maybe entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works department for review and approval. If applicable, developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
5. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements constructed within Aquifer Drive from Hanford-Armona to Houston Avenue, within Houston from Aquifer to 12th Avenue and within 12th Avenue from Hume Avenue to Houston Avenue, which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
6. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of park and open space landscaping (Lots "A", "B", "C" and "D"), subdivision street lighting, and decorative fencing and landscaping located along the property frontages of Hume Avenue, Aquifer Drive, Houston Avenue, 12th Avenue and portions of entry streets along South Greenbrier Drive and West Deer Drive, located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision street lighting and decorative fencing.

FIRE DEPARTMENT

Contact Fire Inspector Susan Martinez @ 559-585-4793 or smartinez@cityofhanfordca.com
Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before housing construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.
2. That the blue dot fire hydrant location markers be installed six inches from the middle of the street.

3. That an all weather 20 ft. wide road be provided throughout the subdivision where houses are being constructed, as required by City Ordinance No. 929, prior to the issuance of building permits.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Codes:

1. That all construction shall conform to the 2013 Edition, California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code and the California Energy Code. Also, with the City of Hanford, Water Efficient Landscape Design and Installation Ordinance.

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

EXPIRATION:

That this vesting tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford by the following vote:

VOTING:

AYES:	Commissioners	FROBERG, HAM, DOUGLAS, AYERS, BEARD,
NOES:	Commissioners	FERNANDES
ABSTAIN:	Commissioners	NONE
ABSENT:	Commissioners	NAHAL

STATE OF CALIFORNIA)
COUNTY OF KINGS)ss
CITY OF HANFORD)

I, **DARLENE MATA** Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the **September 23, 2014**.



Darlene Mata, Community Development Director
Secretary of the Planning Commission

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO :

CITY OF HANFORD
COMMUNITY DEVELOPMENT DEPARTMENT
317 N. Douty Street
Hanford, CA 93230

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF
CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND
LAWN AREA PLANTED IN THE PARKWAY FOR TRACT NO. 909**

NOTICE IS HEREBY GIVEN that City of Hanford Planning Commission Resolution No. 2005-04 approved the development of Tract No. 909 subject to the following conditions pertaining to the continued care and maintenance of the tree(s) and lawn area located in the parkway of said Tract No. 909 by the lot owners in Tract No. 909:

CONDITIONS:

1. Each lot owner within Tract No. 909 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of the lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
2. The tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
3. Should the tree(s) and lawn area become damaged, severely pruned, neglected, removed, or die, the lot owner shall replace said tree(s) and lawn area within a reasonable time frame, but no later than thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway.
4. We understand and agree that our failure to comply with the conditions identified above shall constitute a breach of our obligations as identified in this document and shall also constitute a violation of the provisions of Chapter 17.68 of the Hanford Municipal Code.

WE HEREBY ACKNOWLEDGE AND UNDERSTAND our obligations for the care and maintenance of the parkway along the street frontage(s) of our lot and agree to be bound by the same.

PROPERTY ADDRESS: _____, Hanford, CA 93230

LEGAL DESCRIPTION OF PROPERTY: Lot No. _____ of Tract No. 909, Unit No. _____

ASSESSOR'S PARCEL NUMBER: _____ - _____ - _____

Owner's Signature _____

Print or Type Owner's Name _____

Date _____

Owner's Signature _____

Print or Type Owner's Name _____

Date _____

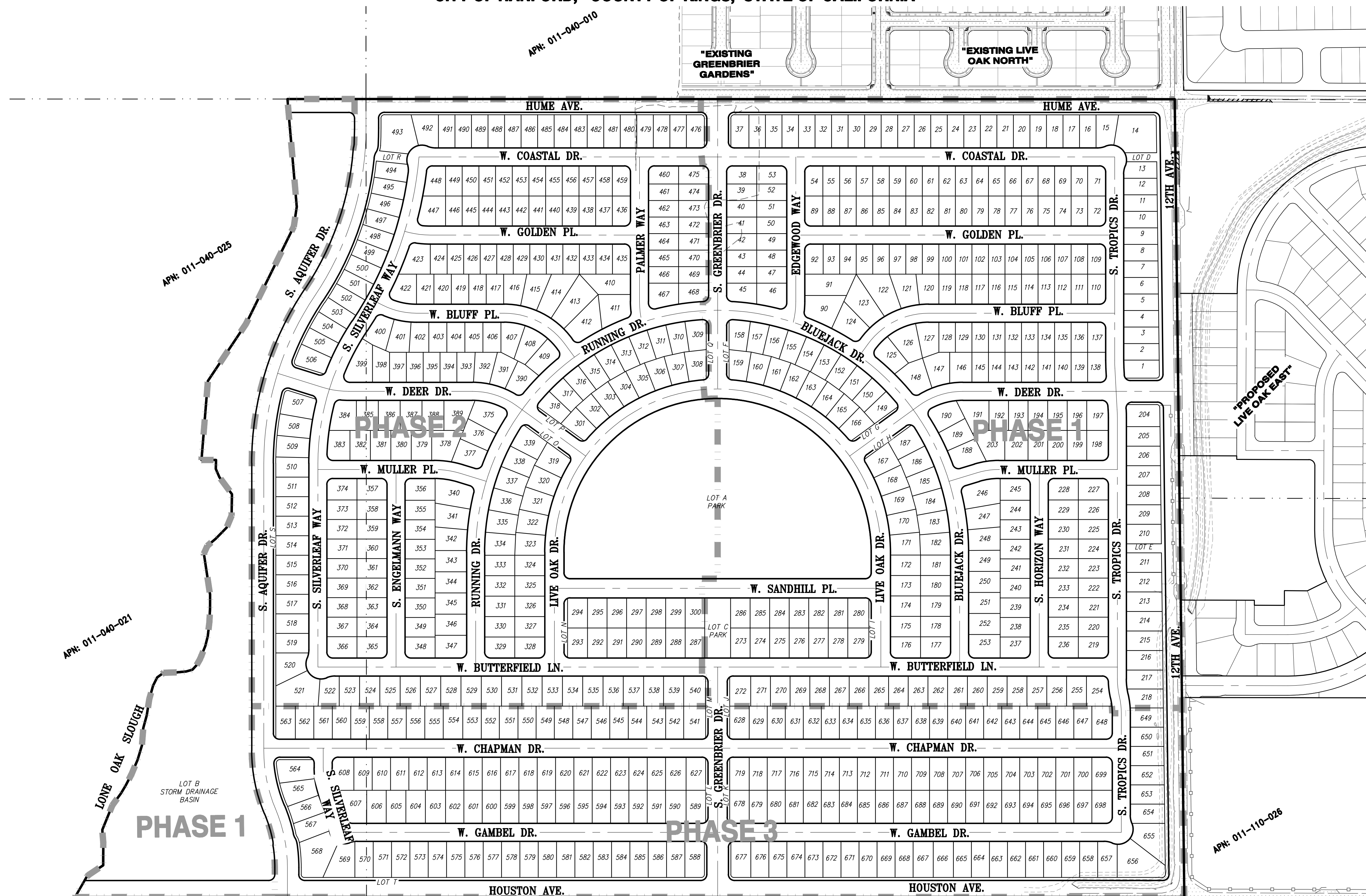
(attach Notary acknowledgment)

Attachment: Attachment 5 - Resolution Mark Ups (CD: Live Oak Development Amendment 2)

APN: 011-040-010

"EXISTING GREENBRIER GARDENS"

**"EXISTING LIVE
OAK NORTH"**

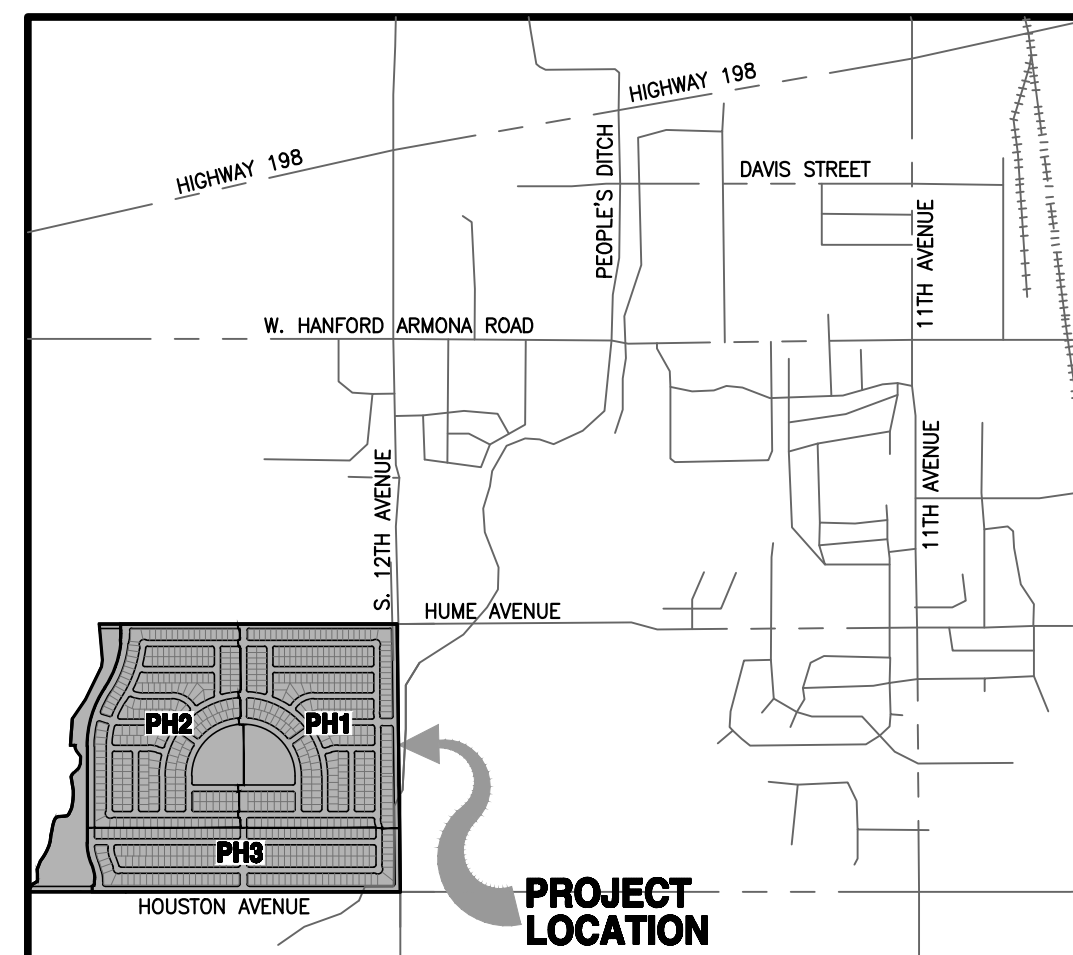


LEGEND

	EXISTING	PROPOSED
PHASE LINE	N/A	
BOUNDARY LINE		
SECTION LINE		N/A
BARBED WIRE FENCE		N/A
WOOD FENCE		N/A
CHAIN LINK FENCE		N/A
TREES		N/A
TREE CLUSTERS		N/A
1' CONTOURS		N/A
ASPHALT		N/A
POWER POLE		N/A
STRUCTURE		N/A
MASONRY WALL		
CURB, GUTTER AND SIDEWALK		

SHEET INDEX

TM1.1	COVER SHEET
TM1.2	TYPICAL CROSS SECTIONS AND DETAILS
TM2.1	BOUNDARY AND INFRASTRUCTURE SHEET
TM3.1	PHASE ± 1 NORTH
TM3.2	PHASE ± 1 SOUTH
TM3.3	PHASE ± 2 NORTH
TM3.4	PHASE ± 2 SOUTH
TM3.5	PHASE ± 3 WEST
TM3.6	PHASE ± 3 EAST



VICINITY MAP

N.T.S

PROJECT INFORMATION

OWNER/SUBOWNER:	
MMV-DEVELOPMENT, LLC 550-HARVEST-PARK-DRIVE, SUITE-A BRENTWOOD, CA 94513 PHONE: (925) 634-0890 FAX: (925) 634-9654	FOREBAY FARMS, LLC PO BOX 2717 MERCED CA, 95344 (209) 383-6046
CONTACT: MIKE STEVENSON OR MANNY VIERA	NORMAN L. ALLINDER

ENGINEER:
NORTHSTAR ENGINEERING GROUP, INC.
620 12TH STREET MODESTO, CA 95354 PHONE: (209) 524-3525
FAX: (209) 524-3526
ATTN: ANTHONY DE MELO, P.E.

SITE INFORMATION:

- * THE PROJECT PHASING SHOWN ON THIS MAP IS BASED ON FUTURE LARGE LOT PARCEL MAP OR LOT LINE ADJUSTMENTS TO BE SUBMITTED WITH FUTURE APPLICATION.
1. LEGAL DESCRIPTION: LEGAL DESCRIPTION OF ALL EXISTING PARCELS WITHIN PROJECT AREA ARE CONTAINED WITHIN THE PRELIMINARY REPORTS SUBMITTED WITH THIS APPLICATION.
2. ASSESSOR'S PARCEL NUMBERS AND ADDRESSES:
0111-040-017, HANFORD, CA 93230
0111-040-018, 11710 12TH AVE, HANFORD, CA 93230
0111-040-019, 11808 12TH AVE, HANFORD, CA 93230
0111-040-020, 11718 12TH AVE, HANFORD, CA 93230
3. APPROXIMATE SITE SIZE: NET 197.1 ± ACRES.
4. PROPOSED USE: ~~642 SINGLE FAMILY RESIDENCES,~~ 719 SINGLE FAMILY LOTS
2 PARK LOTS
1 STORM DRAINAGE BASIN LOT
17 LANDSCAPE LOTS
5. EXISTING USE: AGRICULTURE
6. EXISTING GENERAL PLAN DESIGNATION: ~~A PORTION OF APN 011-040-019, IS ZONED R-1. ALL OTHER PARCELS ARE LDR.~~ LOW DENSITY RESIDENTIAL. OPEN SPACE.
7. EXISTING ZONING DESIGNATION: ~~A PORTION OF APN 011-040-019 IS ZONED R-1. ALL OTHER PARCELS ZONED R-1.6.~~ R-L-5, P-F, CO.
8. PROPOSED MINIMUM LOT SIZES:
PHASE 1: 55'x95' 136 UNITS PHASE 1: 286 UNITS (55'/65'x100')
PHASE 2: 55'x95' 167 UNITS PHASE 2: 254 UNITS (55'/65'x100')
PHASE 3: 65'x95' 113 UNITS PHASE 3: 179 UNITS (60'x110')
PHASE 4: 65'x95' 112 UNITS
PHASE 5: 93'x130' 116 UNITS
9. STREET NAMES TO BE APPROVED BY CITY OF HANFORD STAFF.
10. ALL EXISTING STRUCTURES AND TREES WITHIN THE BOUNDARY OF THE PROJECT SITE TO BE REMOVED IN ACCORDANCE WITH CITY OF HANFORD STANDARDS AND SPECIFICATIONS.
11. ALL CONTOURS SHOWN IN 1' INCREMENTS.
12. THE PROPERTY LINE DISTANCES, BEARINGS AND ALL OTHER DIMENSIONS SHOWN ON THIS MAP HAVE BEEN TAKEN FROM DEEDS, ASSESSOR'S MAPS, OR G.I.S.
13. LOT "A" "B" "C" AND "D" - LANDSCAPE SETBACK REQUIREMENTS (USE AS NOTED ON THIS MAP): LOTS "A" THROUGH "T" TO BE DEVELOPED AS COMMUNITY OPEN SPACE, DEDICATED TO AND MAINTAINED BY THE CITY OF HANFORD.
14. ALL STREET SECTIONS AND MODIFIED SECTIONS ON THIS MAP ARE FROM THE LIVE OAK MASTER PLAN.
15. FLOOD ZONE: ZONE X, AREA OF MINIMAL FLOODING, FEMA MAP NUMBER 0603100195C, DATED 6/16/09, NOT PRINTED.

STATEMENT OF SUBDIVIDER:

16. ALL IMPROVEMENTS AND PUBLIC UTILITIES TO BE MADE OR INSTALLED AT THE TIME OF DEVELOPMENT. ALL IMPROVEMENTS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF HANFORD STANDARDS AND SPECIFICATIONS UNLESS OTHERWISE NOTED.
17. WATER, SEWER, STORM DRAIN AND STREETS ARE TO BE PUBLIC IMPROVEMENTS:
UTILITY/SERVICE PROVIDERS:
WATER: CITY OF HANFORD
SEWER: CITY OF HANFORD
STORM DRAIN: CITY OF HANFORD
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRICITY: SOUTHERN CALIFORNIA EDISON
FIRE PROTECTION: CITY OF HANFORD
TELEPHONE: SBC
18. PRIOR TO OR CONCURRENTLY WITH THE RECORDATION OF THE FINAL MAP THE DEVELOPER WILL DEDICATE THE NECESSARY AMOUNT OF PROPOSED RIGHT OF WAY ALONG THE NORTH HALF OF HOUSTON AVENUE, WEST HALF OF 12TH AVENUE, AND SOUTH HALF OF HUME AVENUE ALONG THE PROJECT FRONTAGE AREAS.
19. IN ACCORDANCE WITH SECTION 66456.1 OF THE "SUBDIVISION MAP ACT", THE OWNER RESERVES THE RIGHT TO FILE FOR MULTIPLE FINAL MAPS.
20. PURSUANT TO SECTION 66452.6 OF THE "SUBDIVISION MAP ACT", THE TERM OF THIS MAP MAY EXTEND 10 YEARS.

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[illegible]

VESTING TENTATIVE SUBDIVISION MAP 909

COVER SHEET

LIVE OAK WEST

HANFORD

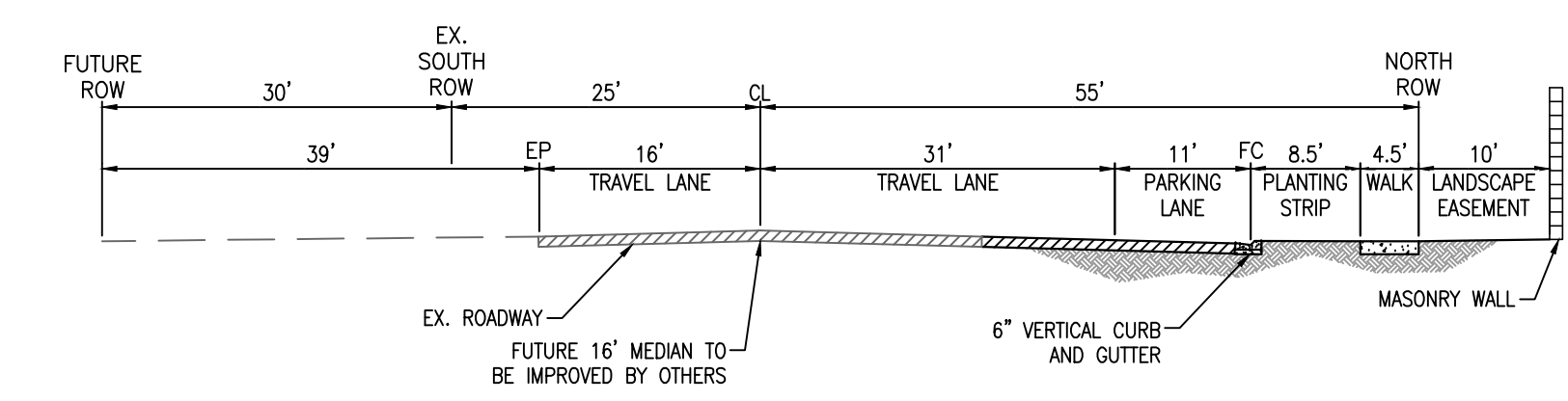
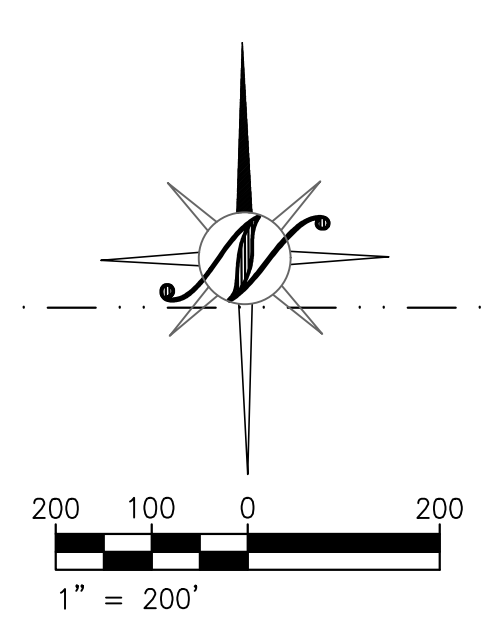
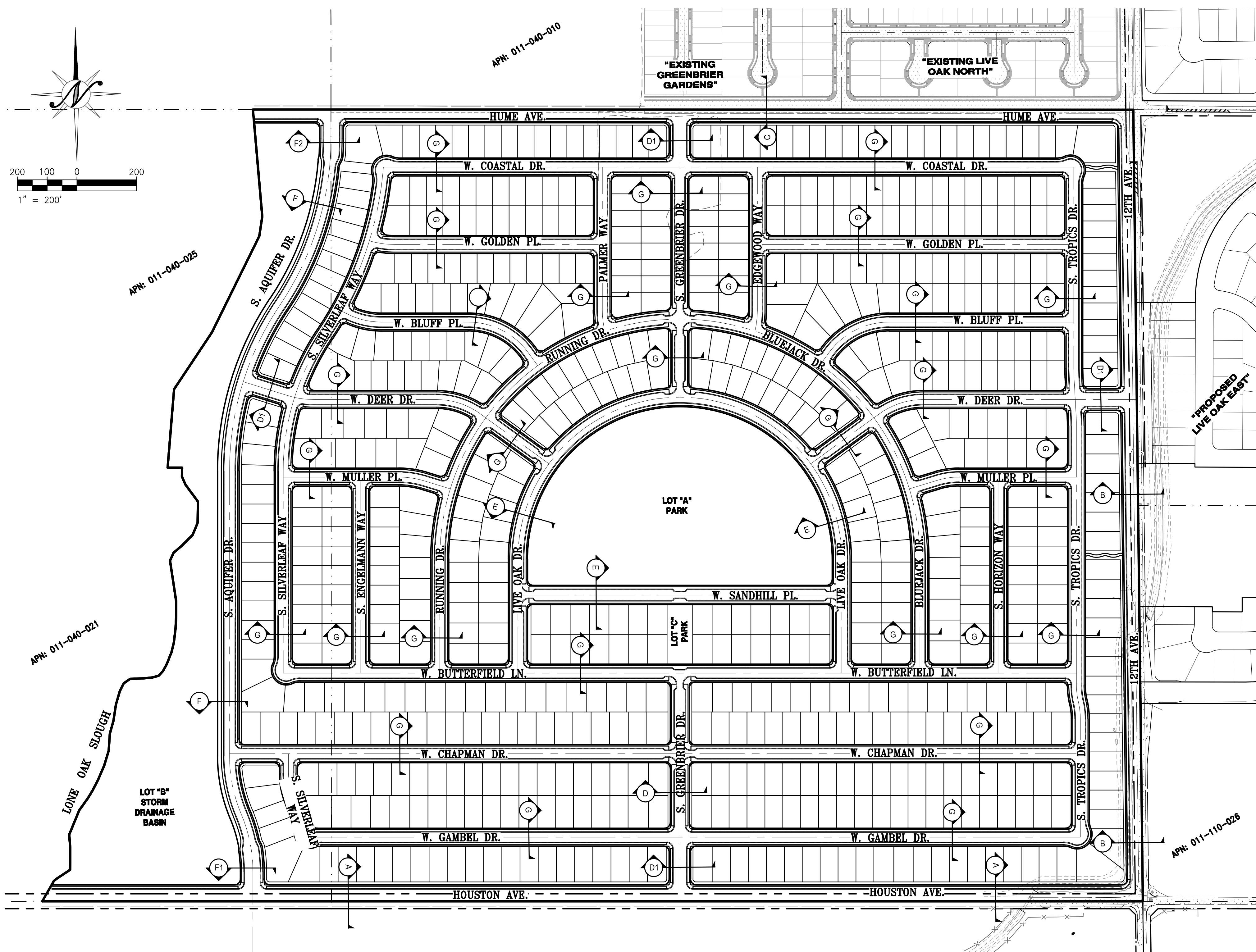
CALIFORNIA



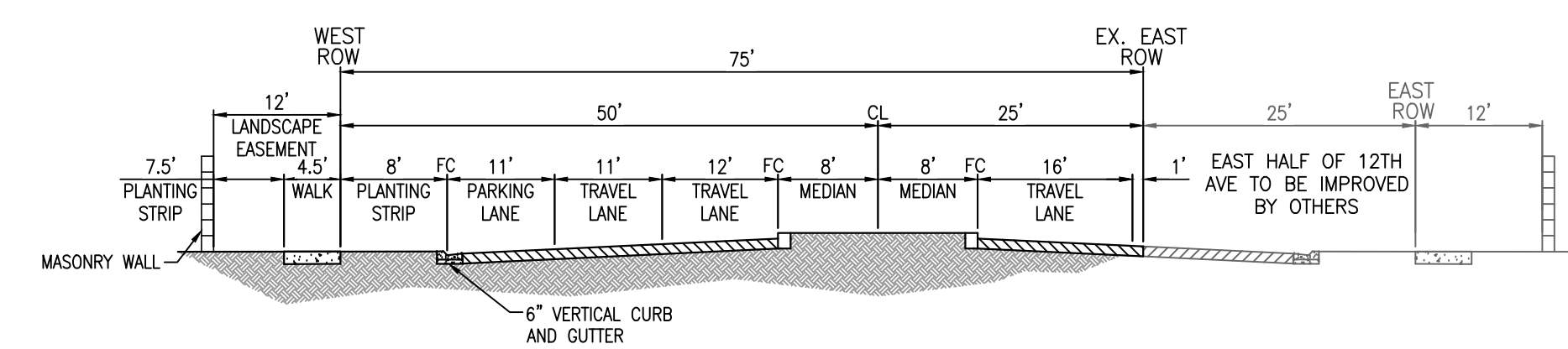
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DATE:	02/25/2019
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DRAWN:	TM
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CHK'D:	APD

SHEET
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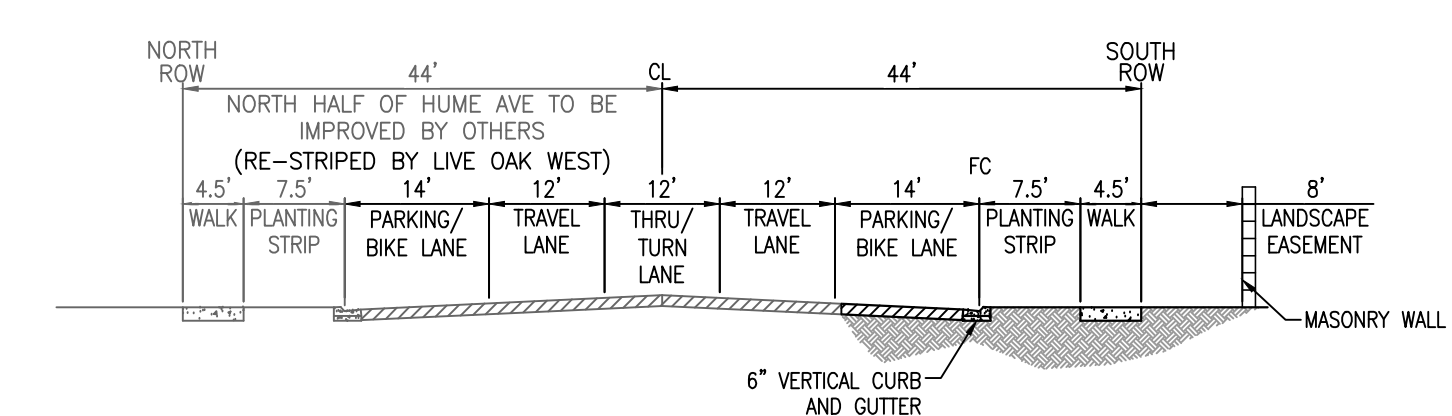
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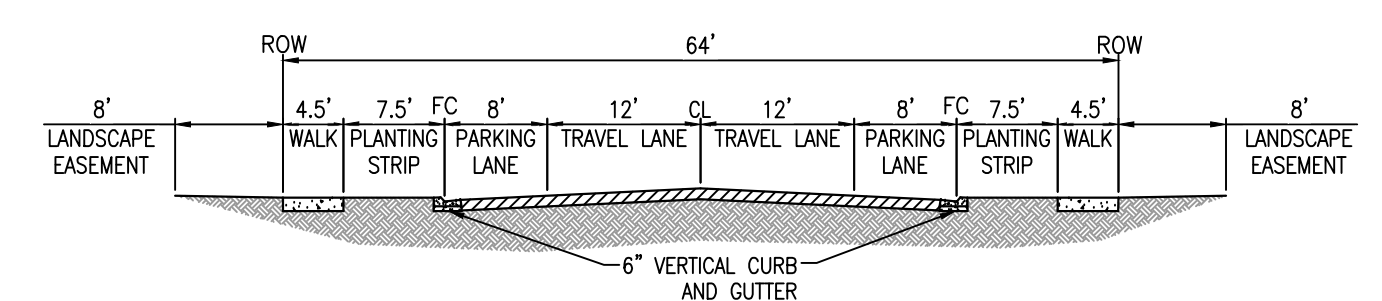
110' HOUSTON AVENUE (CROSS SECTION A OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.3 OF THE LIVE OAK MASTER PLAN
N.T.S.



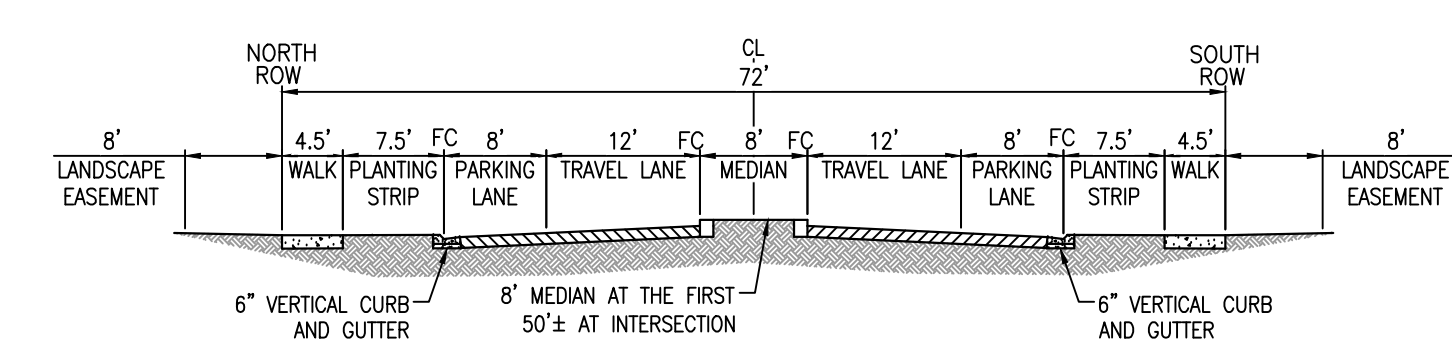
100' ARTERIAL STREET (CROSS SECTION B OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.4 OF THE LIVE OAK MASTER PLAN
N.T.S.



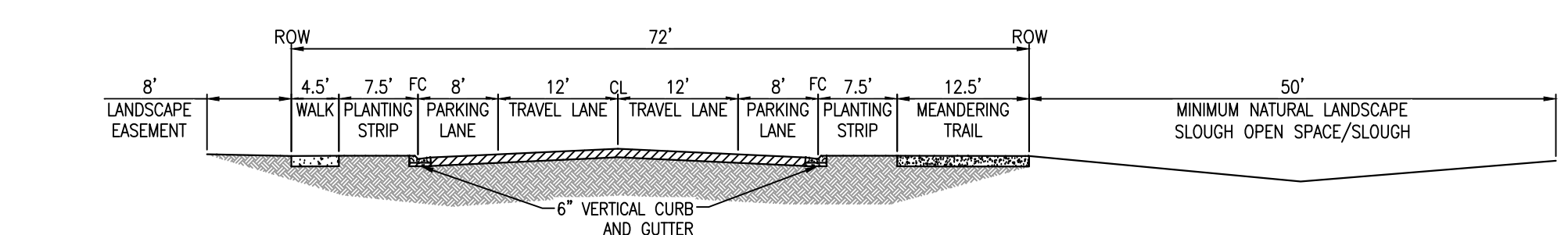
88' MAJOR COLLECTOR STREET (MODIFIED CROSS SECTION C OF THE LIVE OAK MASTER PLAN)
HUME AVENUE WEST OF THE PEOPLES DITCH
REFERENCE FIGURES 4-2 & 4.5 OF THE LIVE OAK MASTER PLAN
N.T.S.



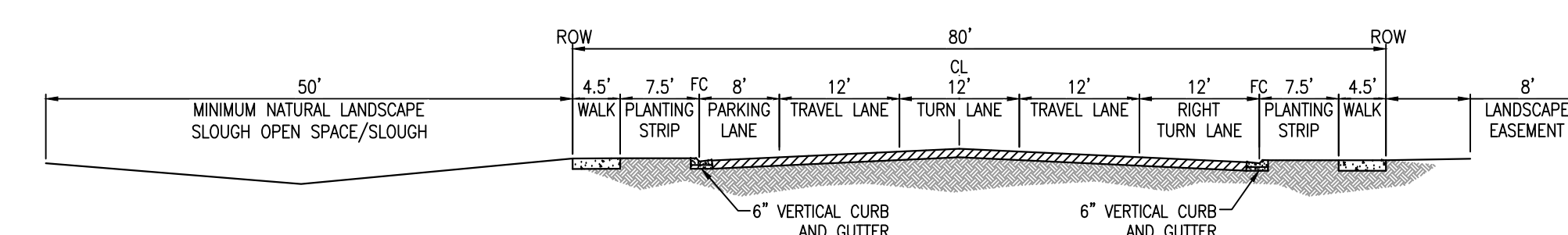
64' ENTRY MINOR COLLECTOR STREET (CROSS SECTION D OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.7 OF THE LIVE OAK MASTER PLAN
N.T.S.



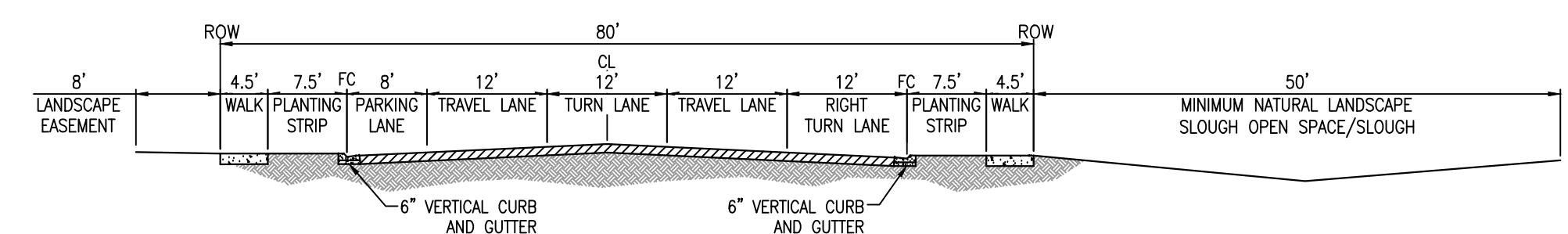
72' ENTRY MINOR COLLECTOR STREET (MODIFIED CROSS SECTION D1 OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.13 OF THE LIVE OAK MASTER PLAN
N.T.S.



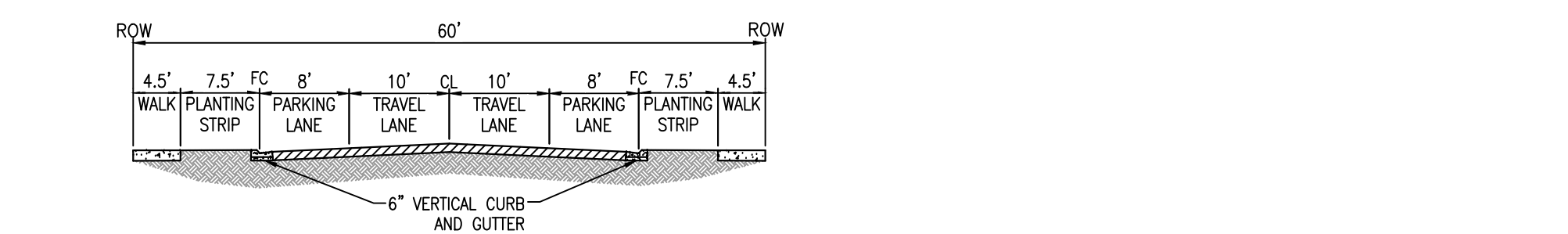
72' MINOR COLLECTOR AT SLOUGH (CROSS SECTION F OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.9 OF THE LIVE OAK MASTER PLAN
N.T.S.



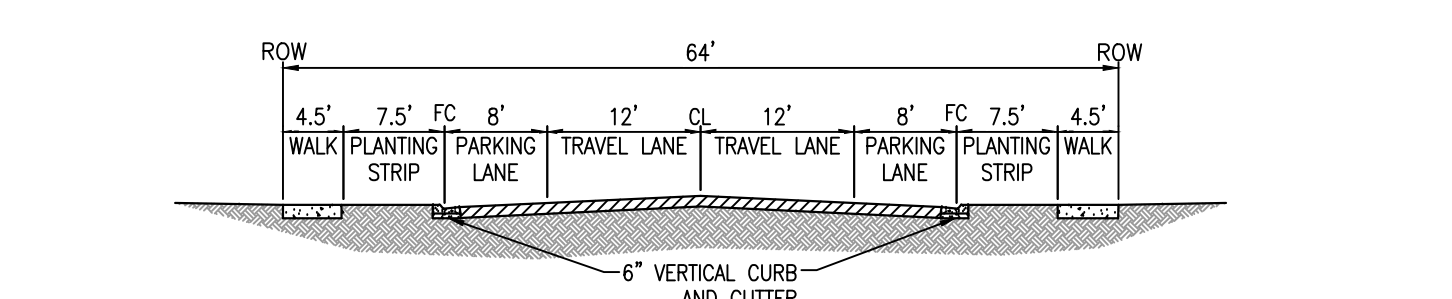
80' MINOR COLLECTOR AT SLOUGH (MIRRORED CROSS SECTION F-1 OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.14 OF THE LIVE OAK MASTER PLAN
N.T.S.



80' MINOR COLLECTOR AT SLOUGH (CROSS SECTION F-1 OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.14 OF THE LIVE OAK MASTER PLAN
N.T.S.



60' LOCAL STREET (CROSS SECTION G OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.10 OF THE LIVE OAK MASTER PLAN
N.T.S.



64' MINOR PARK COLLECTOR STREET (CROSS SECTION E OF THE LIVE OAK MASTER PLAN)
REFERENCE FIGURES 4-2 & 4.8 OF THE LIVE OAK MASTER PLAN
N.T.S.



REVISIONS	DATE	APPROVED
NO.	DESCRIPTIONS	

VESTING TENTATIVE SUBDIVISION MAP 909
TYPICAL CROSS SECTIONS
LIVE OAK WEST
HANFORD
CALIFORNIA

North Star Engineering Group Inc.
• CIVIL ENGINEERING • SURVEYING • PLANNING •
620 12th Street Modesto, CA 95354
(209) 524-3525 Phone (209) 524-3526 Fax

JOB #: 14-1368
DATE: 05/07/2020
SCALE: AS SHOWN
DRAWN: TM
DESIGNED: ITC
CHK'D: JPD

SHEET NUMBER

TM1.2

[illegible]

VESTING TENTATIVE SUBDIVISION MAP 909 BOUNDARY AND INFRASTRUCTURE SHEET

LIVE OAK WEST

Attachment: Attachment 6 - Vesting Tentative Tract 909 (CD: Live Oak Development Amendment 2)

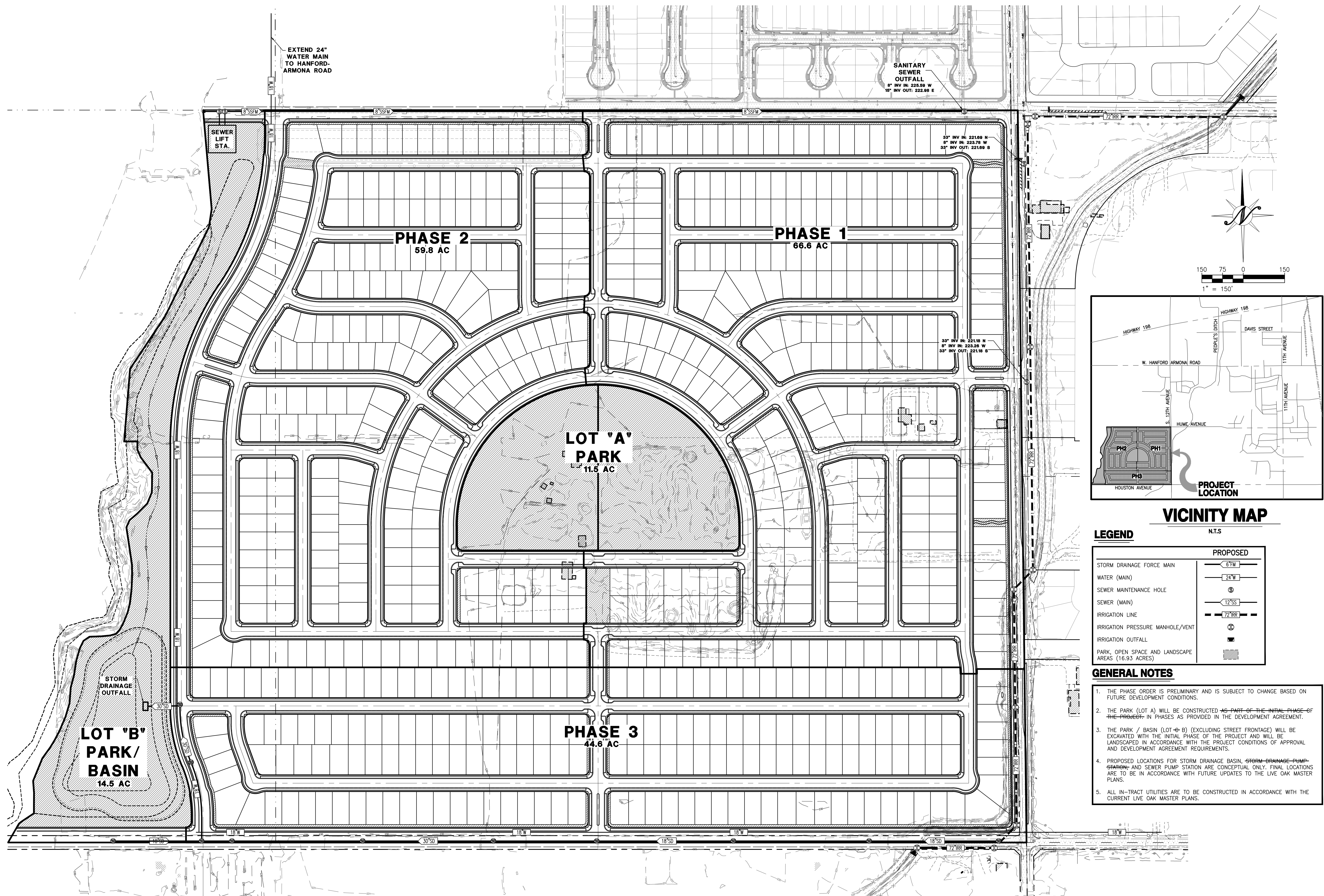
NorthStar
Engineering Group, Inc.

• CIVIL ENGINEERING • SURVEYING • PLANNING •
620 12th Street Modesto, CA 95354
(209) 524-3525 Phone (209) 524-3526 Fax

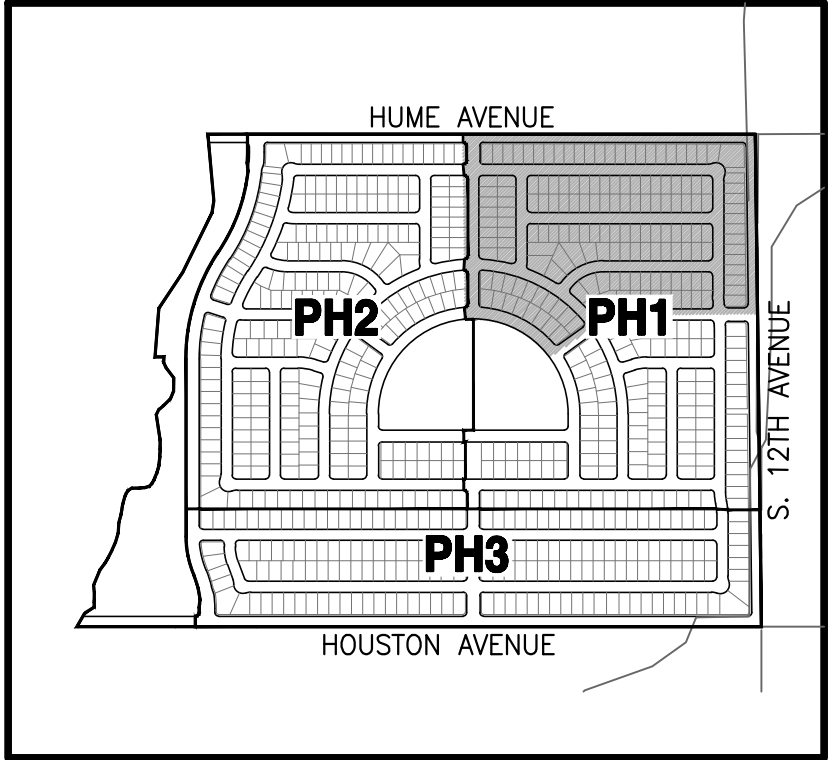
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CHK'D:	APD

SHEET
NUMBER

TM2.1

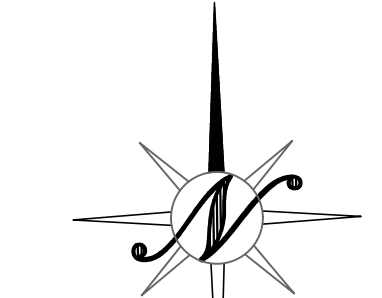


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KEY MAP

N.T.S



LEGEND

	EXISTING	PROPOSED
PHASE LINE	N/A	---
BOUNDARY LINE	---	---
SECTION LINE	---	N/A
BARBED WIRE FENCE	---	N/A
WOOD FENCE	---	N/A
CHAIN LINK FENCE	---	N/A
TREES	---	N/A
TREE CLUSTERS	---	N/A
1' CONTOURS	---	N/A
ASPHALT	---	N/A
POWER POLE	PP	N/A
STRUCTURE	---	N/A
MASONRY WALL	---	N/A
CURB, GUTTER AND SIDEWALK	---	---

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NO.	REVISIONS	DATE	APPROVED
	DESCRIPTIONS		

VESTING TENTATIVE SUBDIVISION MAP 909
PHASE 1 NORTH
LIVE OAK WEST

CALIFORNIA

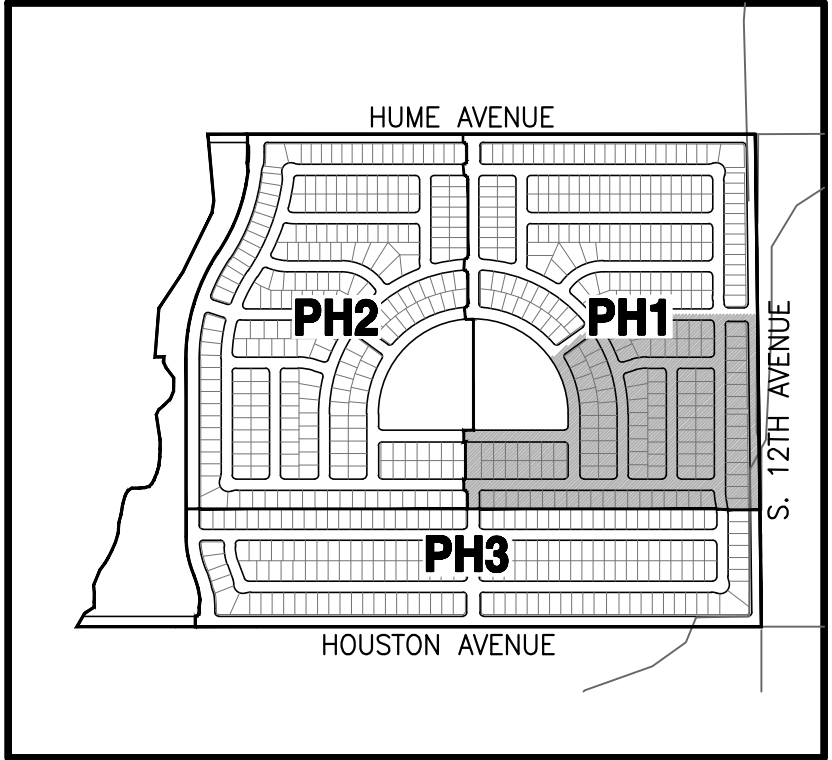
HANFORD



JOB #:	14-1368
DATE:	05/07/2020
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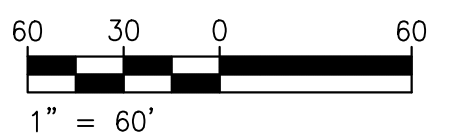
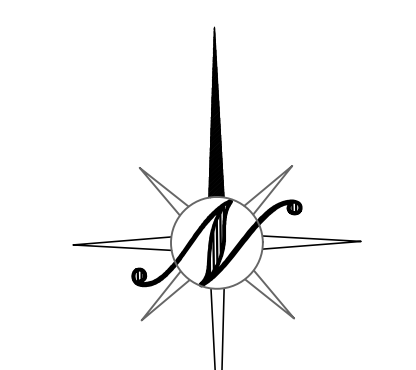
SHEET NUMBER

TM3.1



KEY MAP

N.T.S.



LEGEND

	EXISTING	PROPOSED
PHASE LINE	N/A	---
BOUNDARY LINE	---	---
SECTION LINE	---	N/A
BARBED WIRE FENCE	X-X	N/A
WOOD FENCE	o-o	N/A
CHAIN LINK FENCE	o-o	N/A
TREES	o	N/A
TREE CLUSTERS	o	N/A
1' CONTOURS	230'	N/A
ASPHALT	PP	N/A
POWER POLE	PP	N/A
STRUCTURE	PP	N/A
MASONRY WALL	PP	N/A
CURB, GUTTER AND SIDEWALK	PP	N/A

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NO.	REVISIONS	DATE	APPROVED
	DESCRIPTIONS		

VESTING TENTATIVE SUBDIVISION MAP 909
PHASE 1 SOUTH
LIVE OAK WEST

CALIFORNIA

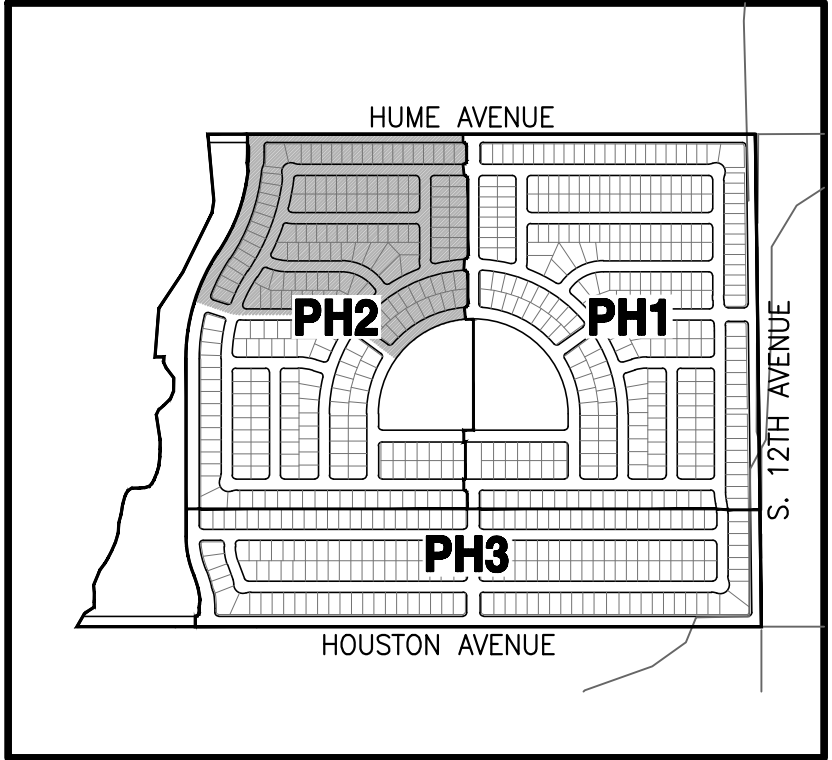
HANFORD

Northstar
Engineering Group, Inc.
CIVIL ENGINEERING • SURVEYING • PLANNING
620 12th Street
Modesto, CA 95354
(209) 524-3525 Phone (209) 524-3526 Fax

JOB #: 14-1368
DATE: 05/07/2020
SCALE: AS SHOWN
DRAWN: TM
DESIGN: ITC
CHK D: APD

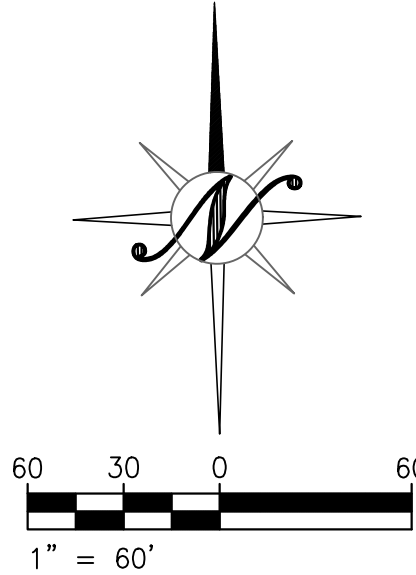
SHEET
NUMBER

TM3.2



KEY MAP

N.T.S.



LEGEND

	EXISTING	PROPOSED
PHASE LINE	N/A	---
BOUNDARY LINE	---	---
SECTION LINE	---	N/A
BARBED WIRE FENCE	---	N/A
WOOD FENCE	---	N/A
CHAIN LINK FENCE	---	N/A
TREES	---	N/A
TREE CLUSTERS	---	N/A
1' CONTOURS	---	N/A
ASPHALT	---	N/A
POWER POLE	PP	N/A
STRUCTURE	---	N/A
MASONRY WALL	---	N/A
CURB, GUTTER AND SIDEWALK	---	---

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NO.	DATE	APPROVED	REVISIONS
			DESCRIPTIONS

VESTING TENTATIVE SUBDIVISION MAP 909
PHASE 2 NORTH
LIVE OAK WEST

CALIFORNIA

HANFORD

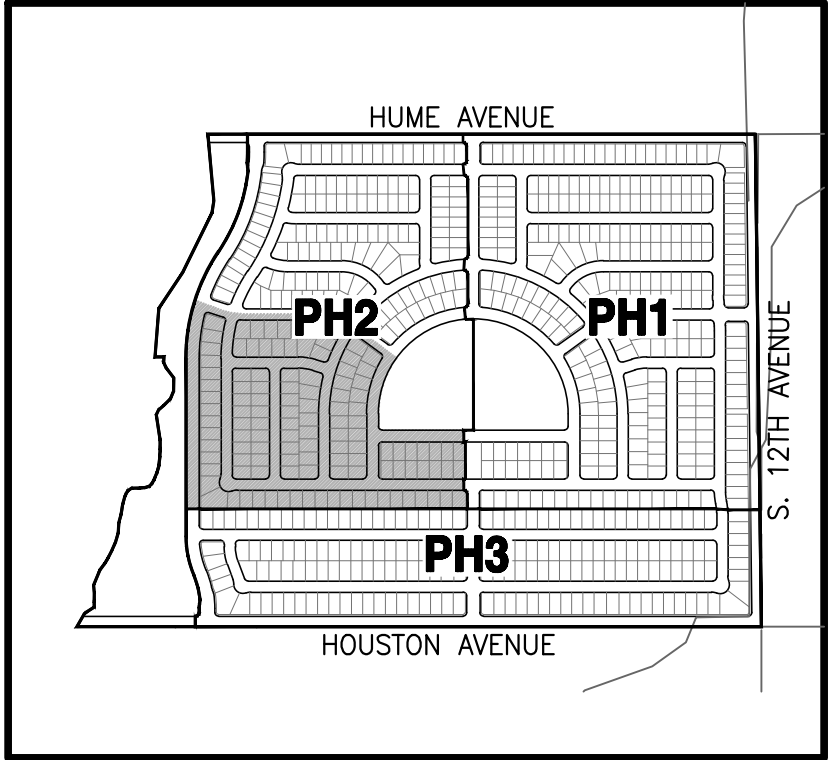
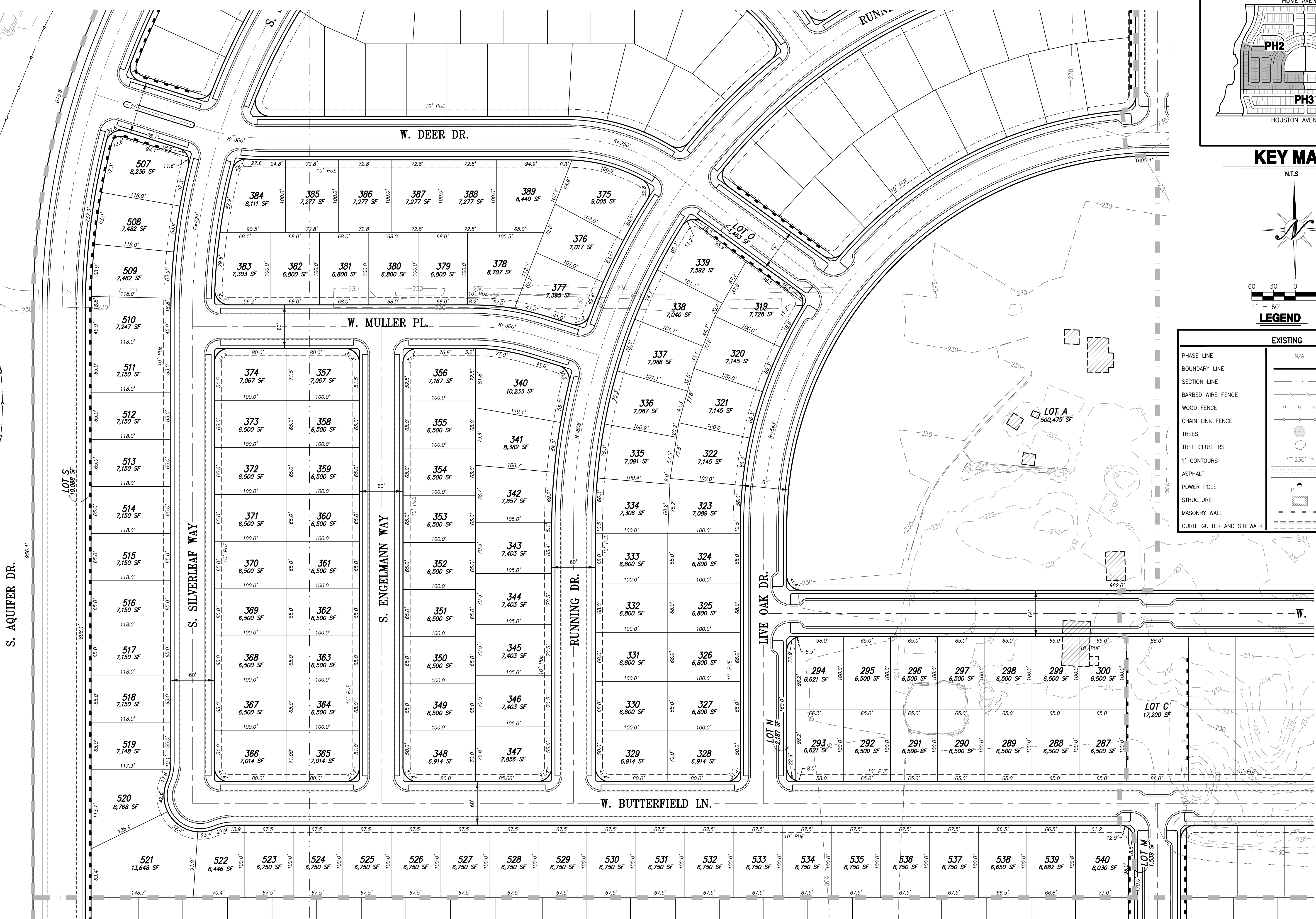


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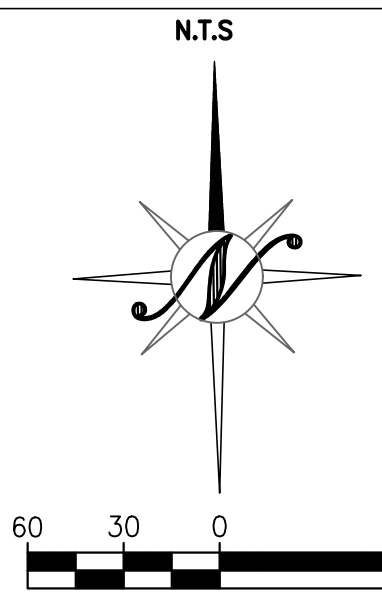
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DATE: 05/07/2020
SCALE: AS SHOWN
DRAWN: TM
DESIGN: ITC
CHK'D: APD



KEY MAP



LEGEND

	EXISTING	PROPOSED
PHASE LINE	N/A	---
BOUNDARY LINE	---	---
SECTION LINE	---	N/A
BARBED WIRE FENCE	---	N/A
WOOD FENCE	---	N/A
CHAIN LINK FENCE	---	N/A
TREES	---	N/A
TREE CLUSTERS	---	N/A
1' CONTOURS	---	N/A
ASPHALT	---	N/A
POWER POLE	PP	N/A
STRUCTURE	---	N/A
MASONRY WALL	---	N/A
CURB, GUTTER AND SIDEWALK	---	---

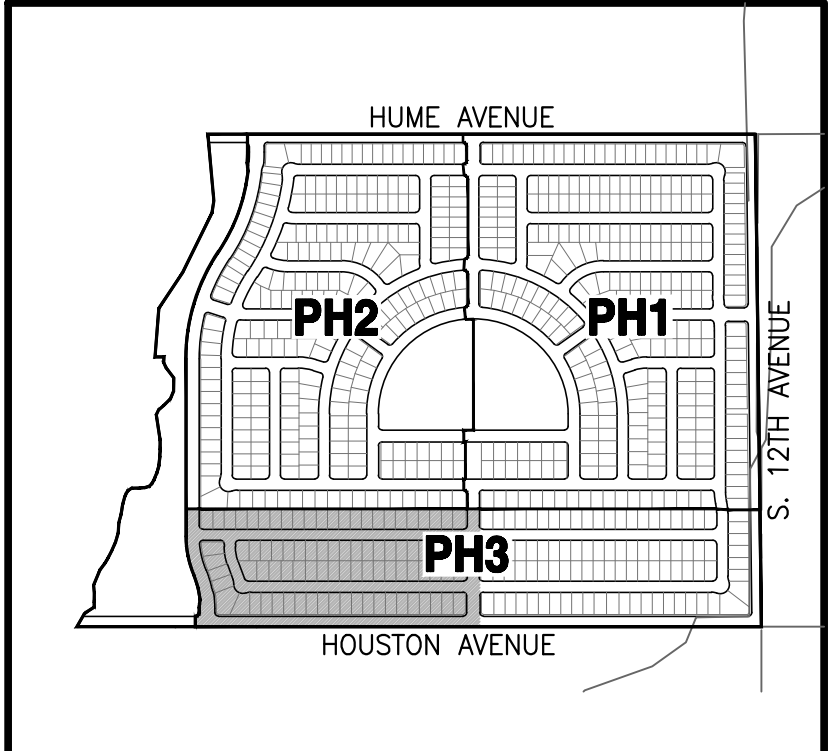
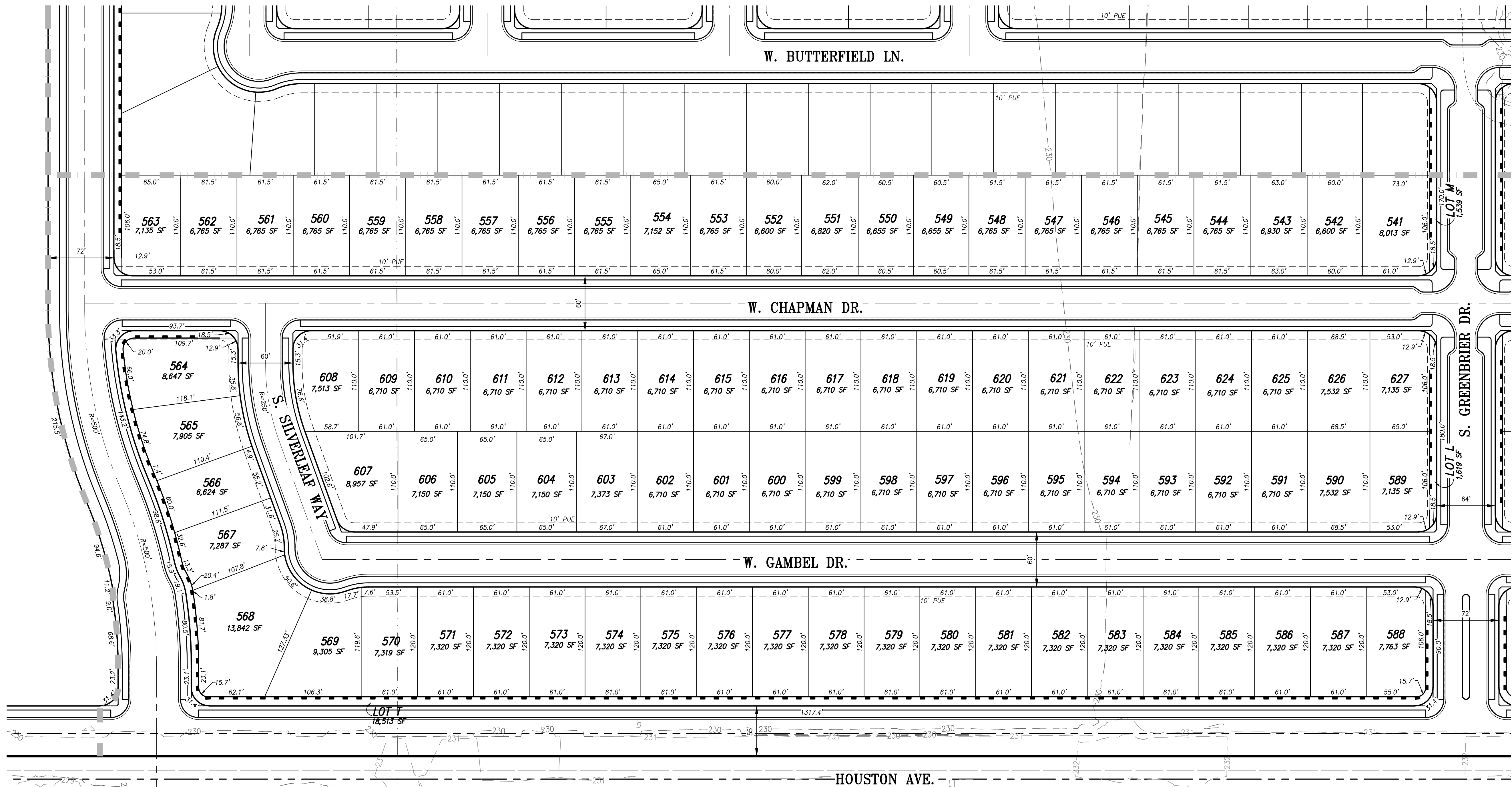
VESTING TENTATIVE SUBDIVISION MAP 909
PHASE 2 SOUTH
LIVE OAK WEST

NorthStar
Engineering Group Inc.
CIVIL ENGINEERING • SURVEYING • PLANNING
620 12th Street
Modesto, CA 95354
(209) 524-3525 Phone (209) 524-3526 Fax

JOB #: 14-1368
DATE: 05/07/2020
SCALE: AS SHOWN
DRAWN: TM
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CHK'D: APD

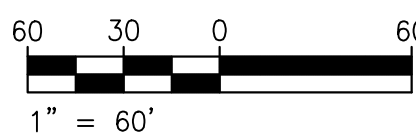
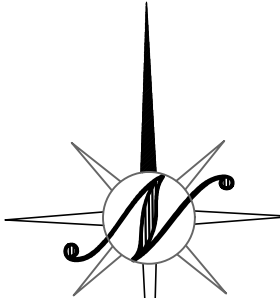
SHEET
NUMBER

TM3.4



KEY MAP

N.T.S.



FOR CONTINUATION
(SEE SHEET TM3.6)

LEGEND

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BOUNDARY LINE	---	---
SECTION LINE	---	N/A
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WOOD FENCE	---o---	N/A
CHAIN LINK FENCE	---o---	N/A
TREES	---o---	N/A
TREE CLUSTERS	---o---	N/A
1' CONTOURS	---o---	N/A
ASPHALT	---o---	N/A
POWER POLE	PP	N/A
STRUCTURE	---o---	N/A
MASONRY WALL	---o---	N/A
CURB, GUTTER AND SIDEWALK	---o---	N/A

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NO.	REVISIONS	DATE	APPROVED
	DESCRIPTIONS		

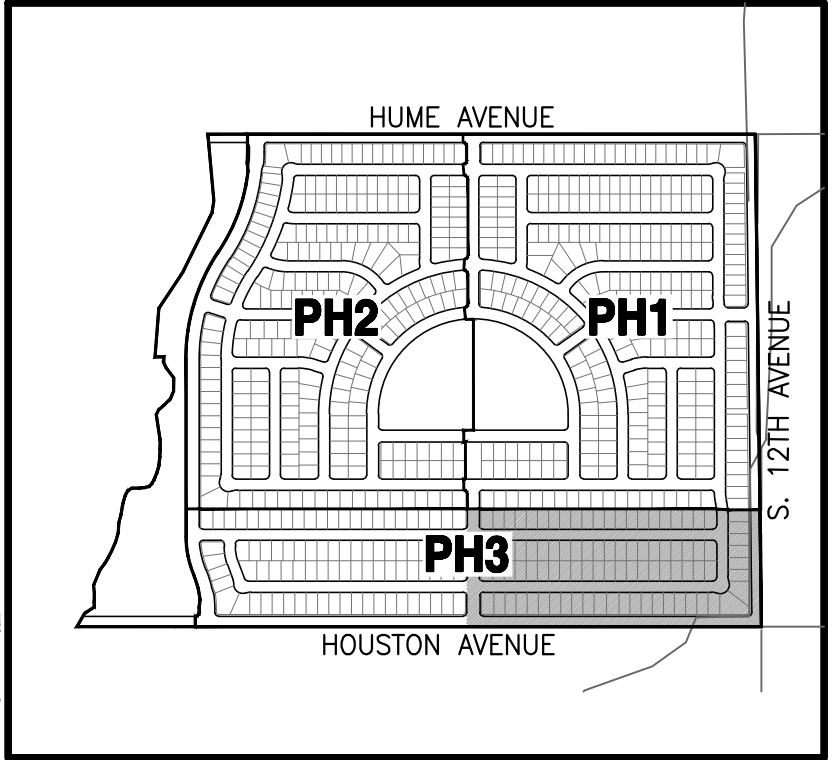
VESTING TENTATIVE SUBDIVISION MAP 909
PHASE 3 WEST
LIVE OAK WEST
HANFORD CALIFORNIA



JOB #: 14-1368
DATE: 05/07/2020
SCALE: AS SHOWN
DRAWN: TM
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CHK'D: JPD

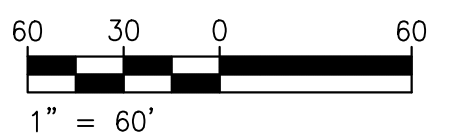
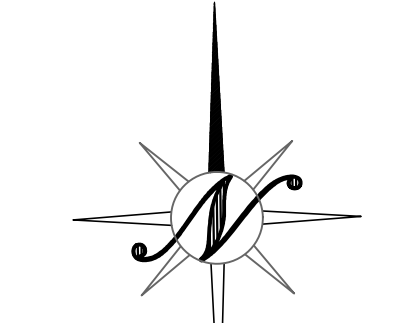
SHEET
NUMBER

TM3.5



KEY MAP

N.T.S.



LEGEND

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SECTION LINE	---	N/A
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WOOD FENCE	---o---	N/A
CHAIN LINK FENCE	---o---	N/A
TREES	---o---	N/A
TREE CLUSTERS	---o---	N/A
1' CONTOURS	---o---	N/A
ASPHALT	---o---	N/A
POWER POLE	PP	N/A
STRUCTURE	---	N/A
MASONRY WALL	---	---
CURB, GUTTER AND SIDEWALK	---	---

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REVISED	APPROVED	DATE	DESCRIPTIONS
NO.			

VESTING TENTATIVE SUBDIVISION MAP 909
PHASE 3 EAST
LIVE OAK WEST

CALIFORNIA

HANFORD



JOB #:	14-1368
DATE:	05/07/2020
SCALE:	AS SHOWN
DRAWN:	TM
DESIGN:	ITC
CHK'D:	APD

SHEET NUMBER

TM3.6

Addendum No. 1 to
Live Oak Environmental Impact Report (SCH #2006091015)
For: Modifications to Live Oak Development Agreement (Amendment 2), Modifications to
Planned Unit Development (PUD) No. 2005-04 (Amendment 1), and Modifications to Vesting
Tentative Tract 865, 881, 909 and 912

Overview

On September 15, 2009, the City of Hanford City Council reviewed the Live Oak Development project, for which an Environmental Impact Report (SCH #2006091015) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources, Air Quality, and Energy Conservation and Climate Change. A Notice of Determination was filed with Kings County on September 18, 2009. A request to modify the project, as described below, was received by the City of Hanford on September 30, 2019:

Modifications to Live Oak Development Agreement: a request to modify the existing Development Agreement for the Live Oak Development.

Modifications to Planned Unit Development (PUD) No. 2005-04: a request to modify the PUD to delete requirements for affordable housing units, amend the goals and policies of the Live Oak Master Plan, and allow for increased lot density within a portion of the development.

Modifications to Vesting Tentative Tract 865, 881, and 912: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement.

Modifications to Vesting Tentative Tract 909: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement; modify language regarding park improvements consistent with the Development Agreement; and increase the number of residential lots from 642 to 719 units.

Location: The project is generally located in the southwest quadrant of the City of Hanford, east of 13th Avenue, west of 11th Avenue, north of Houston Avenue. APN (011-040-017 to -020; 011-110-016, -022, -029, and 030; 011-540-001 through -099).

Addendum to an EIR:

According to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162, calling for preparation of a subsequent EIR have occurred.

Section 15162: When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project, unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration

due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

The changes proposed to the Live Oak Development have been analyzed to verify that a subsequent EIR is not warranted, as none of the circumstances requiring a subsequent EIR, identified in Section 15162, have been met; therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the EIR (SCH #2006091015) would adequately address the amendments proposed under this project.

Purpose of an Addendum

The purpose of this addendum is to demonstrate that the changes proposed by the project would not result in any of the conditions under which a subsequent Environmental Impact Report (EIR) or Negative Declaration would be required pursuant to Public Resources Code Section 21166 or CEQA Guidelines Sections 15162 and 15164.

CEQA and the CEQA Guidelines establish the type of environmental documentation that is required when changes to a project occur or new information arises after an EIR is certified or a Negative Declaration adopted for a project. CEQA Guidelines Section 15162 establishes criteria for determining whether more detailed information, such as the preparation of a Subsequent or Supplemental EIR, is needed, and Section 15164 defines the appropriate use of addendums to previous EIRs and negative declarations.

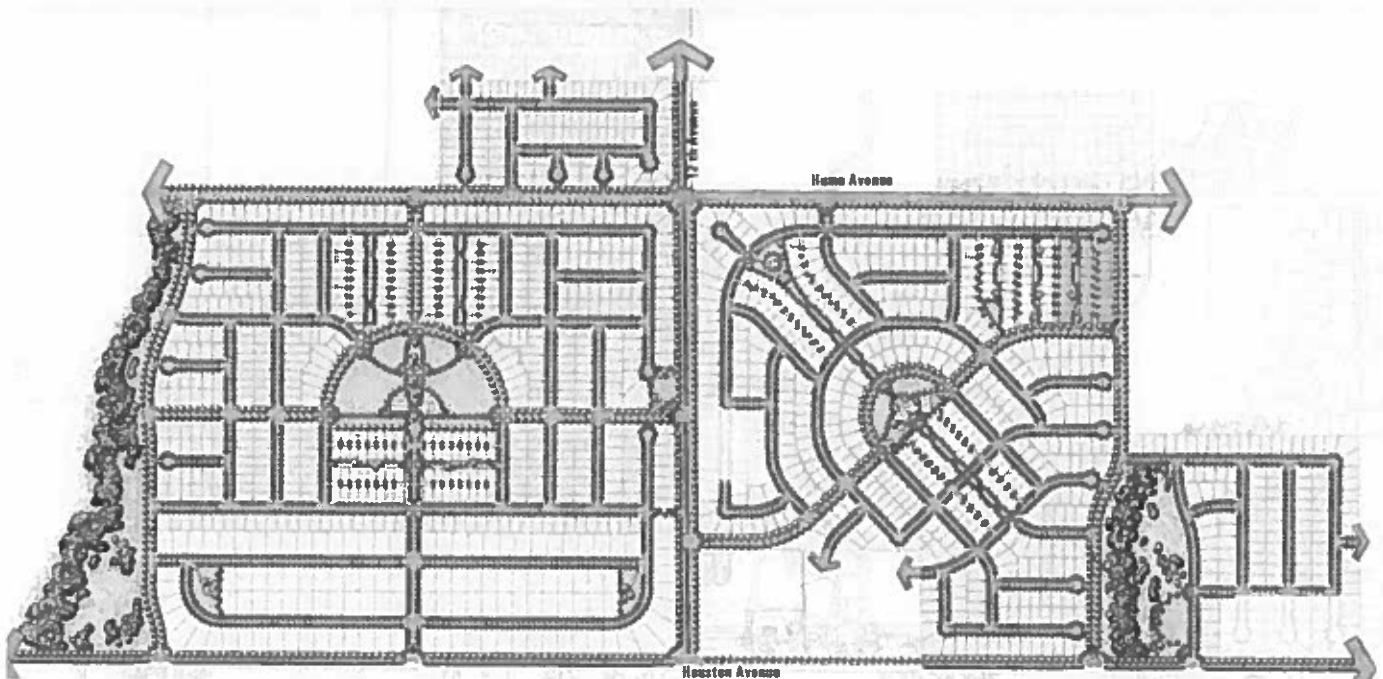
The following analysis demonstrates that the amendments proposed under the project described herein do not raise any new environmental issues and requires only minor changes or additions to the previous EIR/Notice of Determination to satisfy the requirements of CEQA.

Project Description

Live Oak Development – Original Project Summary: The Live Oak Residential Project proposal covered approximately 390 ± acres within the Hanford City Limits. The applicant (at the time MMV Development, LLC) sought approval of the City of Hanford for a Planned Unit Development proposal, Vesting Tentative Subdivision Maps, a Development Agreement, and construction of infrastructure improvements to support the full development of the Project.

The Project proposed to construct 1,560 dwelling units in a range of housing and lot types. The proposed units included single family and multi-family configurations, as well as, park facilities and open space. Single Family lot sizes were planned to range from a minimum of 12,000 square feet (sq. ft.) in the areas designated Very Low Density Residential to 3,200 sq. ft. in the areas designated Low Density Residential, and 4,000 sq. ft. for single family homes in the areas designated Medium Density Residential. In the areas designated Medium Density Residential, two units could be constructed on a minimum 6,000 square foot lot. The single-family residential design included small lot access lane (alley) loaded housing. The non-small lot medium, low, and very low density dwellings proposed to retain a traditional vehicle access, i.e. driveway access via a standard sized street. Parkland was proposed to be provided as part of the Project. The 21 acres of parkland and 31.6 acres of open space/conservation land use were proposed to be linked together via a system of connective linear park and pedestrian trails. The Project proposed to be developed over six phases and was expected to take 5 to 10 years to fully build-out in two phases. New streets were to be constructed, as well as improvements to existing streets and intersections in the Project vicinity. Water, sewer, and other public utilities were proposed to be extended to the Project site. Lone Oak and Sand Sloughs will transport storm drainage water to facilities adjacent to their banks and become part of the overall drainage facility consistent with the City General Plan and Master Drainage Plan. The City owns and/or has drainage easements in Sand Slough south of Houston Avenue where peak drainage water will be discharged. The Project proposed an option for the The Hanford Elementary School District to build a 14-acre school site within the Plan Area. This school facility would be a K-6 facility, and service students in and near the Plan Area Boundary. Also Armona Union School District had an option to build a school within the Plan Area.

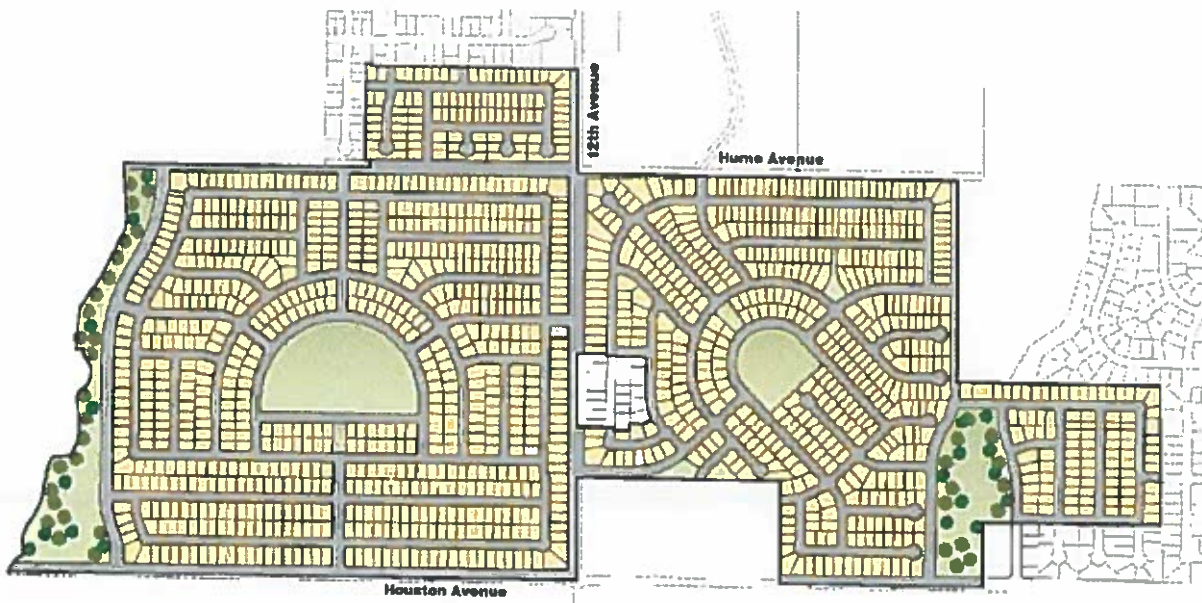
Master Plan



Revised Project Summary – Including Changes Requested:

The Live Oak Residential Project proposal covers approximately 390± acres of within the Hanford City Limits. The applicants are seeking approval of the City of Hanford for changes to the Master Plan, Planned Unit Development, Vesting Tentative Subdivision Map conditions of approval, Vesting Tentative Tract 909, and the Development Agreement.

The changes proposed to the project will result in the construction of 1,396 dwelling units in a range of housing and lot types. These units will include single family configurations, as well as park facilities and open space. Parkland is proposed to be provided as part of the Project. TNew streets will be constructed as well as improvements to existing streets and intersections in the Project vicinity. Water, sewer, and other public utilities will be extended to the Project site. Lone Oak and Sand Sloughs will transport storm drainage water to facilities adjacent to their banks and become part of the overall drainage facility consistent with the City General Plan and Master Drainage Plan. The City owns and/or has drainage easements in Sand Slough south of Houston Avenue where peak drainage water will be discharged.



Impact Analysis

Aesthetics

No greater Impact than identified in EIR – Less than significant with mitigation incorporation

- 1) **Less than Significant Impact**– The changes proposed to the Live Oak Development will not result in a further impact to aesthetics, obstruction of a scenic vista, or otherwise adversely impact the area aesthetically. While the overall development of the Live Oak Master Plan will represent a change in the viewscape from agricultural field to urban residential, the Live Oak Master Plan proposes design guidelines and standards for development that have been adopted as part of the Planned Unit Development approval. Changes to the project will not interfere with the proposed design guidelines.

The proposed Project is adjacent to and incorporates two slough remnants (Lone Oak and Sand Sloughs). These slough remnants have been highly disturbed and are proposed to be

enhanced by the Project and become part of the Project's infrastructure and open space amenities consistent with the General Plan policies.

Live Oak Master Plan indicates that the sloughs are riparian woodland areas that should be enhanced by removal of debris and buffered from development. The sloughs can also provide trails for pedestrians and bicyclists along their edges. Within the Plan area boundary, pedestrian paths are located on the east side of Lone Oak Slough and the west side of Sand Slough within a 50-foot easement. These paths shall have connections to surrounding residential neighborhoods by local streets and day-lighted cul-de-sacs. The use of dead end cul-de-sacs is prohibited along the slough. Material for pedestrian paths shall be of concrete material, or porous material that maintains the rural characteristic of the sloughs. It is important to keep these areas as natural as possible. Only open or rail fencing should be used along the sloughs.

Open Space Sloughs/Pedestrian Paths Standards proposed in the Live Oak Master Plan (Section 5.5.1) are as follows:

- a) Pedestrian paths shall be located adjacent to streets parallel to open space sloughs.
- b) Trails shall be composed of concrete or porous material.
- c) Limited lighting and open rail fencing shall be used to maintain a rural characteristic.
- d) Parkways shall be well lit; lights shall be consistent with the Community lighting Guidelines in Chapter 3 of the Live Oak Master Plan.

The Hanford General Plan EIR confirms that there are no scenic resources present on the site or adjacent to the site. However, the Lone Oak and Sand Slough remnants could be considered scenic resources by some members of the community. The conversion of the slough remnants into drainage facilities in a manner that the visual character of the slough is improved was evaluated in the Live Oak EIR and considered a less than significant impact provided that the Master Plan design standards are implemented.

- 2) **Less than Significant Impact**– Based on a site inspection of the Project area, there were no visually distinguishing resources on and/or adjacent to the Project site. There are no scenic highways in the vicinity. Topography is flat and has been leveled. Soils consist of light brown sandy silty loams. Vegetation within the Project area is predominately characterized by active agriculture operations with a mix of irrigated row crops, walnut orchard, and grazing land located east of the Hume Avenue and 12th Avenue intersection. Two slough remnants form portions of the eastern and western boundary (Lone Oak and Sand Slough). These two slough remnants are planned to be converted to stormwater basins by the Hanford General Plan and Live Oak Master Plan in a manner so that the visual character of the sloughs is improved. The Master Plan proposes to incorporate the slough remnants into drainage basins that are surrounded by maintained and improved open space and recreational facilities. While this concept represents a change to the existing environment, in many ways it also represents a substantial improvement to the visual quality of the sloughs. The Project changes proposed herein do not propose a change to the slough remnant development as basins.
- 3) **Less than Significant Impact**: The site is agricultural land at the southwestern margin of the City. The site is bordered on the east by urban residential development. Construction of the proposed Project would result in the conversion of agricultural land to urban scale land use which would transform the existing character of the site. The General Plan anticipates the site being developed to an urban setting.

The Hanford General Plan has designated the Project area for Low-Density Residential development and Open Space. The proposed Live Oak Master Plan is consistent with this

designation and the existing R-L-5 Low-Density Residential, PF Public Facility, and CO Conservation zoning with the adoption of a Planned Unit Development overlay. The Project changes proposed would not affect the existing land use character of the area. The Live Oak Master Plan provides for design standards to minimize the visual impact of urban scale development emphasize neighborhood design elements – changes to the Live Oak project will not impact design standards which minimize the visual impact of urban scale development and emphasize neighborhood design elements.

- 4) **Less than Significant Impact:** The changes proposed to the Live Oak Development will not further introduce new sources of urban nighttime lighting in the area, beyond the impact analyzed in the Live Oak EIR.

The City's development standard requires shielding of lighting to minimize spill over lighting on to neighboring parcels. The Live Oak Master Plan includes the following design standards to minimize the impact of night lighting:

3.8 Neighborhood Lighting:

Lighting standards respond to the need for safe, secure, and well lit streets, while encouraging pedestrian-scaled thematic lighting in key areas. Lighting is encouraged to contribute to the character of the Plan Area. Unobtrusive lighting, with its ability to provide soft, down-lit pockets of light, is required.

3.8.1 Neighborhood Lighting Design Guidelines

- a. Efficient lighting patterns that minimize glare and avoid lighting pollution should be utilized.
- b. Use of accent lighting to highlight features such as entries, trails, and accent landscaping is strongly encouraged.
- c. Street lighting shall occur at all traffic intersections, and at regularly spaced intervals along public Rights-of-Way to provide safety for motorists and pedestrians.
- d. Cobra style street lamps shall be limited to arterial streets and major collector streets (i.e. Hume Avenue).
- e. Lighting performance standards shall meet those set forth by the Hanford Department of Public Works.
- f. Lighting fixtures should be coordinated throughout the Plan Area and be consistent with architectural elements within neighborhoods.
- g. Ornamental lighting of rural character within open space shall be placed at entrances of trails to help maintain an agricultural environment.
- h. Ornamental street lighting shall utilize fixtures and poles available from Southern California Edison (SCE). e following combinations should be utilized:
 - For park areas: Glendora Sidewalk Pole with Acorn Pole Top Fixture - 10 feet tall
 - For residential and minor collector streets: Glendora Sidewalk Pole with Acorn Pole Top Fixture - 18 feet tall.

Agriculture Resources

No greater Impact than identified in EIR for which a Statement of Overriding Considerations was adopted for the impacts to Agricultural Resources

Agriculture and Forestry Resources:

The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and includes mitigation measures to reduce those impacts, however, impacts to agricultural lands remain significant and unavoidable. A Statement of Overriding Considerations was adopted for the impacts to agricultural lands.

Environmental Setting

The City's climate, water availability and proximity to transcontinental transportation routes have made it a premier location for agricultural land development for over a century. Most of the land surrounding the urbanized area of Hanford was converted to agricultural uses over a century ago, leaving very little undisturbed natural landscape.

A majority of Prime Farmland is shown toward the northern and western portions of the study Area. Farmland of Statewide Importance is located on portions of land toward the southern edge of the Study Area. The acreage total for Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within the Study and Planned Areas is categorized as follows:

**Table 4.2-1
Farmland Mapping and Monitoring Program**

Area	Prime Farmland (Acres)	Farmland of Statewide Importance (Acres)	Unique Farmland (Acres)	Total (Acres)
Planned Area	877	1,724	105	2,705
Study Area (Excluding Planned Area)	10,280	7,495	380	18,157
Total (Study Area)	11,157	9,219	485	20,862

There are 3,056 acres of land currently subject to a Williamson Act contract within the Planned Area and 16,299 acres of land currently subject to a Williamson Act contract within the Study Area. There are 335 acres currently under non-renewal and are scheduled to be removed from the provisions of the Williamson Act in the Planned Area.

There are no forest lands found within the Study Area, as defined by Public Resources Code Section 12220 (g), which defines such areas as "land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allow for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." There is also no "timberland" found in the Study Area, as defined by the Public Resources Code Section 4526, which defines such areas as "land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."

Build-out of the General Plan would result in significant and unavoidable impacts to farmland conversion and conflicts with land under Williamson Act land use contracts. Thus, the overall impact of full-build out of the General Plan would be cumulatively significant and unavoidable.

Significance Criteria

The Project may result in significant impacts to agricultural resources since the project results in the removal of lands designated as prime farmland by the Department of Conservation.

Checklist Discussion:

- a) **Less than Significant Impact:** A Statement of Overriding Considerations was adopted by the City Council on September 15, 2009 for the significant and unavoidable impacts to Agriculture from the Live Oak Master Plan/Residential Project. The proposed changes to the project will not further impact Agricultural Resources. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

The project is located within an area listed as Prime Farmland and Farmland of Statewide Importance. The Live Oak Master Plan and Live Oak Residential Project will be constructed in phases. Such phasing will allow continued agricultural operations until such time as development occurs. In the mid 1990's the City acquired 1,600 acres south of the City that will remain in agricultural use. This land receives irrigation water from the City of Hanford and the City leases this land for agricultural use. Between the time this land was acquired and the annexation of the Project is a part approximately 1,400 acres of land has been added to the City and removed from agricultural production.

The City is surrounded by Prime Farmland and Farmland of Statewide Importance. Any growth beyond the City Limits will involve the use of potentially prime farmland. Nevertheless, the loss of agricultural land is considered a significant impact and remains significant and unavoidable as recognized by the Hanford General Plan. If the Project is to be approved, it will require a statement of overriding considerations.

The impact to farmland will remain significant and unavoidable. The City finds that there are no other feasible mitigation measures beyond those that have been implemented in the acquisition of agricultural land on the southwest side of the city and provided treated water for crop irrigation purposes.

Mitigation Measure: That a right-to farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the project area are aware of the adjacent agricultural uses and their right to continue to operate.

- b) **Less than significant impact** – The property is within the City limits and designated for urban development, in accordance with the General Plan. The project site is zoned R-L-5 Low-Density Residential, PF Public Facility, and CO Conservation. The property is not within a Williamson Act Contract.
- c) **No impact** – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact.
- d) **No Impact** – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be no impact.

- e) No Impact – The changes proposed to the Live Oak Development project do not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Conclusion: No further impact is anticipated beyond the impact analyzed in the Live Oak EIR, for which a Statement of Overriding Considerations was adopted for the impact of the Live Oak Development project on Agricultural Resources.

Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department of Conservation Farmland Mapping and Monitoring Program – Kings County Map (2016); Live Oak Master Plan/Residential Project EIR (SCH #2006091015).

Air Quality

Conclusion: No further impact is anticipated beyond the impact analyzed in the Live Oak EIR, for which a Statement of Overriding Considerations was adopted for the impact of the Live Oak Development project on Air Quality.

See the Air Quality report attached – **Exhibit A.**

Biological Resources

Conclusion: Impacts of the changes proposed to the Live Oak Development on Biological Resources are anticipated to be less than significant. No further impact is anticipated beyond the impact analyzed in the Live Oak EIR, for which impacts to Biological Resources were determined to be less than significant with the incorporation of mitigation measures.

Environmental Setting

Natural Communities

The natural communities tracked by the California Natural Diversity Database in the Study Area and surrounding vicinity include Valley Sacaton Grassland and Valley Sink Scrub.

Valley Sacaton Grassland is mid-height to three feet tussock-forming grassland dominated by alkali sacaton. The community is fine textured and poorly drained on usually alkaline soils with generally a seasonally high water table or are overflowed during winter flooding. This community was formerly extensive in the Tulare Lake Basin.

There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; however, much has been severely degraded. Less than 1% of the Central Valley's riparian vegetation is in a natural, high-quality condition. Riparian woodlands in the study area are located on the west side of 12th Avenue between Houston and Iona Avenues, and along the west side of 13th Avenue, north of Iona Avenue. They are 30 and 14 acres in size, respectively. Valley oak woodland provides habitat components such as food, cover, nesting sites, and dispersal habitat for a wide variety of wildlife. The large oak trees present in this vegetation community provide nesting opportunities for many birds of prey. Typical wildlife species in this vegetation community include California ground squirrel, western fence lizard, western scrub jay, California quail, northern flicker, northern mockingbird, mourning dove, American kestrel, and red-tailed hawk.

Vegetation within the City of Hanford consists primarily of agricultural crops with little remaining non-agricultural vegetation. Agricultural crops consist of orchard, vineyard, annual dryland and irrigated grain crops, irrigated row and field crops, and some rice production. A good portion of the study area consists of urban development, but an almost equal portion of the study area is agricultural development.

Waters/Wetlands

Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses.

The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford.

Wildlife Corridors

Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another.

Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity.

Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas.

Setting

The Project area has been in a combination of dry farmed, walnut orchard and irrigated agricultural production for a number of years. Current development on the site consists of farm residences, various farm-related structures such as livestock pens and barns, and the Sanchez Feed and Seed store. The majority of the project site is vacant. Two slough remnants are present (Lone Oak and Sand Sloughs) that are proposed by the General Plan to be incorporated into a stormwater drainage system and developed in such a manner that the biological resources will not be significantly impacted.

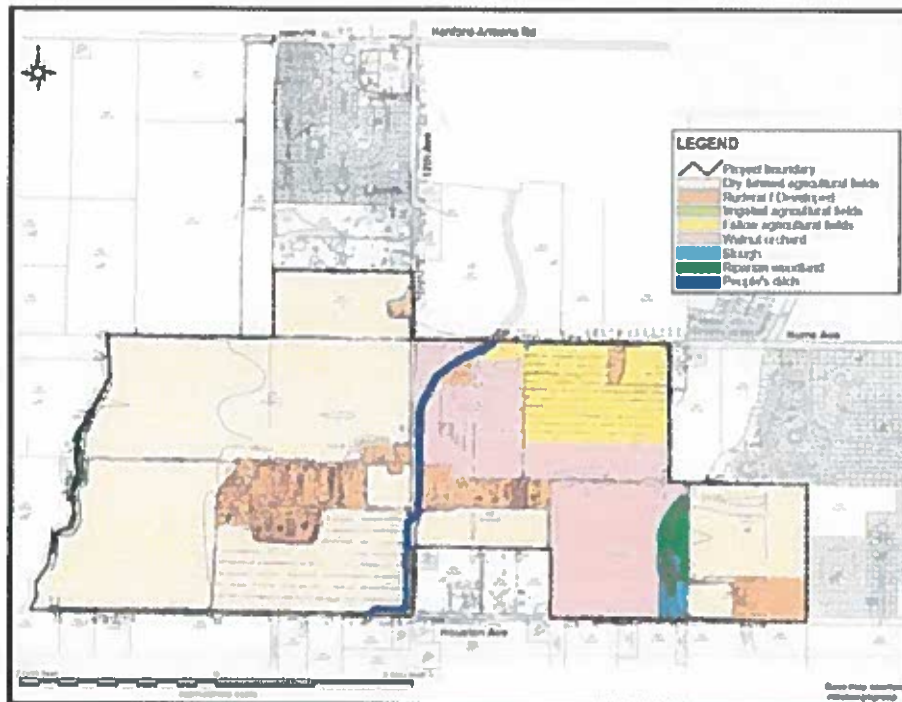
During early consultation from a biological habitat perspective, it was determined that there was a potential for the presence of the valley elderberry longhorn beetle (VELB) a federally threatened species. An analysis was undertaken by Live Oak Associates, Inc. a qualified biologist consulting firm with experience in the San Joaquin Valley and the City of Hanford. The presence of the beetle

and the valley elderberry bush (habitat for the beetle) were assessed in a study prepared by Lone Oak Associates in February 2007.

Biotic Habitats

The majority of the site is vacant or devoted to agricultural uses. These agricultural uses include dry-farmed, irrigated, and fallow fields; walnut orchards; and rural/developed areas consisting of a commercial feed store (Sanchez Feed and Seed), farm residences, and other farm-related structures such as livestock pens and barns. In addition, to the agricultural lands, two sloughs with associated grassland and riparian vegetation occur on the property, and an earthen-banked trapezoidal ditch (People's Ditch) bisects the parcel from north to south along 12th Avenue.

Biotic Habitats in the Live Oak Master Plan Area



Amount of Biotic Habitat in the Live Oak Master Plan Project

Biotic Habitat Definition	Acres in Project	Percent of Total
Dry farmed agriculture fields	233	59.7%
Fallow Agricultural fields	31	7.9%
Ruderal/Developed	42	10.8%
Orchard (Walnut)	71	18.2%
Slough and Riparian Woodland	9	2.3%
Peoples Ditch	4.5	1.2%
Total	390.5	100%

Ruderal: Agriculture

Ruderal is a term that refers to areas that are heavily disturbed by human factors. The majority of the site consists of agricultural fields that are dry-farmed, irrigated or fallow. Crops observed on the site during the field survey include cotton, garlic and hay. These fields support little, if any, native vegetation due to their regular disturbance and typically only provide habitat for non-native grasses and forbs that are adapted to such disturbance. As a result, these fields would provide only marginal habitat for most native wildlife. Nonetheless, some native wildlife species may use the fields of the site and these are described in more detail below.

Common resident avian species likely to forage in the agricultural fields of the site include mourning doves (*Zenaidura macroura*), yellow-billed magpies (*Pica nuttalli*), American crows (*Corvus brachyrhynchos*), and western meadowlarks (*Sturnella neglecta*), as well as mixed flocks of Brewer's blackbirds (*Euphagus cyanocephalus*), brown-headed cowbirds (*Molothrus ater*), and European starlings (*Sturnus vulgaris*).

A number of mammal species may also occur within the agricultural lands of the site. Small mammals such as deer mice (*Peromyscus maniculatus*), California voles (*Microtus californicus*), house mice (*Mus musculus*), and Botta's pocket gopher (*Thomomys bottae*) would occur in fluctuating numbers depending on the available cover in the individual fields. California ground squirrel's (*Spermophilus beecheyi*) have established burrow complexes at the margins of some of the fields and along some of the farm roads. Other small mammals likely to occur from time to time within these fields include black-tailed hares (*Lepus californicus*) and Audubon cottontail rabbits (*Sylvilagus audubonii*).

The presence of birds and small mammals is likely to attract both foraging raptors, such as hawks and owls, and mammalian predators. Because of the surrounding agricultural land uses, however, mammalian predators occurring on the site would most likely be limited to raccoons (*Procyon lotor*), coyotes (*Canis latrans*) and red foxes (*Vulpes vulpes*), as these species are tolerant of human disturbance. Various species of bat may also forage over the fields of the site for flying insects.

Ruderal: Developed

Ruderal/developed areas occur on the site in the form of agricultural, commercial, and residential structures and their immediate surroundings. Agricultural development consists of the M&M Dairy facility located in the southwestern portion of the site and various farm-related structures located throughout the site such as livestock pens and barns, while commercial development consists of Sanchez Feed & Seed located in the southeastern corner of the property. Residential development consists of single-family farm homes and surrounding landscaped areas and/or ruderal areas.

In general the developed/ruderal areas supported only non-native and/or horticultural plant species. Very few native plant species were observed in these areas. Non-native grass species observed in the ruderal areas of the site included annual bluegrass (*Poa annua*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), ripgut brome (*Bromus diandrus*) and perennial ryegrass (*Lolium perenne*); while non-native forb species included white-stemmed filaree (*Erodium moschatum*), red-stemmed filaree (*Erodium cicutarium*), common groundsel (*Senecio vulgaris*), common mallow (*Malva neglecta*), London rocket (*Sisymbrium irio*), prickly lettuce (*Lactuca serriola*), and shepherd's-purse (*Capsella bursa-pastoris*). Plant species common to landscaped areas surrounding residences of the site included oleander (*Nerium oleander*), firethorn (*Pyracantha angustifolia*), fan palm (*Washingtonia* sp.), and prickly pear cactus (*Opuntia* sp.); as well as cultivated trees such as olive (*Olea europaea*) and plum (*Prunus* sp.).

Avian species often associated with residential landscaping include northern mockingbirds (*Mimus polyglottus*), house finches (*Carpodacus mexicanus*), and house sparrows (*Passer domesticus*). Mammals typical of such areas would include house mice, Norway rats (*Rattus*

norvegicus), and feral cats (*Felis cattus*). A number of bat species may also use structures such as barns and sheds for roosting, particularly from March through September.

Walnut Orchard

Several English walnut (*Juglans regia*) orchards occur on the site. These orchards had a ruderal understory dominated by the same non-native grass and forb species associated with the developed/ruderal habitats of the site. Bird species observed within the orchards during the survey included mourning dove (*Zenaida macroura*), Nuttall's woodpecker (*Picoides nuttallii*), and northern flicker (*Colaptes auratus*). Other wildlife that would be expected to occur within the orchards would be similar to those occurring in adjacent ruderal habitats or agricultural fields.

Slough and Riparian Woodland

Two remnant sloughs occur on the site, both supporting riparian vegetation, non-native grassland vegetation and some herbaceous hydrophytic vegetation. Lone Oak Slough occurs along the western boundary of the site and has no inlet or outlet from the site. According to the USGS topographic map, this slough is a remnant slough that is no longer connected to any creek, river or natural drainage in the region. The slough supports relic riparian woodland habitat with a non-native grassland understory. Riparian trees and shrubs associated with the slough include California black walnut (*Juglans hindsii*), willow (*Salix* spp.), blue elderberry (*Sambucus mexicana*), California blackberry (*Rubus ursinus*) and Himalayan blackberry (*R. discolor*). The herbaceous understory was dominated by non-native grasses such as Mediterranean barley and annual bluegrass. Other species observed to be associated with the slough included eucalyptus (*Eucalyptus globulus*) and giant reed (*Arundo donax*). Lone Oak Slough was completely dry during the January 2005 survey but there was evidence of algal mats and drift lines, indicating that the slough probably becomes inundated during heavy winter storm events.

Sand Slough occurs within the eastern portion of the site. This slough also is a remnant slough that is not connected to any creeks, rivers or other natural drainages in the region. It enters the site just inside the northern boundary through an underground culvert and exits the site at the southern boundary along Houston Avenue into another underground culvert. The northern portion of the slough within the site supports relic riparian woodland habitat with an herbaceous understory consisting of predominantly non-native grasses and forbs. Dominant riparian trees and shrubs associated with the slough include Fremont cottonwood (*Populus fremontii*), Goodding's willow (*Salix gooddingii*), blue elderberry, California black walnut, and Himalayan blackberry. Grass and forb species observed in the herbaceous understory included barnyard grass (*Echinochloa crusgalli*), Mediterranean barley, ripgut brome, creeping wildrye (*Leymus triticoides*), curly dock (*Rumex crispus*), white-stemmed filaree, henbit (*Lamium amplexicaulis*), common groundsel, and prickly lettuce. The southern portion of the slough consists of non-native grassland habitat supporting grasses and forbs similar to those in the riparian understory. Other species observed in the non-native grassland in the southern portion of the slough include shepherd's purse, common sunflower (*Helianthus annuus*), and cocklebur (*Xanthium strumarium*). Sand Slough was also dry during the January 2005 survey, except for a small amount of water that was ponded at a low point at its northern extreme where the slough enters the site through the underground culvert.

The riparian woodlands of the site, as a result of their structural diversity, may function as important islands of habitat for native resident and migratory wildlife species, providing both with foraging and shelter habitat in a regional landscape that is otherwise heavily disturbed by agricultural uses and where such woodland habitat is extremely limited. Ordinarily riparian woodlands can also serve as important dispersal corridors for native wildlife, however, in the case of both remnant sloughs whose riparian habitats are not continuous with other riparian habitat, dispersal within these woodlands would mainly be limited to resident species.

Resident amphibian and reptile species that may be expected to occur in the riparian woodlands of the site include the Pacific tree frog (*Hyla regilla*), western toad (*Bufo boreas*), western fence lizard (*Sceloporus occidentalis*), gopher snake (*Pituophis melanoleucus*), and common kingsnake (*Lampropeltis getulus*).

Many bird species, both residents and migrants, are likely to use the woodlands of the site. Resident species that may be found in this habitat include Hutton's vireo (*Vireo huttoni*), western scrub-jay (*Aphelocoma californica*), bushtit (*Psaltirparus minimus*), and Nuttall's woodpecker. Raptors such as Cooper's hawks (*Accipiter cooperii*) and redshouldered hawks (*Buteo lineatus*), may utilize trees within this habitat for nesting and may forage in this habitat on small birds and small mammals. A raptor stick nest was observed in a cottonwood tree within Sand Slough during the January 2005 survey. Although a raptor was observed perched nearby the nest, it flew away before it could be identified. Winter migrants that may forage in this habitat include the sharp-shinned hawk (*Accipiter striatus*) and ruby-crowned kinglet (*Regulus calendula*), while summer migrants may include the ash-throated flycatcher (*Myiarchus cinerascens*) and blackheaded grosbeak (*Pheucticus melanocephalus*).

Small mammal species likely to occur in the woodland habitats of the site include the deer mouse (*Peromyscus maniculatus*), and western gray squirrel (*Sciurus griseus*). Medium to large mammals that may forage in the woodlands include coyote and red fox. A large burrow with evidence of small canid tracks was observed in the southern portion of Sand Slough. Most likely this burrow belonged to a non-native red fox as this species is well-adapted to human disturbance and the location of the burrow was very close to Houston Avenue and to agricultural fields on the east side of the slough. Native fox species are unlikely to establish a den in such an area. Additionally, during the survey, a road-killed red fox was observed on Houston Avenue near Lone Oak Slough.

People's Ditch

People's Ditch flows north to south in the central portion of the property along 12th Avenue. The ditch consists of an earthen-banked trapezoidal channel that is completely barren of vegetation. The ditch was constructed to transport irrigation water into the area from the King's River via People's Levee. The upstream origin of People's Levee is along the river approximately 14 miles northeast of the site. From the study site, the ditch continues to flow in a generally southerly direction, eventually flowing into Jacobs Slough about eight miles southeast of the site via Lone Oak Canal and New Deal Canal. Jacobs Slough is a remnant slough that is not connected to any other streams or rivers. As the ditch supports no vegetation, it does not provide habitat for wildlife except possibly as a source of drinking water.

Special Status Plants and Animals

Several species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats these species occupy are converted to agricultural and urban uses. State and federal laws have provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by the CDFG. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered (CNPS 1994). Collectively, these plants and animals are referred to as "special status species".

A number of special status plant and animals occur or once occurred within a 10-mile radius of the project site. These species have been listed in Table One on the following pages. For each

species, the table identifies their listing status, the habitat in which they typically occur, and the likelihood of their occurrence in the study area. Sources of information for this table included California's Wildlife, Volumes I, II, and III (Zeiner et. al 1988), California Natural Diversity Data Base (CDFG 2002), Special Animals (CDFG 2002), and The California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (CNPS 2001).

List of Special Status Species that Could Occur in the Vicinity of the Project
Species Listed as Threatened or Endangered under the State and/or Federal
Endangered Species Act

PLANTS (adapted from CDFG, 2004 and CNPS, 2001)
 CNPS-listed Species (Lists 1A, 1B, 2, and 4)

Species	Status	Habitat	*Occurrence in the Study Area
Heartscale (<i>Atriplex cordulata</i>)	CNPS 1B	Occurs on saline or alkaline soils in chenopod scrub, meadows, seeps, and grasslands.	Absent. Suitable habitat for this species in the form of saline or alkaline soils is absent from the study area.
Brittlescale (<i>Atriplex depressa</i>)	CNPS 1B	Occurs on alkaline clay soils in chenopod scrub, meadows, seeps, vernal pools, and grasslands.	Absent. Suitable habitat for this species in the form of alkaline clay soils is absent from the study area.
Earlimart Orache (<i>Atriplex erecticaulis</i>)	CNPS 1B	Occurs in valley and foothill grassland.	Unlikely. Although a small amount of marginally suitable habitat occurs in non-native grassland habitat within Sand Slough, the closest documented occurrence is about 8 miles southeast of site.
Subtle Orache (<i>Atriplex subtilis</i>)	CNPS 1B	Occurs in valley and foothill grassland.	Unlikely. Although a small amount of marginally suitable habitat occurs in non-native grassland habitat within Sand Slough, closest documented occurrence is about 8 miles southeast of site.
Recurved Larkspur (<i>Delphinium recurvatum</i>)	CNPS 1B	Occurs on alkaline soils in chenopod scrub, cismontane woodland, and grasslands.	Absent. Suitable habitat for this species in the form of saline or alkaline soils is absent from the study area.
Panoche Pepper-grass (<i>Lepidium jaredii</i> ssp. <i>album</i>)	CNPS 1B	Occurs on alluvial fans and washes within valley and foothill grassland.	Unlikely. Although a small amount of marginally suitable habitat occurs in non-native grassland within Sand Slough, there are no known occurrences within a 10-mile radius of the site.

ANIMALS (adapted from CDFG, 2004)

Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Acts

Species	Status	Habitat	*Occurrence in the Study Area
Conservancy Fairy Shrimp (<i>Branchinecta conservatio</i>)	FE	This species is endemic to grasslands of the northern two-thirds of California's Central Valley, where it inhabits large turbid pools.	Absent. Suitable habitat in the form of vernal pools is absent from the study area.
Longhorn Fairy Shrimp (<i>Branchinecta longianenna</i>)	FE	Vernal pools clear to turbid water in grass-bottomed pools and clear water sandstone depression pools.	Absent. Suitable habitat in the form of vernal pools is absent from the study area.
Vernal Pool Fairy Shrimp (<i>Branchinecta lynchi</i>)	FT	Vernal pools, clear to tea-colored water in grass or mud-bottomed swales, basalt depression pools, or sandstone rock outcrops.	Absent. Suitable habitat in the form of vernal pools is absent from the study area.

List of Special Status Species that Could Occur in the Vicinity of the Project

Species	Status	Habitat	*Occurrence in the Study Area
Vernal Pool Tadpole Shrimp (<i>Lepidurus packardii</i>)	FE	Primarily found in vernal pools, but may use other seasonal wetlands in mesic valley and foothill grasslands.	Absent. Suitable habitat in the form of vernal pools is absent from the study area.
Valley Elderberry Longhorn Beetle (<i>Desmocerus californicus dimorphus</i>)	FT	Lives in mature elderberry shrubs of California's Central Valley and Sierra foothills.	Possible. Suitable habitat in the form of elderberry shrubs was observed in both Lone Oak and Sand Sloughs. Additionally, elderberry shrubs were observed in the northeast corner of the M&M Dairy facility near 12 th Ave.
California Tiger Salamander (<i>Ambystoma californiense</i>)	FT, CSC	Found primarily in annual grass-lands; requires vernal pools for breeding and rodent burrows for refuge and estivation.	Absent. Minimal and no breeding habitat occurs on the site. There are no occurrences of this species within a 10-mile radius of the study area.
Blunt-nosed Leopard Lizard (<i>Gambelia sila</i>)	FE, CE	Inhabits sparsely vegetated alkali and desert scrub habitats.	Absent. Suitable habitat is absent from the study area.
Swainson's Hawk (<i>Buteo swainsonii</i>)	CT	Occurs in grasslands and agricultural lands of California's Central Valley during the spring and summer	Possible. Suitable nesting habitat is present within the riparian woodlands associated with both Lone Oak and Sand Sloughs. Marginally suitable foraging habitat occurs within the agricultural fields of the site. There are three documented occurrences within a 10-mile radius, with the closest being six miles east of the site.
Peregrine Falcon (<i>Falco peregrinus</i>)	CE	Individuals breed on cliffs in the Sierra or in coastal habitats; occurs in many habitats of the state during migration and winter.	Possible. This species would at most forage over the study area during migration. Breeding habitat is absent.
Willow Flycatcher (<i>Empidonax traillii</i>)	CT	Breeds in willows of montane meadows in the Sierra Nevada.	Possible. The site provides no nesting habitat for this species. Individuals may pass through the site and forage on the site during migration.
Tipton Kangaroo Rat (<i>Dipodomys nitratoides nitratoides</i>)	FE, CE	Saltbrush scrub and sink scrub with soft friable soils in the southern San Joaquin Valley.	Absent. Suitable habitat is absent from the study area.
San Joaquin Kit Fox (<i>Vulpes macrotis mutica</i>)	FE, CT	Desert alkali scrub, annual grasslands; may forage in adjacent agricultural habitats.	Unlikely. Because the site and surrounding lands are in agricultural use, they provide unlikely habitat for kit foxes. There are no known occurrences within a 3-mile radius of the site and the closest documented occurrence is approximately six miles southwest of the site.

ANIMALS (adapted from CDFG, 2004) State Species of Special Concern

Species	Status	Habitat	*Occurrence in the Study Area
Western Spadefoot (<i>Scaphiopus hammondi</i>)	CSC	Mainly occurs in grasslands of San Joaquin Valley. Vernal pools or other temporary wetlands are required for breeding.	Absent. No suitable habitat occurs on the study area.
Western Pond Turtle (<i>Clemmys marmorata</i>)	CSC	Open slow moving water of rivers and creeks of central California with rocks and logs for basking.	Absent. No suitable habitat occurs on the study area.
Northern Harrier (<i>Circus cyaneus</i>)	CSC	Frequents meadows, grasslands, open rangelands, freshwater emergent wetlands; uncommon in wooded habitats.	Possible. Species may occasionally forage over the study area, however, this species is not expected to breed on-site due to the lack of marsh habitat.
Sharp-shinned Hawk (<i>Accipiter striatus</i>)	CSC	Breeds in mixed conifer forests of the northern Sierra Nevada; winters in a variety of habitats.	Possible. Wintering individuals may occasionally pass over the site, or even forage on the site. However, breeding habitat is absent.
Cooper's Hawk (<i>Accipiter cooperii</i>)	CSC	Breeds in oak woodlands, riparian forests and mixed conifer forest of the Sierra Nevada, but winters in a variety of lowland habitats.	Possible. Suitable nesting habitat is present within the riparian woodlands associated with both Lone Oak Slough and Sand Slough. Marginally suitable foraging habitat occurs within the agricultural fields of the site.
Ferruginous Hawk (<i>Buteo regalis</i>)	CSC	Breeds in the Pacific Northwest and Canada, but winters in a variety of California habitats.	Possible. Wintering individuals may occasionally pass over the site, or even forage on the site. However, this species does not breed in the region.
Golden Eagle (<i>Aquila chrysaetos</i>)	CSC, CP	Open grasslands, oak savannahs, agricultural fields, etc. of San Joaquin Valley and nearby foothills of Inner Coast Range.	Unlikely. The site constitutes poor foraging and breeding habitat for golden eagles due to its close proximity to human habitation and agricultural disturbance.
Merlin (<i>Falco columbarius</i>)	CSC	This falcon, which breeds in Canada, winters in a variety of Calif. habitats, including grasslands, savannahs, wetlands, etc.	Possible. Wintering individuals may occasionally pass over the site, or even forage on the site. However, this species does not breed in the region.
Prairie Falcon (<i>Falco mexicanus</i>)	CSC	Distributed from annual grasslands to alpine meadows; requires cliffs or rock outcroppings for nesting.	Possible. Individuals may occasionally pass over the site, or even forage on the site. However, breeding habitat is absent.
Long-billed Curlew (<i>Numenius americanus</i>)	CSC	Winters in Central Valley farmlands and pastures.	Possible. Wintering individuals may occasionally pass over the site, or even forage on the site. This species would not, however, nest on the site.
Burrowing Owl (<i>Athene cunicularia</i>)	CSC	Found in open, dry grasslands, deserts and ruderal areas. Requires suitable burrows.	Possible. No burrowing owls were observed during the January 2005 surveys, however, suitable habitat in the form of ground squirrel burrows occurs on the study area.
Black Swift (<i>Cypseloides niger</i>)	CSC	Migrants and transients found throughout many habitats of state; nests in the Sierra, coastal cliffs, and regions of southern California.	Possible. Individuals may occasionally pass over the site during migration or while foraging. Breeding habitat is absent.

Vaux's Swift (<i>Chaetura vauxi</i>)	CSC	Migrants and transients move through the foothills of the western Sierra in spring and late summer.	Possible. Individuals may occasionally pass over the site during migration or while foraging. Breeding habitat is absent.
California Horned Lark (<i>Eremophila alpestris actia</i>)	CSC	Found in various open habitats lacking trees and shrubs; breeds in grasslands and fallow fields.	Possible. Suitable foraging and breeding habitat occurs on the study site.
Loggerhead Shrike (<i>Lanius ludovicianus</i>)	CSC	Nests in tall shrubs and dense trees, forages in grasslands, marshes, and ruderal habitats.	Possible. Suitable foraging and breeding habitat occurs on the study site.
Tri-colored Blackbird (<i>Agelaius tricolor</i>)	CSC	Occurs near fresh water with dense cattails, or thickets of willows or shrubs.	Possible. Species may occasionally forage within the study area, however, breeding habitat is absent.
Yellow Warbler (<i>Dendroica petechia brewsteri</i>)	CSC	Breeds in riparian thickets of alder, willow and cottonwoods. Migrants move through many habitats of the state.	Possible. This species may pass through the area during migration, utilizing the riparian woodland habitat of the site for shelter and foraging, however, they would be unlikely to breed onsite due to a lack of thick, shrubby vegetation.
Spotted Bat (<i>Euderma maculatum</i>)	CSC	Occurs primarily in foothill and mountain habitats of the southern Sierra and Transverse Ranges.	Unlikely. This species is not often found in the Central Valley. The site may provide occasional foraging habitat. Roosting habitat is absent.
Pale Big-eared Bat (<i>Corynorhinus townsendii palli</i>)	CSC	Primarily a cave-dwelling bat, which may also roost in buildings. Occurs in a variety of habitats.	Possible. Suitable foraging habitat is present on-site. Suitable roosting habitat is also present in the various structures in the developed portions of the agricultural habitat.
Townsend's Western Big-eared Bat (<i>Corynorhinus townsendii townsendii</i>)	CSC	Found throughout California.	Possible. Suitable foraging habitat is present on-site. Suitable roosting habitat is also present in the various structures in the developed portions of the agricultural habitat.
Pallid Bat (<i>Antrozous pallida</i>)	CSC	Grasslands, chaparral, woodlands, and forests of California; most common in dry rocky open areas providing roosting opportunities. Also roosts in buildings.	Possible. Suitable foraging habitat is present on-site. Suitable roosting habitat is also present in the various structures in the developed portions of the agricultural habitat.
Western Mastiff Bat (<i>Eumops perotis</i>)	CSC	Found in open arid areas of the southern half of California.	Possible. Suitable foraging habitat is present on-site. Suitable roosting habitat is also present in the various structures in the developed portions of the agricultural habitat.

*Present: Species observed on the site at time of field surveys or during recent past.

Likely: Species not observed on the site, but it may reasonably be expected to occur there on a regular basis.

Possible: Species not observed on the site, but it could occur there from time to time.

Unlikely: Species not observed on the site, and would not be expected to occur there except, perhaps, as a transient.

Absent: Species not observed on the site, and precluded from occurring there because habitat requirements not met.

STATUS CODES

FE Federally Endangered

FT Federally Threatened

FPE Federally Endangered (Proposed)

FC Federal Candidate

CE California Endangered

CT California Threatened

CR California Rare

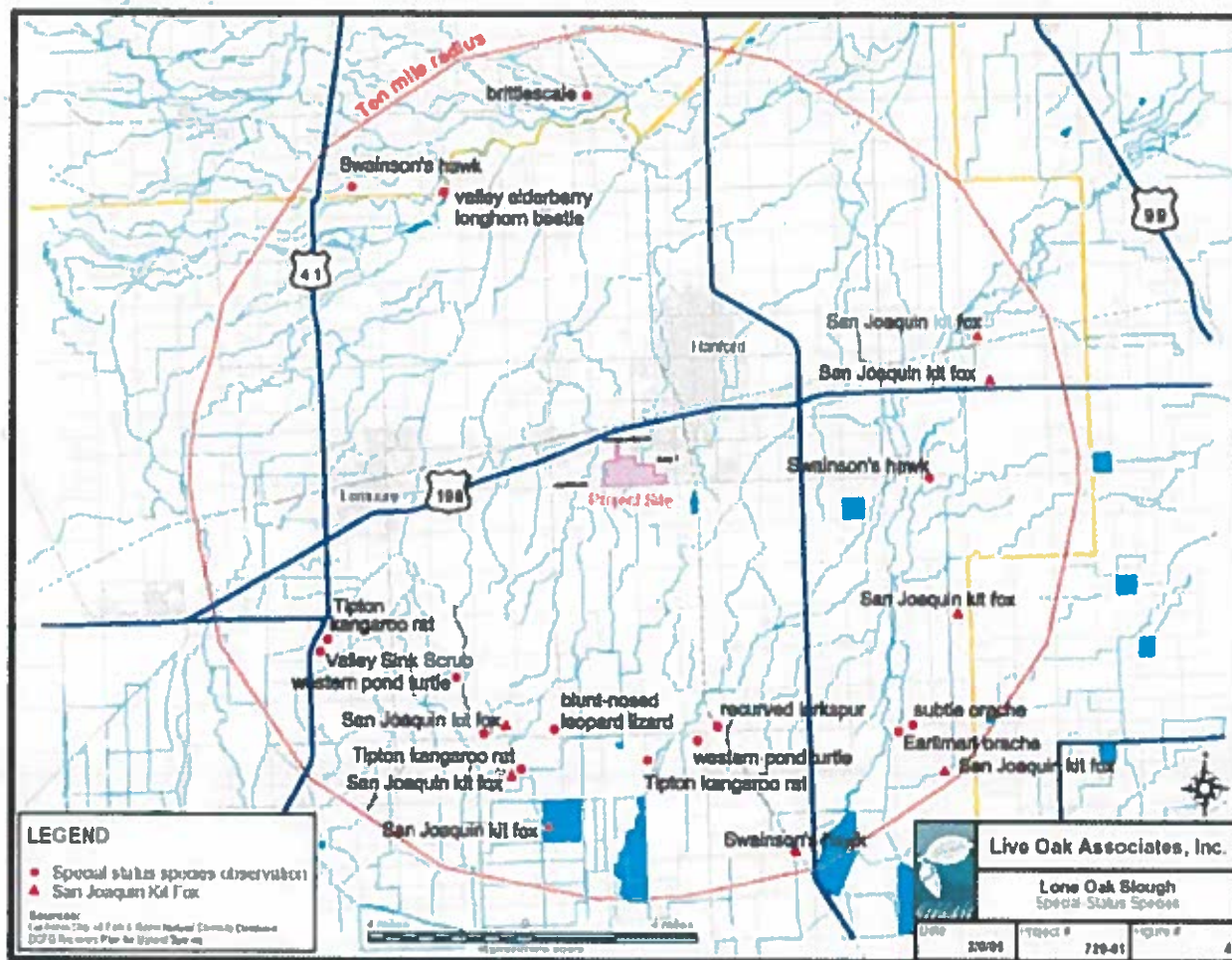
CSC California Species of Special Concern

CNPS California Native Plant Society Listing

Further Discussion of Threatened, Endangered or Special Status Plants and Animals in the Project Area

This discussion is necessary either because the information related to their occurrence in the region is ambiguous, or because the U.S. Fish and Wildlife Service (USFWS) is likely to consider them present in the absence of additional surveys. The figure below presents a map that shows sightings of threatened, endangered, or special concern species within 10 miles of the proposed project.

10 Mile Radius-California Natural Diversity Data Base Map



Swainson's Hawk (*Buteo swainsonii*):

California Threatened. The Swainson's hawk was listed by CDFG as threatened in 1983 according to provisions of the California Endangered Species Act. In California's Central Valley this species can be found from northern Colusa County to southern Kern County. Nesting often occurs in tall riparian trees, but this is not necessarily the case. This species forages for small mammals in open grasslands and agricultural fields.

There are no documented occurrences of Swainson's hawks within a three-mile radius of the site, however, riparian woodlands associated with both Lone Oak Slough and Sand Slough, as well as scattered large trees associated with developed portions of the site, provide potential nesting habitat for this species. Additionally, agricultural fields of the site provide potential foraging habitat. Per the CNDDDB (Figure 4.4 - 2), there are only three known occurrences of nesting Swainson's hawks within a ten-mile radius of the project site, with the closest being approximately six miles east of the site. Two of these occurrences were documented in 2000 and the third in

2003. It is possible that Swainson's hawks nest on the site and it is also likely that Swainson's hawks that nest in the vicinity of the site use the site from time to time for foraging.

Burrowing Owl (*Athene cunicularia*):

California Species of Special Concern. The burrowing owl is a California species of special concern, but is not currently protected according to provisions of either the State or Federal Endangered Species Acts. This owl is a small, terrestrial owl of open prairie and grassland habitats. These owls inhabit relatively flat dry open grasslands where tree and shrub canopies provide less than 30% cover.

The burrowing owl is the only owl that routinely lives and nests underground. In the western United States burrowing owls do not dig their own burrows, but take over burrows dug by animals such as ground squirrels (*Spermophilus* spp.), prairie dogs (*Cynomys* spp.), and badgers (*Taxidea taxus*). Pocket gopher burrows are too small. In California, this species is found in close association with California ground squirrels as they utilize the abandoned burrows of ground squirrels for shelter, roosting and nesting. Burrowing owls are colonially nesting raptors, and colony size is indicative of habitat quality. It is not uncommon to find burrowing owls in developed and cultivated areas where California ground squirrels are active.

Burrowing owl numbers have been in decline over the past 30 to 40 years, in California. The decline in numbers is due mainly to habitat destruction by way of development and agricultural practices. (BUOW Habitat Conservation Plan, 1998.)

According to the CNDDDB, there are no known occurrences of burrowing owls within a 10-mile radius of the project site. However, ground squirrel burrows along the edges of fields and farm roads within the site provide potential habitat for this species.

San Joaquin Kit Fox (*Vulpes macrotis mutica*)

Federally Endangered, California Threatened. The San Joaquin kit fox (*Vulpes macrotis mutica*) was listed as endangered on March 11, 1967 by the U.S. Fish and Wildlife Service (32 FR 4001). Subsequently, the California Department of Fish and Game listed the San Joaquin kit fox as threatened in 1971. This species historically occurred extensively throughout California's Central Valley and parts of the Salinas and Santa Clara valleys. Kit foxes still inhabit some areas of the San Joaquin Valley and the Tulare Basin, but some of the most significant populations now occur in the foothills of the Inner Coast Range (western Fresno, Kings, Kern, and Merced Counties, and eastern San Luis Obispo County) (USFWS 1998).

Kit foxes prefer habitats of open or low vegetation with loose soils. In the northern portion of their range, they occupy grazed grasslands and, to a lesser extent, valley oak woodlands. In the southern and central portion of the Central Valley, kit foxes are found in Valley Sink Scrub, Valley Saltbrush Scrub, Upper Sonoran Subshrub Scrub and Annual Grassland (USFWS 1998). Kit foxes are also found in grazed grasslands, urban settings and in areas adjacent to tilled or fallow fields (see USFWS 1998).

Due to the site's proximity to an urban population and frequent disturbance from agricultural activities, the site and surrounding lands provide marginal to unsuitable habitat for the San Joaquin kit fox. A total of seven occurrences have been documented by the CNDDDB within a ten-mile radius of the site (Figure 4.4 - 2), with the closest occurrence approximately seven miles southwest of the site. The majority of the site consists of crop fields that are disturbed on a regular basis. Very minimal denning habitat for this species is present on the site and would consist of less than three acres of grassland habitat within Sand Slough and a single fallow agricultural field located in the northern portion of the site. The non-native grassland habitat of Sand Slough is

bordered to the west by walnut orchards; to the north by a small amount of riparian woodland and by suburban development at the southern outskirts of the City; to the east by crop fields; and to the south by Houston Avenue with extensive agricultural crop lands beyond. The fallow field is similarly surrounded by orchards and agricultural fields. Although a burrow of appropriate den size for this species was observed in the Sand Slough grassland habitat, the den most likely belonged to a red fox. This conclusion would be further supported by the observance of a road-killed red fox on Houston Avenue to the west of this area.

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*)

Federally Threatened; California Species of Special Concern. The USFWS listed the Valley elderberry longhorn beetle (VELB) as a threatened species under provisions of the Federal Endangered Species Act in 1980 (USFWS 1980) and published a recovery plan for the species in 1984 (USFWS 1984). This recovery plan summarized information regarding the VELB's biology, taxonomy, habitat, distribution, and population decline. Also identified were conservation measures intended to manage its populations and protect its habitat. In 1992, VELB was designated as a California Species of Special Concern by the CDFG.

The VELB is generally found along waterways and in floodplains within the Central Valley that support remnant stands of riparian vegetation. Specifically, blue elderberry shrubs must be present, as both larvae and adults feed only on this plant. Before metamorphosing into an adult, VELB larvae chew an exit hole in the trunk of the elderberry. It is through this hole that the adult beetle exits the elderberry bush. Even after the VELB has stopped using a specific elderberry plant, the exit holes remain. Hence, exit holes can be used as an indicator of past VELB usage. The adult VELB is not known to be a strong flier. Though, they can fly up to two miles, they are more likely to fly such distances when intact elderberry habitat is available. Thus, their dispersal capabilities are considered somewhat limited when compared to migratory insects. The dispersal capabilities of the VELB are little known, however, in the Central Valley it is likely they follow drainage courses where elderberries regularly grow.

Potential habitat for this species is present on the site in the form of numerous elderberry shrubs within the remnant riparian woodland habitat of Lone Oak and Sand Slough. Additionally, two elderberries were observed growing on the M&M Dairy property. No insect exit holes resembling those of the VELB were observed in any of the elderberry shrubs of the site examined during the field survey.

The riparian woodlands of the site, because they occur as small patches completely isolated from more extensive riparian habitat 10-15 miles to the north by large expanses of agricultural lands and the urban area of the City of Hanford, represent marginal habitat for the VELB, especially considering the limited dispersal abilities of this species. It would be even more unlikely that the species would utilize the elderberry shrubs occurring on the M&M Dairy property because these shrubs are growing by themselves in an upland ruderal setting isolated from other elderberries and from other riparian vegetation. Only one occurrence of VELB is documented within a 10-mile radius of the site and this is approximately seven miles northwest of the site (Figure 4.4 - 2).

The absence of exit holes, the paucity of VELB sightings in the region, and the isolation of the elderberry bushes on site from other elderberry bushes in which the VELB have been documented all constitute evidence that the VELB does not occur in elderberry bushes of the site.

Jurisdictional Waters

Jurisdictional waters include rivers, creeks, drainages with a defined bed and bank that may carry at most ephemeral flows, lakes, ponds, reservoirs, and wetlands. Such waters may be subject to the regulatory authority of the U. S. Army Corps of Engineers (USACE), the California Department of Fish and Game (CDFG) and the California Regional Water Quality Control Board (RWQCB).

In January of 2001 the U.S. Supreme Court ruled in *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (the SWANCC decision) that “nonnavigable, isolated, intrastate” waters could not be claimed as jurisdictional by the USACE on the basis of their use by migratory birds (Guzy 2001). Although the Court did not specifically address the meaning of the word “isolated”, it upheld the jurisdictional status of “adjacent” wetlands (and other waters), which are by definition wetlands that are “bordering, contiguous, or neighboring” other jurisdictional waters. Therefore, the term “isolated wetland” has implicitly been defined as ‘wetlands that are not bordering, contiguous, or neighboring’ other jurisdictional waters. This definition does not, however, address the degree of proximity necessary to establish that one wetland (or other water) is “adjacent” to a known jurisdictional water. As established by the Supreme Court in the United States v. *Riverside Bayview Homes, Inc.* in 1985 “wetlands separated from other waters by man-made dikes or barriers, natural river berms, beach dunes, and the like are ‘adjacent wetlands’” (Guzy 2001). Other situations are not so clear.

In June of 2006, however, the U.S. Supreme Court ruled in the consolidated cases of *June Carabell v. U.S. Army Corps of Engineers* and *John Rapanos v. United States* that wetlands must possess the requisite nexus to come within the statutory phrase “navigable waters” and thus be considered Waters of the United States. Such a nexus is established when the wetlands, alone or in combination with similarly situated lands in the region, significantly affect the chemical, physical, and biological integrity of other covered waters understood as navigable in the traditional sense.

The USACE is unlikely to assert jurisdiction over Sand and Lone Oak Sloughs. Both are isolated from other jurisdictional waters. The requisite nexus to other navigable waters appears not to be met. Furthermore, because it is isolated from other jurisdictional waters, the USACE has disclaimed jurisdiction over a channel fragment of Mussel Slough, which is located just west of Hanford and approximately 2 miles to the northwest of the project site. As a result of the SWANCC and Carabell/Rapanos rulings, as well as its decision to disclaim jurisdiction over the nearby Mussel Slough, the USACE would likely disclaim jurisdiction over Sand and Lone Oak Sloughs.

As a constructed ditch that does not replace the function of any natural historic drainage, that does not support wetland vegetation, and that is not connected to other Waters of the U.S., it is unlikely that People’s Ditch would be claimed as a jurisdictional water by USACE, the CDFG or RWQCB.

Threatened and Endangered Species

State and federal “endangered species” legislation has provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as “species of special status”. Permits may be required from both the CDFG and USFWS if activities associated with a proposed project will result in the “take” of a listed species. “Take” is defined by the state of California as “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill” (California Fish and Game Code, Section 86). “Take” is more broadly defined by the federal Endangered Species Act to include “harm” (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFG and the USFWS are responding agencies under the California Environmental Quality Act (CEQA). Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

Standards of Significance

The project would have a significant effect on biological resources if it would:

1. Interfere substantially with the movement of any resident or migratory fish or wildlife species.
2. Substantially diminish habitat for fish, wildlife or plants.
3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species.

Checklist Discussion

- a) Less than significant impact – impacts to biological resources were evaluated in the Live Oak Master Plan/Residential Development EIR. The Live Oak project was determined to have a less than significant substantial effect on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, with the incorporation of mitigation measures. Mitigation measures cited and required by the EIR would reduce impacts to special status species to a less than significant level.

The proposed changes to the project will not further impact special status species. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

- b) Less than Significant Impact – The Live Oak Master Plan/Residential Development EIR evaluated the impacts to any riparian habitat caused by the project. The impact was determined to be less than significant with the incorporation of mitigation measures cited in the EIR, and required in the Development Agreement and conditions of approval for the project.

Changes to the project proposed herein would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project. Regulations pertaining to the modification of the slough remnants are not changed.

- c) No Impact – although a formal wetland delineation has not been conducted on the site, the only potentially jurisdictional waters occurring on the site identified during the field survey were restricted to Lone Oak Slough and Sand Slough. Both sloughs support woody and herbaceous hydrophytic vegetation and, therefore, may also meet the technical criteria for jurisdictional wetlands. However, these sloughs are isolated remnants that are not hydrologically connected to other Waters of the U.S and USACE has recently disclaimed jurisdiction over a similar remnant slough occurring in the project region (Mussel Slough) under the SWANCC and Carabell/Rapanos rulings, as well as its decision to disclaim jurisdiction over the nearby Mussel Slough, the USACE would likely disclaim jurisdiction over Sand and Lone Sloughs. Nonetheless, a final determination as to jurisdiction can only be made by USACE. Although USACE would be likely to disclaim jurisdiction over these features, CDFG and/or RWQCB may assert jurisdiction over them. Therefore, the project will have no impact.

- d) Less than significant impact – the project will have no impact nor interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Based on the biological analysis conducted for the Live Oak Master Plan/Residential Development, the site does not appear to constitute a “movement corridor” for native wildlife, although many species potentially move within it and through it. Site development will have an adverse effect on the home ranges and dispersal movements of native wildlife now using areas of the site where site development will occur. However, similar lands are regionally abundant for these species. Many migratory species that now pass through the study area are neo-tropical migrant birds that are likely to pass through and over the site even when it is eventually developed. The riparian woodlands of the site that may provide important foraging and shelter habitat for such migrant bird species will not be developed under the project, and the agricultural lands that will be developed under the project are of less value to species and are regionally locally abundant. Therefore, this project is expected to result in a less than significant impact on regional wildlife movements.

- e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological resources.
- f) Less than Significant Impact –, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, as one is not adopted for the area.

Conclusion: The proposed changes to the project will not further impact Cultural Resources, with the incorporation of mitigation measures. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), <http://www.arb.ca.agcs>; Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Cultural Resources

No greater Impact than identified in EIR. Less than significant impact with mitigation incorporation– the effect of the project and proposed changes/additions to the project is anticipated to be less than significant, as culturally sensitive resources have not been identified within the area of the projects’ boundaries. As a standard condition on all projects, the City requires, “In the case that any human remains are discovered at any time, that construction will cease and the City is notified as well as the County Coroner pursuant to California Health and Safety Code 7050.5 and Public Resources Code 5097.98.” All projects requiring an initial study are required to enter into a Burial Treatment Plan prior to any earth disturbing activities.

Ethnographic Setting

Hanford is situated between the former “delta” formed by the Kaweah River to the south and the Kings River to the north. Yokuts lived in villages consisting of wood frame huts covered with large tule mats. The Hanford-Lemoore region on the south side of the Kings River was home to the Nutunutu Yokuts. Across the Kings River and north of the Nutunutu, were the Wimilche people. Only one village for the Wimilche and two for the Nutunutu have been described. The Wimilche village of Ugonia was located north of the Kings River, 7 miles below Laton. The Nutunutu village of Cheou was across the reiver and directly west of Ugonia. Kadistin, the other Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village, was at old Kingston on the south bank of the Kings River downstream from Laton. The better known Tachi Yokuts occupied the north and west shores of Tulare Lake.

The Yokuts subsistence economy emphasized fishing; hunting waterfowl; and collecting shellfish, roots, and seeds. Tules were abundant in the sloughs and their prodigious use in constructing shelters, boats, and as a food source reflected their significance in Yokuts life.

The dead were buried in a cemetery separate from the village with head facing west or northwest. Cremation was most common for the occasional individual who died away from home or in the event that the deceased was a shaman or medicine man. Among the Tachi, anyone of higher social status was cremated.

The 1833 epidemic, brought south from Oregon by a party of trappers, decimated an estimated 75% of California's native people. Entire communities were wiped out, leaving few native people to consult during the early 1900s when anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt to reconstruct the lifeways of the native people before White contact.

In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon

Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore.

By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work.

Pioneer Settlement Period

Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese shepherd's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region.

In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels.

Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials.

National Register of Historic Places

Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places.

Hanford Carnegie Library

The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area.

Kings County Courthouse

The 1986 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978.

Taoist Temple

The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco.

While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future.

National Register of Historic Places – Eligible Resources

There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following:

- a) Clark Center for Japanese and Art and Culture, 15770 10th Avenue
- b) Temple Theater, 514 Visalia Street
- c) Fox Theater
- d) Kings Art Center, 605 N. Douty Street
- e) Hanford Civic Auditorium, 400 N. Douty Street
- f) Hanford Veteran's Memorial Building

Paleontological Resources

A paleontological resources report was not prepared for the General Plan, as there are recent paleontological resources reports for areas within the vicinity. The geology of the area includes the Modesto Formation, Tulare Lakebeds, and Quaternary alluvium. Between overlies sediments of the late-Pleistocene to early-Holocene Modesto Formation. From Hanford south to approximately Delano, Tulare Lakebed deposits are exposed at or near the surface.

Consultation Meeting

On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, on a different project in order to establish conditions, which would apply to all projects in the City of Hanford, which required an initial study.

In order to address the concerns of the Tachi Yokut Tribe, the City is requiring the following as mitigation measures:

That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. (This condition applies as a mitigation measure to all projects that require an initial study).

Thresholds of significance

The project would have a significant impact on cultural resources if it would:

- a) Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
- b) Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
- d) Disturb any human remains, including those interred outside of formal cemeteries
- e) That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

Significance Criteria

The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site.

Checklist Discussion

- a) Less than Significant Impact – The Live Oak Master Plan/Residential Development EIR evaluated the effect of the project on cultural resources and determined the effect to be less than significant. Based on preliminary reconnaissance by a qualified historical resource professional, it was determined that there did not appear to be any substantial historic resource located in the project area. The Live Oak development project does not appear to have the potential to cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5.

The proposed changes to the project will not further impact Cultural Resources. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

- b) Less than Significant Impact with Mitigation Measures – Existing Federal, State, and local regulations require studies to identify archeological and paleontological resources; application review for new development that would involve land disturbance; project-level standard conditions of approval that address unanticipated archaeological and or paleontological discoveries; and requirements of site-specific mitigation measures if resources are encountered.

Due to the prior meeting with the Tachi Yokut Tribe on January 10, 2017, the lead agency is requiring that:

That a Burial Treatment Plan be entered to by the applicant/property owner prior to any

earth disturbing activities. (Mitigation Measure CR 1)

In accordance with General Plan Policy O48, construction shall be halted at a development site if cultural resources are encountered unexpectedly during construction. (Mitigation Measure CR 2).

- c) Less than Significant Impact with Mitigation Measures – See B.
- d) Less than Significant Impact with Mitigation Measures – throughout the City of Hanford area, prehistoric peoples have used the area for thousands of years due to its proximity to water sources such as the Tulare Lake and other waterways that drained into it. Therefore, human remains could be buried in soils. Excavation during construction activities of new development have the potential to disturb human burial grounds, including Native American burials. Human burials have specific provisions for treatment in Section 5097 of the California Public Resources Code, which authorizes the NAHC to resolve any disputes related to the disposition of Native American burials. Public Resources Code Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts. The California Health and Safety Code (Section 7050.5, 7051, and 7054) also have provisions protecting human burial remains from disturbance, vandalism, or destruction. California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site would halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she would contact, by telephone within 24 hours, the NAHC. Therefore, compliance with these regulations would result in proper handling, excavation, and re-burial of any human remains, including those interred outside of formal cemeteries.

Mitigation Measure CR 3: If human remains are discovered, disturbance of the site would halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she would contact, by telephone within 24 hours, the NAHC.

Mitigation Measures

MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

MM Cultural Resources 2: Construction shall be halted at a development site if cultural resources are encountered unexpectedly during construction.

MM Cultural Resources 3: If human remains are discovered, disturbance of the site would halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she would contact, by telephone within 24 hours, the NAHC.

Conclusion:

The proposed changes to the project will not further impact Cultural Resources, with the incorporation of mitigation measures. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b); meeting with the Tachi Yokut Tribe on January 10, 2017; Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Geology and Soils

Impacts to Geology and Soils were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant. The proposed changes to the project will not further impact Geology and Soils. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

Geology

The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased.

Soil

The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sand loam, sandy substratum, 6) Kimberlina salie alkali-Garces complex 7) Nord fine sandy loam, 8) Nord fine sandy loam, saline alkali, 9) Nord complex, 10) Wasco sandy loam (0-5% slopes), and 11) Whitewolf coarse sandy loam. Each of these soil types is not subject to annual flooding or ponding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

Seismicity

The greatest potential for seismic activity in the City is posed by the San Andreas Fault, which is located approximately 46.5 miles southwest of the western boundary of the Study Area. The White Wolf Fault, located near Arvin and Bakersfield to the southwest in Kern County, which has the potential to cause seismic hazards for the County to a much lesser degree than the San Andreas Fault.

Fault Rapture

Kings County doesn't have any major fault system within its boundaries.

Strong Seismic Ground Shaking

Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV, Kings County is within Zone III, which equates to the potential

to experience 0.3 meters/second squared ground acceleration, which would result in very strong to severe perceived shaking and moderate to heavy potential.

Liquefaction

Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable.

Soil Erosion

Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties. The soil in the City and surrounding study area is generally sandy loams, fine sandy loams, and loams. The area's erodibility factor ranges from 0.19 to 0.38 depending on the soil type and percentage of organic matter. Based on this range, the soils in the study area have medium susceptibility to sheet and rill erosion by rainfall.

Lateral Spreading (Landslides)

Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. Lateral spreading also refers to landslides that commonly form on gentle slopes that have rapid, fluid-like movement. Lateral spreading generally occurs on 0.3 to 5% slopes underlain by loose sand and shallow groundwater.

Subsidence

Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused by three distinct water-related causes: 1) compression of layers of clay and silt within an aquifer, 2) oxidation and drainage of organic soils, 3) dissolution and collapse of susceptible rocks. Subsidence is occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table.

Collapsible Soil

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils.

Expansive Soil

Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

Septic Systems

The City does not have septic requirements for septic systems within the City.

Significance Criteria

The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation.

Checklist Discussion

- a) Less than Significant Impact – the changes proposed herein to the Live Oak Development project will not have an increased effect on the following categories.
 - i. No Impact - No portion of the project area is located within an earthquake fault zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.
 - ii. Less than Significant Impact– Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.
 - iii. Less than Significant Impact– The potential for liquefaction in the project area is low. There is a minute possibility that a rain event coupled with a concurrent seismic event may create a condition where liquefaction could occur. Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.
 - iv. Less than Significant– the entire City is located within an area of low landslide incidence, but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.
- b) Less than Significant Impact– development would result in construction-related ground disturbance, as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.
- c) Less than Significant Impact: See a.

- d) **Less than Significant Impact –** Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.
- e) **No impact-** The City does not have septic requirements for septic systems within the City. Septic is not proposed.

Conclusion

Impacts to Geology and Soils were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant. The proposed changes to the project will not further impact Geology and Soils. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source(s): General Plan and General Plan EIR (2017); Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Greenhouse Gas Emissions

See Air Quality Section.

Hazards and Hazardous Materials

Impacts to Hazards and Hazardous Materials were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures. The proposed changes to the project will not further impact Hazards and Hazardous Materials. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

Hazardous material are substances that, because of physical or chemical properties, quantity, concentration, or other characteristics may either cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness or pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas.

Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. Large quantities of hazardous materials are transported along State Route 198, 43, and freight rail lines that pass through Hanford, making it susceptible to hazardous spills, releases, or accidents.

Pursuant to AB 2948, Kings County adopted the *County Hazardous Waste Management Plan*. Under state law, all industries and agricultural operations that store or handle specific quantities of hazardous materials must provide the County with a hazardous materials business plan detailing the location and quantities of their hazardous materials.

Brownfields

A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. The City has one brownfield site, located south of Third Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue.

Airport Hazards

Hanford Municipal Airport – a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona, and Lemoore in south-central CA.

Emergency Response

Kings County's Office of Emergency Management (OEM) is the County's emergency management agency, responsible for coordinating multi-agency responses to complex, large-scale emergencies and disasters within Kings County. OEM develops and maintains the Emergency Operations Plan (EOP), which serves as a guideline for who will do what, as well as when, with what resources, and by what authority- before, during, and immediately after an emergency.

Significance Criteria

The project may result in significant hazards if it does any one of the following:

1. Create a public health hazard
2. Involve the use or production, disposal or upset of materials which pose a hazard to people in the area or interferes with an emergency response plan
3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards.

Checklist Discussion

- a) Less than Significant – The changes proposed to the project will not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The changes to the Live Oak development project will result in less residences. No expansion or intensity increases in the project are proposed.

There are no known hazardous materials that would be generated by the Live Oak Development project that would expose sensitive receptors to substantial risk. The proposed use of residential, recreation, and public facilities are not land uses associated with substantial transportation, use or disposal of hazardous materials.

- b) Less than Significant - The changes proposed to the project will not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No expansion or intensity increases in the project are proposed.

There are no known hazardous materials that would be generated by the Live Oak Development project that would expose sensitive receptors to substantial risk. The proposed use of residential, recreation, and public facilities are not land uses associated with substantial transportation, use or disposal of hazardous materials. Residential uses may contain small quantities of hazardous materials that are otherwise governed by local, state, or federal regulations.

- c) Less than Significant Impact – The changes proposed to the project will not result in emit hazardous emission or handle hazardous or acutely hazardous material, substance, or waste within one quarter mile of an existing or proposed school. No expansion or intensity

increases in the project are proposed.

There is not a school within a ¼ mile of the project site, currently. A future school site is planned by the General Plan west of the project site. The General Plan restricts land uses around schools, such as industrial uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites. The routine use of a residence does not involve the hazardous materials.

- d) Less than Significant Impact - the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5
- e) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact.
- f) Less than Significant Impact – the project is located one-mile south of the State Highway 198, which is an adopted emergency transportation corridor. The proposed project and changes to the project would not interfere with emergency transportation on this route.
- g) Less than Significant Impact– The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires. The proposed Project site is located on the western boundary of the City. This area has historically been used for agricultural production and is currently in transition to urban use, primarily residential development. East of the Project site is land developed as low density residential and agricultural land. To the north is a vacant land and land developed as low density residential. To the south of the proposed site, beyond Houston Avenue, is active agricultural land. West of the proposed site is Lone Oak Slough, beyond the slough are existing agricultural uses and large rural residential lots. No native or non-native grasslands, forests, or combustible sources that would lead to the potential of wildfire exist near the site; therefore, the impact is considered less than significant.

Conclusion

Impacts to Hazards and Hazardous Materials were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures. The proposed changes to the project will not further impact Hazards and Hazardous Materials. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List; Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Hydrology/Water Quality

Conclusion: Impacts to Hydrology and Water Quality were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures and conditions of approval for the development project. The proposed changes to the project will not further impact Hydrology and Water Quality. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

Climate

The City is located in the southwest portion of the Central Valley of CA and the City's climate is semi-arid. Semi-arid climates in CA tend to have precipitation patterns closer to Mediterranean climates with wet winters. The Central Valley has greater temperature extremes than coastal areas because it is less affected by the moderating influence of the Pacific Ocean. Most of the

rainfall in Hanford occurs in the winter months as the Gulf Stream shifts southward from northern latitudes in the wintertime. However, because of the inland location and "rainshadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The rainshadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches.

Surface Water Resources

Tulare Lake Basin

The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.

South Valley Floor Watershed

The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%.

Local

Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford.

Surface Water Quality

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments.

Groundwater Resources

Regional

The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin.

Local

The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and

stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection.

Groundwater Quality

Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide.

The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep.

Floodplains

Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City.

Methodology

Wastewater production is estimated based on the City's accepted formula that each person generates approximately 100 gallons of wastewater per day and the Project's estimate of an average household population of 2.8 person per dwelling unit. Domestic water demand for urban commercial uses is forecasted in the 2005 Urban Water Management Plan for the City of Hanford. The Hanford 2005 UWMP references the proposed Live Oak Master Plan Project in the water demand forecast of new development in the City. The WSA uses water demand rate for single family dwellings and parks as opposed to the calculated population driven demand in the UWMP that includes all uses divided by population. The WSA prepared by Carrollo Engineers for this Project estimates the amount of water per year consumed daily is 0.61 MGD (425 gpm) which includes parks and other open space water demands. The WSA more narrowly focuses on the water demand of the specific project. The estimated total annual water demand from the proposed Project is 681.3 acre feet per year (approximately 1.7 acre feet per acre). An acre foot of water is approximately 325,830 gallons. Agricultural water demand in the Hanford area is estimated at 2.4 acre-feet/year. The design basin will accommodate the design storm.

R= 3.3	inches 100 year-2 day storm
C= 0.5	runoff coefficient for Multi family 3000 sq.ft. minimum
Area	240 Acre Feet - this acreage includes Greenbrier Gardens
<u>33.0 Acre Feet required storage</u>	

In the case of the eastern watershed (Sand Slough), the storm runoff will be a retention basin (retain water for percolation). Given the retention basin characteristic of this water shed the design storm is a 100-year 5 day storm (a 5.7 inch rainfall). The runoff coefficient is 0.5; and the area is 191 acres. The storm water runoff is calculated at 45.4 acre feet of storage required.

R= 5.7	inches 100 year-2 day storm
C= 0.5	runoff coefficient for Multi family 3000 sq.ft. minimum
Area =191	Acre Feet - this acreage includes Greenbrier Gardens
<u>45.4 Acre Feet required storage</u>	

Sand Slough has a calculated capacity of 65.1 acre feet based on calculations provided by the project engineer. The applicant's engineer surveyed the reach of Sand Slough that would receive storm runoff and calculated the capacity of the facility.

Improvement to overall water surface and ground water quality is anticipated with the cessation of the existing dairy operation.

The Project area is not designated within the area of a sole source aquifer according to the Environmental Protection Agency, Office of Water National Summary of Sole Source Aquifer Designation, February 1998.

Changes in the land use from Very-Low Density, Low-Density, and Medium Density to all Low-Density Residential would have a lesser effect on hydrology. Less residential units and lesser density overall, will reduce the water run off.

Significance

Storm water runoff estimates are based on topographical maps prepared for the Project site and discussions with project engineers. Storm water runoff is estimated based on the assumption that the Project will be fully built-out including paved surfaces and landscape areas consistent with the City of Hanford development standards and the Standards contained in the Live Oak Master Plan. All on-site storm drainage will be collected in storm drainage systems approved by the City of Hanford. The accepted formula for calculating stormwater runoff is:

The design storm runoff was calculated using a formula provided by the City of Hanford for projects in the City of Hanford. The project applicant's engineer (Northstar Engineering) provided the calculations. In the case of the western watershed (Lone Oak Slough), the storm runoff will be metered into Lone Oak Slough and the basin constructed with the project will be a detention basin (detain water for metering into Lone Oak Slough). Given the detention basin characteristic of this watershed the design storm is a 100-year 2 day storm (a 3.3 inch rainfall). The runoff coefficient is 0.5; and the area is 240 acres. The storm water runoff is calculated at 33 acre feet of storage required. The design of the basin/open space area is almost 36 acre feet of capacity at 91% full.

Significance Criteria

The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system.

Checklist Discussion

- a) Less than Significant Impact – Proposed changes to the Live Oak Development proposed herein will not result in the violation of any water quality standards or waste discharge requirements, beyond the effect analyzed in the EIR.

The proposed Live Oak Master Plan project will produce typical residential wastewater discharged to the City's existing wastewater treatment facility. The City's wastewater discharged to the city's existing wastewater treatment facility is permitted to by the State of California and is designated to treat 8.0 million gallons per day.

The amount of wastewater generated by the Live Oak project is within the existing capacity of the wastewater treatment facility. Development impact fees for wastewater will offset

the costs of providing capacity in the wastewater treatment facility for the new development. With the payment of development impact fees reduce the impact of the development to a less than significant level.

- b) Less than Significant Impact – Proposed changes to the Live Oak Development proposed herein will not result in a the substantial depletion of deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted) beyond the effect analyzed in the EIR.

The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable groundwater management act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

- c) Less than Significant Impact – Proposed changes to the Live Oak Development will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site beyond that effect analyzed in the EIR.

The EIR identified mitigation measures that would reduce the projects impact on drainage to a less than significant level. The mitigation measures cited in the EIR and the conditions of approval in the project resolutions and development agreement still apply and will not be altered by the project changes.

- d) Less than Significant Impact– Proposed changes to the Live Oak Development proposed herein will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The Live Oak Master Plan proposes to utilize the Lone Oak and Sand Slough remnants as locations for disposal of stormwater. According to the USGS topographic map, both slough remnants are no longer connected to any creek, river or natural drainage in the area. With the construction of the project the amount of groundwater recharge is anticipated to increase within the confines of the slough and basin locations above the existing state of the land. Improvements planned of the collection and disposal of storm water are within the capacities of the planned improvements and the existing slough remnants.

- e) Less than Significant Impact – Proposed changes to the Live Oak Development project, proposed herein, will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, beyond the effect analyzed in the Live Oak EIR.

The EIR identified mitigation measures that would reduce the projects impact on drainage to a less than significant level. The mitigation measures cited in the EIR and the conditions of approval in the project resolutions and development agreement still apply and will not be altered by the project changes.

- f) Less than significant impact – The changes proposed to the project will not otherwise

substantially degrade water quality. See A.

- g) No Impact. – the project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact.
- h) See g.
- i) Less than significant – the significant risk of damn inundation to the City of Hanford is low. While there is a remote reisk of upstream dam failure, there is no more risk in this Project location than any other location in the City of Hanford to such catastrophic flood occurrence. The City considers this acceptable and a less than significant impact.
- j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunami. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgrade from aboveground water storage tanks.

Conclusion: Impacts to Hydrology and Water Quality were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures and conditions of approval for the development project. The proposed changes to the project will not further impact Hydrology and Water Quality. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source: 2017 General Plan, 2017 General Plan Update, Hanford Storm Water Master Plan, State of California Department of Water Resources; Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Land Use Planning and Population

Conclusion: Impacts to Land Use and Planning were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant. The proposed changes to the project will not further impact Land Use and Planning. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project. The changes proposed are consistent with the current General Plan and the R-L-5 Low-Density Residential zoning with the planned unit development overlay.

Environmental Setting

The City is predominantly surrounded by agricultural land uses and is characterized as a low rise community dominated by low-density, single-family housing along with some limited pockets of multi-family housing, low-intensity commercial uses, and several industrial areas. The City's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Boulevard, while the newly urbanized areas are north of Grangeville Boulevard. The majority of land within the City's planned area consists of agricultural, open space, and single-family residential uses.

Setting

The Project is located in the south-western portion of Hanford, California. The proposed site consists of approximately 340 acres and is bisected by 12th Avenue, a north-south arterial of Hanford. The northern boundary is north of Hume Avenue (west of 12th Avenue) and Hume

Avenue (east of 12th). The southern boundary is Houston Avenue. Lone Oak Slough forms western Project boundary, and the eastern boundary is Sand Slough.

The Live Oak Master Plan guides the development of the project site, approved under Planned Unit Development No. 2005-04. Changes to the Live Oak Development project are proposed by this project, including:

Modifications to Live Oak Development Agreement: a request to modify the existing Development Agreement for the Live Oak Development.

Modifications to Planned Unit Development (PUD) No. 2005-04: a request to modify the PUD to delete requirements for affordable housing units, amend the goals and policies of the Live Oak Master Plan, and allow for increased lot density within a portion of the development.

Modifications to Vesting Tentative Tract 865, 881, and 912: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement.

Modifications to Vesting Tentative Tract 909: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement; modify language regarding park improvements consistent with the Development Agreement; and increase the number of residential lots from 642 to 719 units.

The General Plan designates the project site as Low-Density Residential and the zoning on the property is R-L-5 Low-Density Residential.

Significance Criteria

The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion

- a) Less than significant impact – The proposed changes to the Live Oak Development will not result in physically dividing an established community.

The proposed Project site is designated in the Hanford General Plan as Low-Density residential. The site is zoned R-L-5 for Low-Density Residential. The applicant has prepared a Master Plan for the Live Oak Development, under Planned Unit Development No. 2005-04. The Project site is served by major streets including 12th Avenue, Hume Avenue, and Houston Avenue. The proposed Project is contiguous with urban residential development on the east, to the northeast and northwest. To the southeast are industrial uses, to the south and west are agricultural uses. The area has been planned for residential development since the City's 1994 General Plan Update and is within the adopted service area of the City's west side sewer interceptor. The land use to be implemented by the Live Oak Development project is consistent with the General Plan policies and Zoning requirements.

The existing community on the Project site and near the Project site can be described as rural agricultural. The agricultural uses are diverse including irrigated crops, dry land farming, and a walnut orchard. To the west and south larger agricultural parcels exist, some with more intensive agricultural programs. To the south and east is the City's industrial park area. Houston Avenue is the established dividing line between urban residential uses and industrial uses and this demarcation line has been in place before

the 1994 General Plan Update. The Live Oak Development does not constitute a land use that would physically divide an established community. This Project represents the implementation of the Hanford General Plan and would have a less than significant impact.

- b) Less than significant impact – The changes proposed to the Live Oak Development project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The changes to the Live Oak Development include the following:

Modifications to Live Oak Development Agreement: a request to modify the existing Development Agreement for the Live Oak Development.

Modifications to Planned Unit Development (PUD) No. 2005-04: a request to modify the PUD to delete requirements for affordable housing units, amend the goals and policies of the Live Oak Master Plan, and allow for increased lot density within a portion of the development.

Modifications to Vesting Tentative Tract 865, 881, and 912: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement.

Modifications to Vesting Tentative Tract 909: a request to remove the requirement for affordable housing units from the resolution, consistent with the Live Oak Development Agreement; modify language regarding park improvements consistent with the Development Agreement; and increase the number of residential lots from 642 to 719 units.

The changes proposed to the Live Oak Development will not conflict with the current land use – Low-Density Residential, nor the zoning, R-L-5 Low-Density Residential, with the planned unit development overlay. The changes sought to the project are consistent with the General Plan.

- c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Conclusion: Impacts to Land Use and Planning were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant. The proposed changes to the project will not further impact Land Use and Planning. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project. The changes proposed are consistent with the current General Plan and the R-L-5 Low-Density Residential zoning with the planned unit development overlay.

Sources: Live Oak Master Plan, 2017 General Plan, 2017 General Plan Update, Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Mineral Resources

No Impact.

Oil and Gas

The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.

Sand and Gravel

The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.

Significance Criteria

The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.

Checklist Discussion

- a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City.
- b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

Conclusion

There will be no impact to mineral resources.

Noise

Conclusion: Impacts to Noise were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with the incorporation of mitigation measures, cited in the EIR, development agreement, and the project's conditions of approval. The proposed changes to the project will not further impact Noise. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas, but aircraft and rail activities are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources.

Highways and Roadways

Existing noise levels in the City are primarily generated by transportation noise sources. Highway and roadway traffic noise levels are generally dependent upon three primary factors, which include the traffic volume, traffic speed, and percent of heavy vehicles on the roadway.

Railroad

Local railroad lines include an east-west Union Pacific Railroad (UP) line and a north-south Burlington Northern Santa Fe (BNSF) line. The east-west UP tracks are currently used by the San Joaquin Valley Railroad (SJVR), which operates two trains of approximately 5 to 10 cars per day, five days per week, at approximately 10 to 20 miles per hour. The BNSF is located in the central portion of the City in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight trains per day. Most north-south rail traffic moves through the county at approximately 50 mph.

As of early 2014, the CA High Speed Rail Authority has been moving forward on an alignment for the HST that would run through the far easterly portion of the planning area.

Airport

Hanford Municipal Airport is a general aviation facility serving Kings County and the surrounding Communities of Hanford, Armona, and Lemoore in south-central CA. The Hanford Municipal Airport Master Plan identified existing and future year noise contours as a result of airport operations.

Stationary Noise Sources

Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawn maintenance equipment.

The following operations have been identified as major stationary noise sources in and around Hanford

- a) Del Monte Foods
- b) Penny-Newman Milling Company
- c) Kings Waste and Recycling Authority Solid Waste Disposal Site
- d) Agricultural production
- e) Kings Speedway

Setting

State Highway 198, State Highway 43 and 10th Avenue have been identified as the existing major traffic noise sources within the City of Hanford. The General Plan EIR contains an estimate of noise based on forecasted roadway volume. As growth continues in the City, arterial streets and some collector streets will require noise attenuation to meet City standards for sensitive noise receptors. In most circumstances traffic noise along arterial streets require noise attenuation walls and requiring houses to "back" onto to the major street as a means of reducing noise impacts to acceptable levels for these sensitive receptors. 12th Avenue, Houston Avenue and Hume Avenue are major streets in the Project area and will require noise attenuation walls to be constructed.

Existing and Future Noise and Sensitive Receptors

The Live Oak Master Plan consists of residences, parks, open space and conservation areas. The residential densities will vary from very low density to medium density residences. Residential land uses are considered sensitive receptors to noise impacts.

Currently, there are existing single family residences located to the north and east of the Project site, and at the 12th Avenue and Houston Avenue intersection. New residential development is

located north of Hume Avenue. The Viking Ready-Mix Company is located 1,000 feet to the southeast of the Project site. It should be noted that the Mountain View Estates subdivision, which is located 100 feet to the north of the Viking Ready-Mix plant, has an existing 8-foot noise barrier along the residential property line adjacent to Houston Avenue. The residences in the subdivision are primarily single story buildings.

A noise study was prepared by j.c. Brennan & Associates that evaluated existing and future conditions with the proposed Live Oak Project. Their study documented the average 24 hour Leq for the Project site is 62.7 dB in the daytime and 58.9 dB at nighttime. Future predicted transportation related noise has the potential to exceed the City's exterior noise standard at the property line of 60 dB daytime and 45 dB at nighttime. The industrial facility will effect residential development along Houston Avenue. The existing industrial noise ranged from 48.7 dB to 74.4 dB. Noise from the industrial uses will exceed the City's daytime and nighttime standards for non-transportation related noise.

Railroad Noise

Both the Burlington Northern and Santa Fe and San Joaquin Valley Railroads (SJVR) serve Hanford. The mainline of the BN&SF Railway passes through the City of Hanford generally in a north-south direction at 11th Avenue approximately 1 miles east of the proposed Project. The BN&SF railroad currently operates between 40 and 50 trains per day on the system. Approximately 30 percent of the freight train movements occur during the nighttime hours (10:00 p.m.- 7:00 a.m.). There is presently one passenger train (AMTRAK) operation that occurs during the nighttime hours. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases.

SJVR operates rail service using track approximately 2 miles north of the proposed Project site. SJVR's current schedule is limited to one train per day. Development of new industry along the SJVR right-of-way has prompted renewed investment in the east/west service. SJVR anticipates an increase to 3 round trips per week and in the speed of trains using this route. The track between Visalia and Huron has recently been upgraded to accommodate additional train traffic.

Manufacturing Noise

An industrial area lies to the south and east with the Viking Ready-Mix Company located about 1,000 feet to the southeast of the proposed Live Oak Master Plan Project being the closest industrial use. Based on the data in j.c. brennan & associates, Inc. report, the overall noise levels of Viking Ready-Mix Batch Plant exceed the City of Hanford General Plan Hazards Management Element exterior noise level standard daytime and nighttime of 50 dB Leq and 45 dB Leq, respectively, at the nearest boundary line of the residential Project site.

Land Use Compatibility

Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, at educational facilities it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at 45 dBA, so residential land use standards must reflect this noise level.

Some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Commercial and retail facilities require very little speech communication, and therefore, are generally allowed a noisier environment. Some industrial areas generate loud noises that would interfere more with communication than all but the highest exterior noise levels.

Methodology

For highway impacts the Federal Highway Administration (FHWA) Highway Traffic Noise Model (FHWA-TNM) that was used to develop Ldn contours for selected roadways at various ADT's in the year 2025. As a means of quantifying existing background noise levels, on November 22-23, 2005 j.c. brennan & associates, Inc. conducted a continuous 24-hour noise level measurement on the Project site. j.c. brennan & associates, Inc. complete report is included as Appendix 4.8-A in Volume II of this EIR.

j.c. brennan & associates, Inc. employs the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise levels. The FHWA model is the analytical method currently favored for traffic noise prediction by most state and local agencies, including the California Department of Transportation (Caltrans). The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

j.c. brennan & associates, Inc., conducted noise level measurements and concurrent traffic counts of Hanford-Armona Road, 12th Avenue, Hume Avenue, and Houston Avenue traffic within the Project site. Hume Avenue was under resurfacing construction during the site visit and noise level measurements could not be conducted. The purpose of the short-term traffic noise level measurements is to determine the accuracy of the FHWA model in describing the existing noise environment on the Project site, accounting for shielding from local topography, actual travel speeds, and roadway grade. Noise measurement results were compared to the FHWA model results by entering the observed traffic volume, speed and distance to the roadway centerline from the receiver as inputs to the FHWA model.

Instrumentation used for the measurements was a Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter which was calibrated in the field before use with an LDL CA-200 acoustical calibrator. Appendix B (Calibration Worksheet) in j.c. brennan & associates report shows the complete inputs to the FHWA Model. The FHWA Model was employed to determine future traffic noise impacts on the Project site. Future Average Daily Traffic (ADT) volumes were provided by Ken Anderson, Principal Engineer, kdAnderson Transportation Engineers. Viking Ready-Mix Company Inc., truck volumes were provided by Charlie Wensley, General Manager, Viking Ready-Mix Company, Inc. To evaluate future traffic noise levels along Houston Avenue, including batch plant truck traffic noise levels on the Project site, j.c. brennan & associates Inc., predicted future traffic and truck noise levels utilizing information provided by Viking Ready-Mix Company Inc., kdAnderson Transportation Engineers, and discussions with John Buada of Buada Associates. To accurately predict future traffic noise levels on Houston Avenue, it is necessary to determine the cumulative percentage of heavy trucks from both Viking Ready-Mix and typical traffic volumes. Assuming a 15% growth in future heavy truck operations associated with the batch plant, the cumulative average daily truck trips and peak daily truck trips were included in the traffic noise analysis. Based on discussions with Buada Associates regarding heavy truck traffic due to Viking Ready Mix batch plant operations, 60% of cement mixer trucks and 100% of aggregate trucks travel west along Houston Avenue. Cement trailer trucks do not travel west along Houston Avenue. During the 24-hour long term noise monitoring, 164 heavy trucks traveled west on Houston Avenue along the Project site. The batch plant operated at 130% of average daily truck trips and at 42% of peak daily truck trips.

Based on the percentages reported by Buada Associates, the calculated peak daily truck trips operating at 100% would generate 390 truck trips on Houston Ave along the Project site.

On November 22-23, 2005, j.c. brennan & associates, Inc. staff conducted short term noise level measurements and continuous hourly noise measurements at the cement batch plant. The

continuous hourly measurement of the Viking Ready-Mix plant was synchronized with the 24-hour continuous noise measurement being conducted at the Project site. The purpose of the noise level measurements was to collect single event and hourly noise level data, in order to quantify typical noise levels associated with batch plant activities. Instrumentation used for the measurements was a Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter which was calibrated in the field before use with an LDL CA-200 acoustical calibrator.

j.c. brennan & associates, Inc., conducted a noise barrier performance analysis to determine the insertion loss and resulting cumulative noise levels provided by varying barrier heights at the nearest outdoor activity areas.

Significance Criteria

Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion

- a) Less than Significant – Proposed changes to the Live Oak Development project, proposed herein, will not cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, beyond the effect analyzed in the Live Oak EIR.

The EIR identified mitigation measures that would reduce the projects impact on noise generation to a less than significant level. The mitigation measures cited in the EIR and the conditions of approval in the project resolutions and development agreement still apply and will not be altered by the project changes.

- b) Less than Significant – Proposed changes to the Live Oak Development project, proposed herein, will not cause exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels, beyond the effect analyzed in the Live Oak EIR.

The EIR identified mitigation measures that would reduce the projects impact on noise generation to a less than significant level. The mitigation measures cited in the EIR and the conditions of approval in the project resolutions and development agreement still apply and will not be altered by the project changes.

- c) Less than Significant – Proposed changes to the Live Oak Development project would not cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project beyond those impacts analyzed by the Live Oak EIR.

The EIR identified mitigation measures that would reduce the projects impact on noise generation to a less than significant level. The mitigation measures cited in the EIR and the conditions of approval in the project resolutions and development agreement still apply and will not be altered by the project changes.

- d) Less than Significant Impact - The project is approximately 2 miles southwest from airport and will not be impacted by the public airport.

- e) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.

Conclusion

Impacts to Noise were evaluated in the Live Oak Master Plan/Residential Project EIR and

determined to be less than significant with the incorporation of mitigation measures, cited in the EIR, development agreement, and the project's conditions of approval. The proposed changes to the project will not further impact Noise. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Sources: Live Oak Master Plan, 2017 General Plan, 2017 General Plan Update, Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Public Services

Conclusion: Impacts to Public Facilities and Services were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Public Facilities. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

The City of Hanford currently has three fire stations. Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. the HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management.

Police Protection

City residents receive police protection services from the Hanford Police Department, which currently operates out of a single station located at 425 N. Irwin Street. The City's recent growing problem that requires the need of police services includes gag and drug issues. The HPD's actual average response times are 6:30 minutes for Priority I incidents with an average of 32 Priority I incidents per day and a response time of 17:19 minutes for all other incidents with an average of 144 incidents per day. However, a response time of less than 2:30 minutes is a goal for the HPD to maintain in the future.

Schools

The City currently includes six elementary school districts and one high school district within the Study Area. These districts do not include the religiously affiliated private schools or charter schools located in the study area. The Hanford Elementary School District consists of 11 elementary and junior high schools that are all located in the study area.

Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all located in the study area.

The Hanford Joint Union High School District consists of four comprehensive high schools.

Parks

See Environmental Setting for Recreation.

Other Public Services

Library Services

The current library is a branch of the Kings County Library.

Significance Criteria

The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services.

Checklist Discussion

- a) **Less than Significant:** The changes proposed to the Live Oak Development will not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for any public service beyond the impact analyzed in the Live Oak EIR, for which impacts were determined to be less than significant with the incorporation of mitigation measures and payment of impact fees.

Conclusion

Impacts to Public Facilities and Services were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Public Facilities. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source: 2017 General Plan, 2017 General Plan Update, Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Recreation

Conclusion: Impacts to Recreation were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Recreation. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

School Parks

All school sites have limited public access since their primary purpose is to support the educational mission of the school districts that control their use. There are 16 school sites within the City. The school facilities include athletic fields, conference rooms, gymnasiums, auditoriums, and swimming pools, which are open to the public after hours, during the summer, and on weekends for recreational use.

Indoor facilities

The Hanford Parks and Recreation Department also provides a wide array of programs for City residents. The Recreation Department is responsible for coordinating activities for the entire family including special classes, youth programs, and older adult activities, sports for youth and adults, as well as community events. These activities are conducted in a variety of indoor rec. facilities.

City of Hanford Parkland Standard

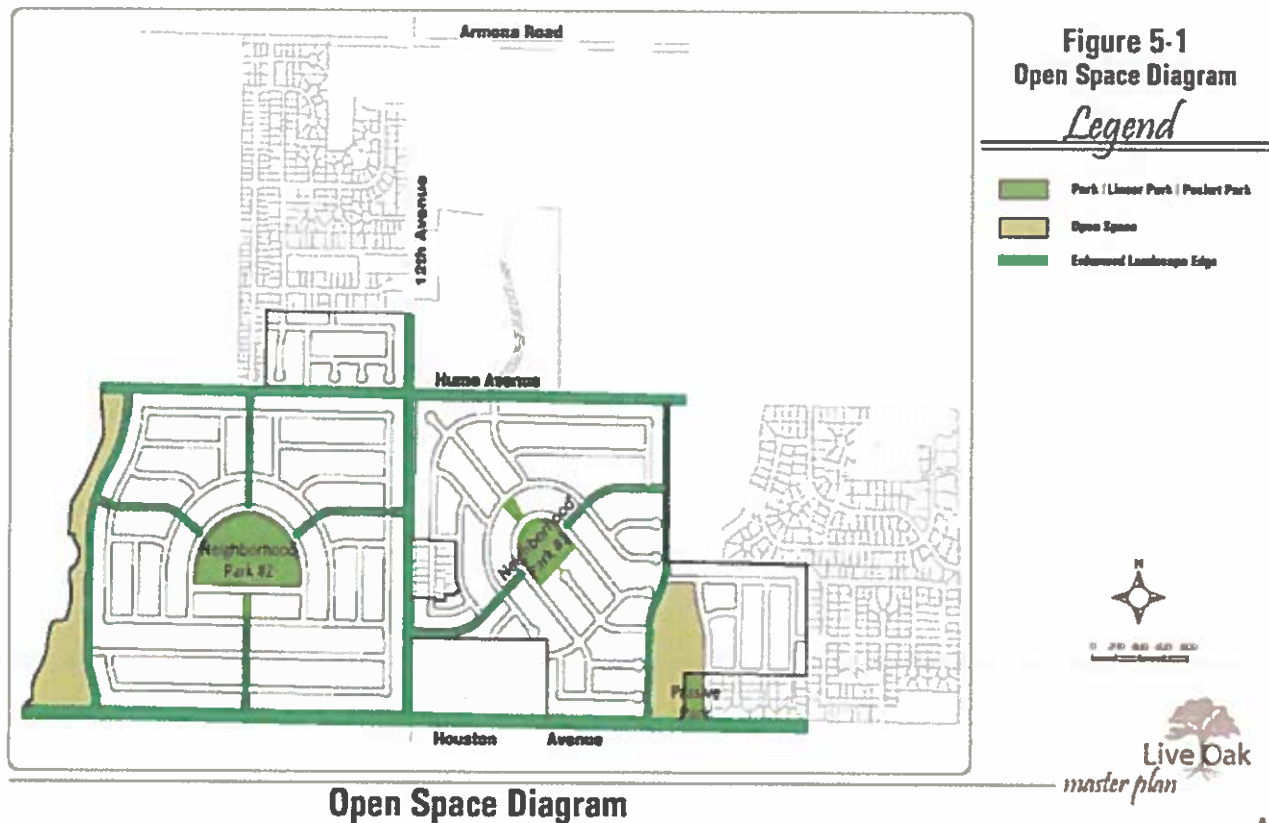
Combining the City's 188 acres of parkland and 100 acres of school parks, the City has a total of 288 acres of developed parkland that go toward meeting the parkland standard. This does not include regional parks outside the planning area, greenways, private parks, or indoor recreation facilities. Based on the 2013 estimated population of 55,860 for the City of Hanford, the Study Area has approximately 5.2 acres of parkland for every 1,000 residents in the City.

Project

The Live Oak Master Plan provides a variety of passive and active recreational opportunities for residents within and outside of the Plan Area. Three neighborhood parks are provided and interconnected via linear parks and a series of sidewalks (totaling 21 acres) that lead to open space trails. The parks create a central focal point within neighborhoods. Three areas of open space totaling 31.6 acres are located along Lone Oak and Sand Sloughs, as well as adjacent to

the west side of 12th Avenue, along the Minor Park Collector. The biological analysis completed for the Live Oak Master Plan indicate that the sloughs are riparian woodland areas that should be enhanced by removal of debris and buffered from development. The sloughs can also provide trails for pedestrians and bicyclists along their edges.

Parks (P) and Open Space (OS) are located within the Plan Area. There are three planned neighborhood parks totaling 21.0 gross acres, and smaller pocket parks located in various neighborhoods. Designated Open Space, totaling 31.6 acres, is located within Lone Oak and Sand Sloughs, as well as directly adjacent to the west side of 12th Avenue, along the minor park entry collector. The Open Space corridors preserve riparian woodland areas and will be accessible through pedestrian paths that are linked to adjacent streets and accessible to neighborhoods. Design Standards for parks and trails are located in Chapter 5 of the Live Oak Master Plan.



Neighborhood Parks

There are two neighborhood parks within the Plan Area. These parks are located on the east and west sides of 12th Avenue and just south of Hume Avenue. All neighborhood parks are accessible by streets and linear parks. The neighborhood parks, intended to be focal points with active recreational areas, will service new residents as well as existing neighborhoods.

Neighborhood Park #1 is approximately 2.6 gross acres, with centralized access to the eastern half of the Plan Area. The park is connected to residents through sidewalks and linear parks emanating from the northwest and southeast. Passive recreational amenities such as a tot lot, turf play areas, and picnicking facilities are envisioned. A local street, which terminates at the linear park, enables pedestrian access to the open space path located along Sand Slough and the neighborhoods across from Sand Slough.

Neighborhood Park #2 is approximately 9.6 gross acres, centrally located between Hume Avenue and Houston Avenue in the western portion of the Plan Area. The larger of the neighborhood parks, it is envisioned to contain large turf areas for active recreation, surface courts, picnicking,

seating facilities, tot lots, and pedestrian paths for passive recreation. Neighborhoods connect to the park through series of sidewalks and multiple linear parks.

A 2.0-acre passive park will be provided on the southeastern corner of Sand Slough, where the riparian woodland area will be especially enhanced with recreational opportunities, such as an open field, a trail, and / or park benches.

Open Space Sloughs

There are two remnant sloughs located within the Plan Area: Lone Oak and Sand Slough. Sand Slough is located in the eastern area of the Plan Area between Hume Avenue and Houston Avenue. Lone Oak Slough stretches from Houston Avenue to the Hume Avenue extension in the western portion of the Plan Area. Both sloughs will be maintained as conservation/open space for the riparian habitat and occasional seasonal drainage it provides the Plan Area. These sloughs have been treated as the backyard of development within existing neighborhoods. However, it is the intention of the Master Plan to embrace these sloughs as an integral part of the overall community design scheme for every resident to enjoy.

Within the Plan Area boundary, pedestrian paths are located on the east side of Lone Oak Slough and the west side of Sand Slough within a 50-foot easement. These paths shall have connections to surrounding residential neighborhoods by local streets and daylighted cul-de-sacs. The use of dead end cul-de-sacs is prohibited along the sloughs. Material for pedestrian paths shall be of a concrete material, or porous material that maintains the rural characteristic of the sloughs. It is important to keep these areas as natural as possible. Only open or rail fencing should be used along the sloughs.

Significance Criteria

The project may create impacts if it creates demand for new expanded parks and recreation facilities or substantially alters existing facilities.

Checklist Criteria

- a) Less than Significant Impact – The changes proposed to the Live Oak Development would not cause an increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated beyond the effect analyzed in the Live Oak EIR, for which mitigation measures were required to reduce the impact to a less than significant level.
- b) Less than Significant Impact– Changes to the Live Oak Development Master Plan and Development Agreement include changes to the proposed recreational facilities. The changes do not result in a loss of open space. The changes proposed will not have a greater impact than the impact analyzed in the Live Oak EIR, for which impacts were determined to have a less than significant impact with the incorporation of mitigation measures. The Live Oak Development project does include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The effect of which can be mitigated to a less than significant level.

Conclusion

Impacts to Recreation were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Recreation. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source: 2017 General Plan, 2017 General Plan Update, Live Oak Master Plan/Residential Project EIR (SCH #2006091015)

Transportation/Circulation

Conclusion: Impacts to Transportation and Traffic were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Transportation and Traffic. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

Existing Functional Roadway Classification System

State Freeways and Highways

There are two State Facilities serving the Study Area, namely SR-198 and -43.

Arterial Roads

Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.

Collector Streets

Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.

Local Streets

Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

Existing Intersections

All of the study intersections are operating at acceptable levels of LOS.

Existing Roadway Segments

Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS.

Bicycle Facilities

The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travel ways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

Mass Transit

Kings Area Rural Transit

Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from

Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City and Avenal.

KART Dial-A-Ride Service

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots

Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

KART-Vanpool Program

KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.

Rail Service

Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle.

High Speed Rail

In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the hgi voltage power lines between 7th and 8th Avenues.

Freight Service

Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system.

Project

Development of the Live Oak Master Plan may change traffic patterns in the area of the Project as new traffic is generated and new roads are constructed. Regional access to the Live Oak Master Plan Project is provided by several major roads.

Twelfth Avenue is a major north-south route serving western Hanford. The street is designated an arterial in the Hanford General Plan. Twelfth Avenue originates in the rural area south of the Hanford City limits and continues northerly through the Project area across SR 198 through western Hanford beyond the northern City limits into unincorporated territory of Kings County. Today 12th Avenue is a two lane street in the vicinity of the Project and a four lane street north of SR 198. Traffic counts completed in May 2005 for this study suggest that 12th Avenue carries an Average Daily Traffic (ADT) volume of about 2,970 vehicles per day in the area between Hume Avenue and Houston Avenue, 4,720 ADT north of Hume Avenue. Twelfth Avenue carries 18,044 vehicles per day north of SR 198 in the vicinity of the Hanford Mall.

Houston Avenue is an east-west arterial street serving southern Hanford. Houston Avenue originates in Lemoore and continues easterly across SR 198 for about four miles to the Project site. Houston Avenue then extends for another four miles to State Route 43. Today Houston Avenue is a two lane rural road in the vicinity of the Project, although the Hanford General Plan envisions the eventual improvement of Houston Avenue to a four lane arterial street. New traffic counts conducted in May 2005 for this study indicated that 12th Avenue carries 2,630 ADT between 13th Avenue and 12th Avenue and 3,030 ADT east of 12th Avenue.

Hume Avenue is an east-west collector street that lies midway between Hanford Armona Road and Houston Avenue. Today this two lane road only extends east from 12th Avenue, but a portion of the road west of 12th Avenue will be constructed with development of the proposed Project. Traffic counts conducted for this study in May 2005 indicated that Hume Avenue carries 1,580 ADT east of 12th Avenue.

Hanford-Armona Road is an arterial street that links the communities of Lemoore and Hanford. Hanford-Armona Road exits the City of Lemoore (Blake Street) and continues easterly across and roughly parallel to SR 198. The road continues through Armona and Hanford to Tenth Avenue and east of Ninth Avenue across State Route 43 to 6th Avenue. In the area of the proposed Project Hanford Armona Road lies roughly ½ mile south of SR 198. Today Hanford Armona Road is a two lane facility, although the General Plan suggests the road may eventually be widened to four lanes. The most recent traffic counts available from the City of Hanford indicate that Hanford Armona Road carries 5,670 ADT and 8,687 ADT west and east of 12th Avenue, respectively.

Thirteenth Avenue is a north-south arterial street that connects western Hanford with SR 198. Thirteenth Avenue extends north from an intersection on Iona Avenue along the western Hanford City limits for about eight miles to Excelsior Avenue north of Hanford. Today, 13th Avenue is a two lane rural road in the area of the proposed Project, and traffic counts conducted for this study indicated that the road carries 710 ADT in the area between Hanford Armona Road and Houston Avenue.

Lacey Blvd is the major east-west route through Hanford. This designated arterial extends from the rural area of Kings County north of Lemoore through the 12th Avenue intersection to a downtown intersection at Irwin Street. East Lacey Blvd then begins at 10th Avenue and continues easterly to an intersection on SR 43. In the area of the 12th Avenue intersection Lacey Blvd is a four lane street. The road narrows to a two lane section west of the 12th Avenue intersection near the western City limits. The most current traffic counts available from the City of Hanford for the year 2003 indicate that Lacey Blvd carries about 18,091 ADT west of 12th Avenue and 21,502 ADT east of 12th Avenue.

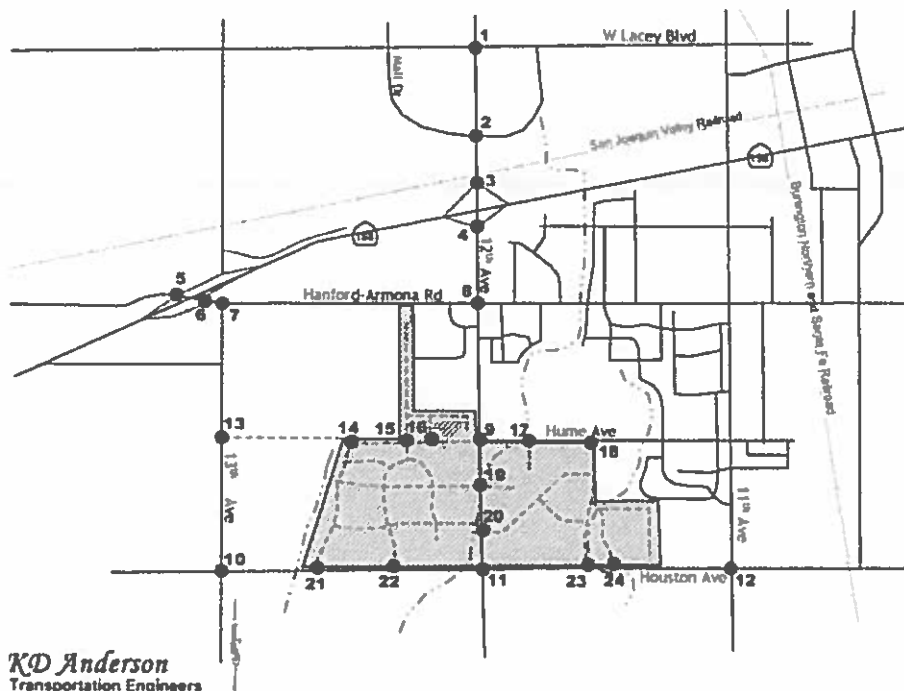
State Route 198 is an important regional route serving Kings County. This east-west route originates at US 101 in Monterey County and continues easterly across the Sierra Madre mountain range through Coalinga to an intersection on Interstate 5. From that point SR 198 extends easterly through Kings County into Hanford and on to an interchange on State Route 99. The route then continues to Visalia before terminating at Sequoia National Park in Tulare County. In the vicinity of the proposed Project SR 198 is a four lane controlled access facility with access limited to grade separated interchanges. Recent traffic volume published by Caltrans reveal that the highway carries 30,500 ADT west of the 12th Avenue interchange (2004) and 28,500 ADT east of the interchange.

Mall Drive is a collector street serving western Hanford in the area of the Hanford Mall at the 12th Avenue/Lacey Blvd intersection. This two lane street extends from an intersection on 12th Avenue northeasterly to an intersection on Lacey Blvd. Recent traffic counts from the City of Hanford indicate that this road carried about 7,479 vehicles per day in 2005.

Centennial Drive is a collector street that is planned to provide access to the area west of 12th Avenue. The route will originate at the 12th Avenue/Mall Drive intersection and continue northwesterly to an intersection on Lacey Blvd. From that point Centennial Drive will continue northerly to an intersection on Grangeville Blvd. The portion of this route immediately north of Lacey Blvd exists today. Centennial Drive is planned to be a four lane facility. The approved Target Shopping Center is located on the north side of Centennial Drive and the Super Wal-Mart store is on the south.

Glendale Avenue is an east-west local street that extends easterly and westerly from 12th Avenue in the area immediately north of the SR 198 interchange. This two lane road provides access to the area between the San Joaquin Valley railroad and SR 198 and is estimated to carry fewer than 500 vehicles per day.

Figure 4.12 - 1 Vicinity Map and Study Intersections



Existing Traffic Volumes

This analysis focuses on the operation of key intersections on the streets providing access to Hanford Station. The following intersections were identified for evaluation in consultation with City of Hanford and Caltrans staff as part of the early consultation process:

11th Avenue/Houston Avenue 12th Avenue/Lacey Blvd 12th Avenue/Mall Drive/Centennial Drive
12th Avenue/WB State Route 198 ramps 12th Avenue/EB SR 198 ramps 12th Avenue/Hanford –
Armona Road 12th Avenue/Hume Avenue 12th Avenue/Houston Avenue 13th Avenue/WB SR
198 ramps 13th Avenue/EB SR 198 ramps 13th Avenue/Hanford Armona Road 13th
Avenue/Houston Avenue

To quantify existing traffic conditions at these locations, a base of current peak hour traffic volume information was assembled from recent traffic studies. New traffic counts were made in May 2005 at intersections near the Project site to supplement data from other traffic studies collected in March 2005 at locations north of SR 198. This traffic volume data, as well as current intersection traffic controls and lane geometry are presented in Figure 4.12 - 2.

Level of Service Calculation

To quantitatively evaluate traffic conditions and to provide a basis for comparison of operating conditions with and without Project generated traffic, Levels of Service were determined at study area intersections.

"Level of Service" (LOS) is a quantitative measure of traffic operating conditions whereby a letter grade "A" through "F" is assigned to an intersection. LOS "A" through "F" represents progressively worsening traffic conditions. The characteristics associated with the various LOS for intersections are presented in Table 4.12 - 1. The City of Hanford General Plan has established LOS "C" as the standard for City streets, although the General Plan permits the City to accept LOS "D" during the peak hour in locations where physical constraints to providing additional capacity exist. Caltrans has suggested that LOS "C" is the standard for intersections providing access to state highways.

Table 4.12 - 2
Existing Peak Hour Intersection Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay	LOS	Average Delay	LOS
1. 12 th Avenue/Lacey Blvd	Signal	27.7 sec	C	29.4 sec	C
2. 12 th Avenue/Mall Drive/Centennial Dr	Signal	10.7 sec	B	18.0 sec	B
3. 12 th Avenue/WB SR 198 ramps	Signal	8.1 sec	A	8.2 sec	A
4. 12 th Avenue/EB SR 198 ramps	Signal	18.0 sec	B	19.5 sec	B
5. Hanford–Armona Road/WB SR 198 ramps (overall) WB left+thru+right	WB Stop	(7.0 sec) 19.4 sec	(A) C	(6.7 sec) 17.4 sec	(A) C
6. Hanford–Armona Road/EB SR 198 ramps (overall) EB left+thru+right	WB Stop	(3.4 sec) 11.8 sec	(A) B	(4.4 sec) 12.7 sec	(A) B
7. 13 th Avenue/Hanford-Armona Road (overall) NB left+right turn	NB Stop	(0.6 sec) 10.6 sec	(A) B	(0.3 sec) 11.6 sec	(A) B
8. 12 th Avenue/Hanford-Armona Road	Signal	19.4 sec	B	20.8 sec	C
9. 12 th Avenue/Hume Avenue (overall) WB left+right turn	WB Stop	(4.0 sec) 9.5 sec	(A) A	(2.7 sec) 9.9 sec	(A) A
10. 13 th Avenue/Houston Avenue (overall) NB left+through+right turn SB left+through+right turn	NB/SB Stop	(2.7 sec) 9.8 sec 9.7 sec	(A) A A	(6.4 sec) 11.8 sec 12.0 sec	(A) B B
11. 12 th Avenue/Houston Avenue	All-Way Stop	7.9 sec	A	8.5 sec	A
12. 11 th Avenue/Houston Avenue	All-Way Stop	8.9 sec	A	9.3 sec	A

Methodology

The EIR summarizes kdANDERSON Transportation Engineers' analysis of the potential traffic issues associated with development of the Live Oak Master Plan and Live Oak Residential Project in the City of Hanford.

The purpose of this analysis is to identify the potential impacts of Project development within the context of current and future traffic conditions in southwestern Hanford. The analysis includes evaluation of existing circulation conditions in the area based on current a.m. and p.m. peak hour traffic volumes. The extent to which improvements are already needed has been determined through this evaluation. Project impacts were identified by superimposing Project traffic onto background conditions. Towards this end, the characteristics of the proposed Project have been determined based on probable peak hour and daily trip generation, regional trip distribution and local trip assignment.

To quantify existing traffic conditions at these locations, a base of current peak hour traffic volume information was assembled from recent traffic studies and traffic counts conducted in the Year 2005.

Levels of Service were calculated for this study using the methodology contained in the 2000 Highway Capacity Manual using SYNCHRO analysis software. The overall Level of Service for signalized intersections was determined based on the average length of delays for all motorists.

At unsignalized intersections the Level of Service was predicated on the length of the average delay experienced by all motorists who must yield the right of way before turning or continuing through an intersection.

Trip Generation or the number of vehicle trips that are expected to be generated by development of the Live Oak Master Plan and Live Oak Residential Project has been estimated using typical trip generation rates. Data compiled by the Institute of Transportation Engineers (ITE) and presented in the ITE publication Trip Generation, 7th Edition is the source of trip generation rates for the uses within the Project area.

As indicated in Table 4.12 - 3 typical single family residences generate slightly less than 10 automobile trips per day. Of that total, one trip occurs during the p.m. peak hour and about ¾ of a trip is generated during the a.m. peak hour. Applying these rates to the number of dwellings expected in Live Oak Master Plan Project yields a forecast for 14,930 daily trips with 1,170 trips occurring in the a.m. peak hour and 1,576 trips occurring during the p.m. peak hour

**Table 4.12 - 3
Live Oak Master Plan Trip Generation Estimate**

Land Use	Quantity	Trips Per Unit						
		Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Residential	Dwelling	9.57	0.19	0.56	0.75	0.65	0.36	1.01
Live Oak Master Plan	1,560	14,930	296	874	1,170	1,014	562	1,576

Trip Distribution estimates were made for the proposed Project. The regional distribution of Project trips was derived from review of current area travel patterns, from information presented in previous area traffic studies and from input from City of Hanford staff. As shown in Table 4.12 - 4, the distribution of Project trips to and from a residential Project will vary throughout the day. Table 4.12 - 4 also summarizes the directional distribution of Project traffic, as well as the anticipated allocation of that traffic to the various streets that are available.

During the morning peak hour the trip distribution is related to commute activity and to travel to and from area schools. All high school aged students are assumed to attend the existing Hanford West campus on Lacey Blvd east of 12th Avenue. Elementary and Middle School age children will be divided between the Hanford and Armona School Districts, as 12th Avenue is the dividing line between these districts. Students living in the western half of the Project will attend school in Armona, while the half of the site east of 12th Avenue will attend Hanford Schools that lie off of Hume Avenue and 11th Avenue.

Planned improvements to the circulation system were also considered in the traffic analysis. The Live Oak Master Plan Project is located within an area of Hanford where planned roadways will eventually increase the capacity of the circulation system. However, not all of the area circulation system will be developed immediately. While the extension of Hume Avenue westerly to 13th Avenue will eventually occur under the General Plan, this analysis only assumes that the portion of this roadway planned for construction with the Live Oak Master Plan Project will be in place under "existing plus Project" conditions. Improvements that are conditions of approval for other Approved projects have been assumed to be constructed under "Existing Plus Approved Projects Plus Project" conditions. The City's planned signalization of the 12th Avenue/Hanford Armona intersection is also assumed.

The Project plus existing impacts were identified by superimposing Project traffic onto background conditions. Towards this end, the characteristics of the proposed Project have been determined based on probable peak hour and daily trip generation, regional trip distribution and local trip

assignment, then those daily traffic volumes were added to the study area street system assuming current conditions.

The Project plus existing impacts, plus reasonably foreseeable projects was evaluated within the context of short-term cumulative traffic conditions occurring with build out of other approved projects in western Hanford. To prepare this traffic volume forecast City of Hanford staff were asked to identify other approved projects that could be assumed to be developed over the next ten years when the Live Oak Master Plan Project could be expected to be developed.

The Live Oak Master Plan standards requires that off-street parking for residential units with only alley access (no street parking) have a ratio of four parking spaces per dwelling unit to provide for visitor parking.

Table 4.12 - 4
Live Oak Master Plan Project – Trip Distribution Assumptions

Direction	Route	A.M Peak						P.M. Peak	
		School Related		All Other		Total		In	Out
		In	Out	In	Out	In	Out		
North	13 th Ave beyond Hanford Armona	0.0%	0.0%	1%	1.0%	1.0%	1.0%	1.0%	1.0%
	12 th Ave beyond Lacey	0.0%	0.0%	1.0%	10.0%	1.0%	10.0%	10.0%	10.0%
	11 th Ave beyond Hume	7.5%	3.5%	10%	10.0%	17.5%	13.5%	15.0%	15.0%
	Subtotal	7.5%	3.5%	12%	21.0%	19.5%	24.5%	26.0%	26.0%
East	Lacey Blvd east of 12 th	10.0%	12.5%	2.5%	2.5%	12.5%	15.0%	7.5%	12.5%
	Mall Drive east of 12 th	3.5%	4.0%	1.0%	1.0%	4.5%	5.0%	2.5%	5.0%
	SR 198 east of 12 th Ave	0.0%	0.0%	11.5%	8.0%	11.5%	8.0%	15.0%	15.0%
	Hanford Armona east of 12 th Ave	0.0%	0.0%	2.5%	2.5%	2.5%	2.5%	6.5%	5.0%
	Hume Ave near 11 th Ave	13.0%	7.0%	0%	0.0%	13.0%	7.0%	1.0%	1.0%
	Houston Avenue east of 11 th Ave	0.0%	0.0%	1.0%	8.0%	1.0%	8.0%	12.5%	12.5%
	Subtotal	26.5%	23.5%	18.5%	22.0%	45.0%	45.5%	45.0%	51.0%
South	11 th Avenue south of Houston Ave	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	12 th Avenue south of Houston Ave	0.0%	0.0%	1.0%	2.0%	1.0%	2.0%	3.0%	1.0%
	13 th Avenue south of Houston Ave	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Subtotal	0.0%	0.0%	3.0%	4.0%	3.0%	4.0%	5.0%	3.0%
West	Lacey Blvd west of 12 th	0.0%	0.0%	1.0%	2.0%	1.0%	2.0%	2.5%	3.0%
	Centennial Blvd west of 12 th	0.0%	0.0%	1.0%	2.0%	1.0%	2.0%	2.5%	5.0%
	Hanford Armona Rd beyond 13 th	13.0%	7.0%	1.0%	1.0%	14.0%	8.0%	2.0%	1%
	SR 198 beyond 13 th Ave	0.0%	0.0%	2.5%	2.0%	2.5%	2.0%	7.0%	5%
	Houston Avenue beyond 13 th	13.0%	7.0%	1.0%	5.0%	14.0%	12.0%	9.0%	6%
	Subtotal	26.0%	14%	6.5%	12%	32.5%	26.0%	24.0%	20.0%
Total		60.0%	41.0%	40.0%	59.0%	100%	100%	100%	100%

Table 4.12 - 5
Approved Projects in Western Hanford

Project	Description	Quantity
Various Residential Subdivisions	Subdivisions throughout the western half of the City	2,032 lots
Armona Development	Approved Subdivisions	220 lots
Hanford Station	Retail Shopping Center anchored by Wal-Mart west of 12 th Avenue at Centennial	242,000 square feet
Target Shopping Center Phase II	Balance of retail center on northwest corner of 12 th Avenue/Centennial	200,000 square feet
Tract 806	Retail/Auto west of 12 th Avenue at Glendale Avenue	38 acres
Hanford Community Medical Center	Hospital/Medical Offices east of 12 th Avenue on Mall Drive	31 acres
Hanford Education Center	High School, Community College and Recreation east of 13 th Avenue and north of Lacey Blvd	-

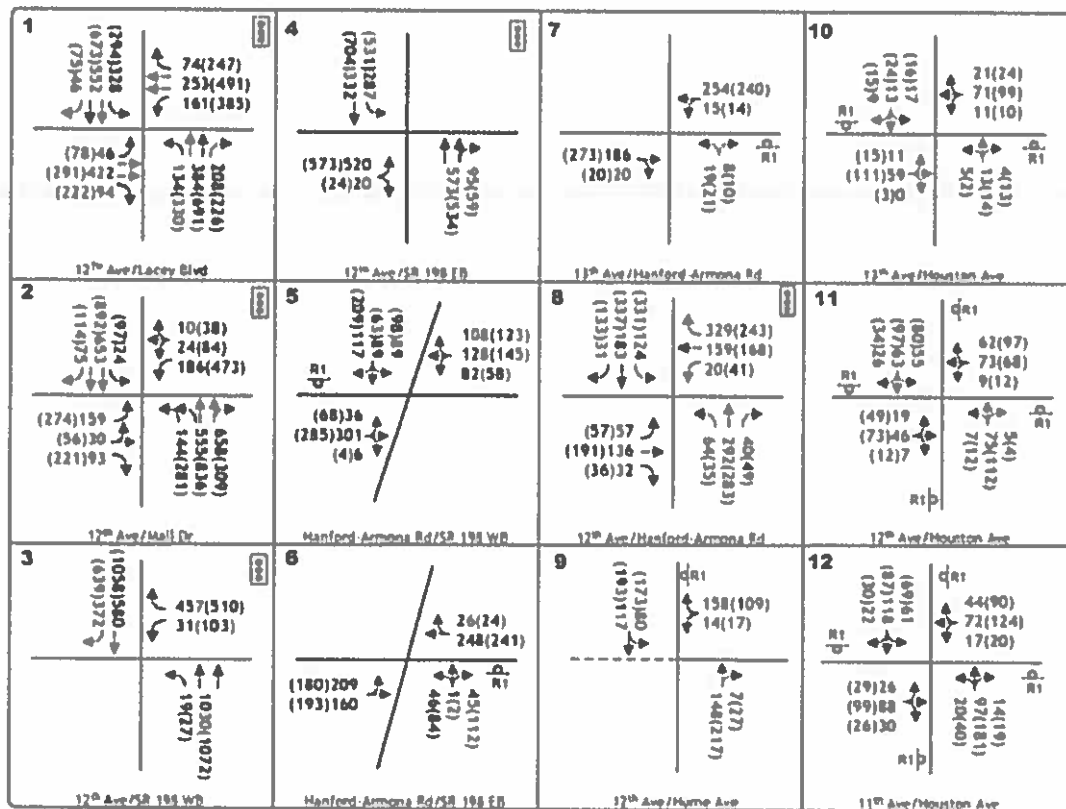
The trip generation characteristics of the approved projects were identified in two ways. First, the trip assignment for non-residential projects was identified from the traffic studies prepared for each Project. These assignments are presented in the Appendix 4.12-A Volume II of this EIR. Secondly, the trips generated by identified residential development were estimated and assigned to the city circulation system based on the location of each subdivision. To account for the potential interaction between new residential and non-residential uses, it was necessary to discount the residential trip assignment in proportion to assumed "matching" between these uses. A 16% a.m. and 20% p.m. reduction was taken. The resulting residential assignment is presented in the Appendix 4.12-A Volume II of this EIR. Resulting "Existing Plus Approved Projects (EPAP)" traffic volumes are presented in Figure 4.12 - 4.

To identify "EPAP Plus the Live Oak Master Plan Project" traffic volumes, Project trips were superimposed onto background traffic volumes assuming the regional distribution assumptions previously identified.

Cumulative traffic impacts have also been evaluated under both short-term and longterm horizons. Short-term conditions assume development and operation of other approved projects in Hanford, while long-term conditions have been based on Year 2030 traffic volume forecasts derived from Kings County Association of Governments (KCAG) regional travel demand forecasting model projections.

Under each scenario mitigation measures needed to deliver Levels of Service satisfying City of Hanford and Caltrans minimum standards have been identified.

Figure 4.12 - 4
Existing plus Approved Project Traffic Forecast at Study Intersection Locations



KD Anderson
Transportation Engineers

EXISTING PLUS APPROVED PROJECTS
TRAFFIC VOLUMES
AND LANE CONFIGURATIONS

Legend

- AM Peak Hour Volume (AM)
- PM Peak Hour Volume (PM)
- Stop Sign
- Signalized Intersection

The volume of traffic added by the proposed Live Oak Master Plan Project to the street system surrounding the site is an issue with regard to the general capacity of these streets and the need to develop additional mainline travel lanes. Table 4.12 - 6 presents generalized LOS thresholds based on daily traffic volumes for two lane and four lane arterials.

**Table 4.12 - 6
Generalized Level of Service on Major Streets in the City of Hanford**

Street Classification	Lanes	Average # of Signals per Mile	Maximum Daily Volume		
			C	D	E
Divided Arterial	4	0.0 to 0.75	33,000	34,900	36,700
		0.76 to 1.5	31,000	32,500	34,000
		1.6 to 2.5	29,500	31,700	33,400
		2.6 to 3.5	20,100	30,200	33,200
		3.6 to 4.5	-	26,300	32,100
		> 4.5		22,800	32,100
Undivided Arterial	2	0.0 to 0.75	15,600	16,500	17,400
		0.76 to 1.5	14,500	15,300	16,100
		1.6 to 2.5	13,500	14,800	15,700
		2.6 to 3.5	9,200	13,700	15,400
		3.6 to 4.5	-	12,300	14,600

A multi-step process was employed to create peak hour volumes. To account for the effects of new roads (i.e., Hume Avenue to 13th Avenue and Centennial Blvd to Lacey Blvd) that do not exist today, two sets of forecasts were developed and the results averaged to create the volumes used for this report. First, the daily regional traffic model was run with regional land use assumptions that reflected build out of the Project and KCAG year 2030 land use assumptions throughout the balance of the County. These forecasts were compared to year 2005 base conditions runs in order to develop localized growth factors that could be applied to study area intersection approach volumes using the Furness methodology. Secondly, the KCAG model was used to produce daily turning movement volumes at major study area intersections. Applicable peak hour percentages (i.e., 7.0% a.m. and 8.5% p.m.) were applied and typical directional splits (i.e., 55%/45%) to create a second set of forecasts.

The identified year 2030 traffic volume forecasts were used to calculate peak hours Levels of Service at study intersections. These calculations assume completion of the six lane section on 12th Avenue north of SR 198, as well as the local improvements described under EPAP conditions. A four lane section was assumed on the SR 198/12th Avenue interchange.

Significance Criteria

The project may result in significant transportation/circulation impact if it does the following:

1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards.
2. Creates traffic conditions which expose people to traffic hazards.
3. Substantially interferes or prevents emergency access to the site or surrounding properties.
4. Conflicts with adopted policies or plans for alternative transportation.

Checklist Discussion

- a) Less than Significant Impact – Changes proposed to the Live Oak Development, proposed herein, would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit, beyond the effect analyzed in the Live Oak EIR.

The changes proposed to the project are less intensive (less units) than the original Live Oak project and will not expand the project boundary.

All requirements/mitigations set forth in the Live Oak EIR, development agreement, and project's conditions of approval still apply and are not impacted by the changes proposed to the project.

- b) Less than Significant – the changes proposed to the Live Oak Development project, proposed herein, will not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways, beyond the effect analyzed in the Live Oak Development EIR, for which effects were determined to be less than significant with mitigation incorporation. Mitigations are cited in the EIR, development agreement, and project's conditions of approval.

The changes proposed to the project are less intensive (less units) than the original Live Oak project and will not expand the project boundary. All requirements/mitigations set forth in the Live Oak EIR, development agreement, and project's conditions of approval still apply and are not impacted by the changes proposed to the project.

- c) No Impact - The proposed project will not create a change in air traffic patterns or increase traffic levels or change in location that result in substantial safety risks. The project is located approximately 2.0 miles southwest from the nearest municipal airport.
- d) Less than Significant Impact- the changes proposed to the Live Oak Development project, proposed herein, will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) beyond the impact analyzed by the Live Oak EIR, for which mitigation measures were required to minimize the effect to a less than significant level.

The changes proposed to the project are less intensive (less units) than the original Live Oak project and will not expand the project boundary. All requirements/mitigations set forth in the Live Oak EIR, development agreement, and project's conditions of approval still apply and are not impacted by the changes proposed to the project.

- e) Less than Significant Impact – the changes proposed to the Live Oak Development project, proposed herein, will not impede emergency access. The project will be developed to development standards, which ensures adequate emergency access.
- f) Less than significant impact – the changes proposed to the Live Oak Development project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The Live Oak EIR analyzed impacts to alternative transportation and mitigation measures were required to mitigate the effect of the Live Oak Development on alternative transportation to a less than significant effect. All mitigation measures and conditions of approval regarding alternative transportation still apply to the project and are not impacted by the request for project changes.

Conclusion

Impacts to Transportation and Traffic were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Transportation and Traffic. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source: 2017 General Plan, 2017 General Plan Update, Live Oak Master Plan/Residential Project EIR (SCH #2006091015); Traffic Study kdANDERSON – Live Oak Development (2005)

Utilities and Service Systems

Conclusion: Impacts to Utilities were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Utilities. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Environmental Setting

Wastewater

The City's wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the entire City of Hanford (City). The wastewater system consists of a treatment plant and 21 sanitary sewer lift stations located throughout the City. The treatment facility has a capacity of 8.0 million gallons per day and is located south of Houston Avenue and east of 11th Avenue.

While the City is constantly working to improve and provide adequate services to the population demand, the Irwin Street trunk main has become a priority issue for the City's wastewater system. The Irwin Street trunk main is located south of the Downtown East Precise Plan area and may eventually be undergoing capacity issues. Sections of the trunk line are in poor condition, with adverse grades, inadequate pipe sizing, and near full capacity.

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

Water Supply

The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin.

The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer.

The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years.

Storm Water Drainage

The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding.

There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company.

The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins.

The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities.

Solid Waste Disposal

The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals.

Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills.

The landfills at the Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day.

The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers.

Dry Utilities

Gas and Electric Service

The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines.

Communication Systems

AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access.

Thresholds of Significance

The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities.

Checklist Discussion

- a) Less than significant – Changes proposed to the project will not result in exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Impacts of the Live Oak project were evaluated in an EIR - The City of Hanford has approved a sewer collection system for the project area and will collect wastewater impact fees from new development. The City of Hanford has wastewater discharge standards that would prevent the discharge of wastewater that does not meet the City's standards. The current capacity of the wastewater treatment facility is 8.0 mgd. That full build out the Live Oak project will add approximately 0.443 mgd. This addition is within the existing capacity of the facility.

- b) Less than Significant – the changes proposed to the Live Oak Development project will not result in or require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects beyond that impact analyzed in the Live Oak EIR.

Impacts of the Live Oak project were evaluated in an EIR - The City of Hanford has a master wastewater plan for the subject site area and mainline systems have been installed. The project area is consistent with the master wastewater plan and the City will collect wastewater impact fees from the new development to pay for long term improvements to the City's wastewater treatment facility and recover costs for extending the mainline serve. Extension of sewer lines throughout the proposed project will be required. the extension of sewer lines is consistent with the City's Sewer Master Plan.

- c) Less than Significant – The changes proposed to the Live Oak Project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities beyond the impact analyzed in the Live Oak EIR, for which mitigation measures were required to reduce the impact to a less than significant level.

Impacts to the project were analyzed in the Live Oak EIR – the proposed Live Oak project is consistent with the general Plan and General Plan EIR. The project intends to implement the regional drainage basins (Sand Slough and Lone Oak Slough) shown in the General Plan.

Requirements for the storm drainage basin development is cited in the EIR, Development Agreement, Master Plan, and project conditions of approval. Changes proposed to the Live Oak project will not impact the conditions of approval/mitigation measures.

- d) Less Than Significant - changes to the Live Oak Development project will not further impact water supplies or result in additional expanded entitlements. A water distribution plan for the project area was approved for the Live Oak Development. Impact fees will be collected for water impacts of the new development to pay for long-term improvements to the City's water production facilities. The project was considered in the City's Urban Water Management Plan as a pending project. the project will require extension of water lines throughout the project area.

- e) Less than Significant – the City of Hanford has approved a sewer collection system for the project area and will collect wastewater impact fees from new development to pay for long-term improvements to the City's wastewater treatment facilities.
- f) Less than Significant - the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility.
- g) Less than Significant – Changes proposed to the Live Oak Development will not affect the project's ability to comply with federal, state, and local statutes and regulations related to solid waste. The City provides for solid waste collection and disposal for the project area. The City provides for solid waste disposal in facilities approved by the State of California Integrated Waste Management Board.

Conclusion

Impacts to Utilities were evaluated in the Live Oak Master Plan/Residential Project EIR and determined to be less than significant with Mitigation Measures cited in the EIR, Development Agreement, and conditions of approval for the development project. The proposed changes to the project will not further impact Utilities. The changes to the project do not involve expansion of the project site or an increase in the intensity of the project.

Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015; Live Oak Master Plan/Residential Project EIR (SCH #2006091015);

Environmental Analysis and Conclusions

The changes proposed to the Live Oak Development project do not further affect any of the environmental factors evaluated under the Live Oak EIR (SCH #2006091015). Consequently, a subsequent or supplemental EIR or IS/MND is not required.

Exhibit A:

Attachment: Attachment 7 - Live Oak Addendum #1 (CD: Live Oak Development Amendment 2)

Mitchell Air Quality Consulting

August 17, 2020

Carlos Yanez, AEP JD, Forward Planning Director
Blue Mountain Communities
707 Aldridge Road
Vacaville, CA 95688

Subject: Assessment of Potential Air Quality and Greenhouse Gas Impacts of Proposed Modifications to Live Oak Master Plan in Hanford, California

Dear Mr. Yanez:

Mitchell Air Quality Consulting (MAQC) prepared the following assessment to determine if modifications to the Live Oak Master Plan would result in new information or new significant impacts not addressed in the Environmental Impact Report (EIR) prepared for the project per criteria listed under CEQA Guidelines Section 15162.

Proposed Modifications

The proposed modifications include changes to plan policies that are inconsistent with the approved Development Agreement for the project and an increase in the lot count in Tentative Map 909. The modifications would delete or modify affordable housing provisions and the timing of park improvements. The DEIR analyzed the impacts of developing 1,560 dwelling units on 390 acres. The modified plans would create 1,470 dwelling units within the same 390-acre planning envelope. The increases in lot counts occur in portions of the site indicated on the overall site exhibit (attached) as additional lots. Other portions of site have revised subdivision designs that result in projected lot counts that are lower than were estimated for the conceptual design provided in the Master Plan and analyzed in the DEIR. The result of the modifications is a net decrease of 90 lots for the full project compared to the amount analyzed in the DEIR. A Recirculated DEIR dated March 9, 2009 was prepared for the project that addresses greenhouse gas (GHG) impacts. The RDEIR found GHG emissions from construction and operations to be significant and unavoidable. The number of dwelling units and acreage analyzed was not changed in the RDEIR.

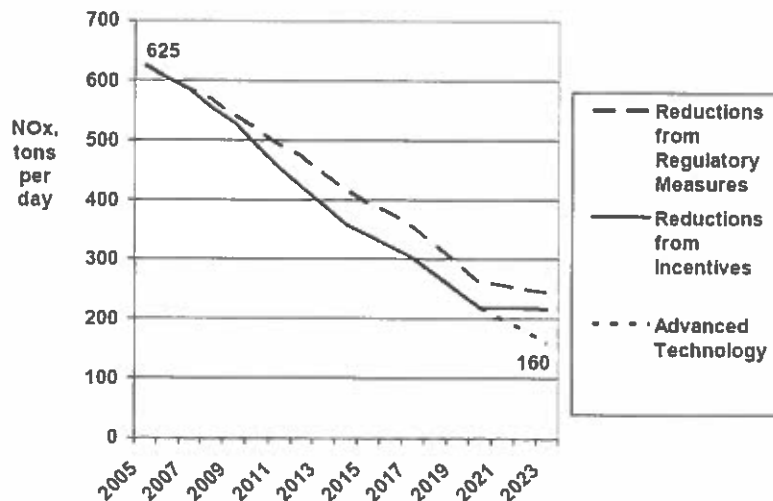
Background

The air quality modeling for the DEIR and GHG modeling in the RDEIR was conducted using URBEMIS which was developed by air districts around the State for estimating emissions from land use projects. The model provides emission estimates for construction activities and project operations. For construction, the analysis is based on the acreage of the project and the number and size of the structures that will be built. The results include emissions from construction equipment and fugitive dust generated during each phase of construction. For operations, the model provides results for area sources such as fireplaces and landscaping equipment, energy use, and transportation. URBEMIS has been replaced with the CalEEMod model which uses updated emission factors and usage data and accounts for motor vehicle and energy efficiency regulations adopted since the version of URBEMIS used for the DEIR and RDEIR was developed. Emissions

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have declined substantially with the incorporation of these regulations. The emission reductions estimated in the San Joaquin Valley Air Pollution Control District (SJVAPCD) 2007 Ozone Plan are displayed in Figure 1. The ozone precursor oxides of nitrogen (NO_x) would be reduced by about 66 percent between 2005 and 2021 with the implementation of regulatory measures and incentive programs.

Figure 1: San Joaquin Valley NO_x Emissions Forecast



The reductions due to changes in dwelling units and regulations implemented between 2010 and 2022 can be illustrated using the CalEEMod model to estimate emissions using 2010 assumptions and 2022 assumptions. Table 1 provides the results for 2010 conditions with the 1,560 dwelling units analyzed in the DEIR and RDEIR. Table 2 provides the results for 2022 conditions with 1,470 dwelling units in the modified plan. Table 3 shows the percentage reductions that occurred for each pollutant during this timeframe.

Table 1: Operational Air Pollutant Emissions (2010)

Source	Emissions (tons per year)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	CO ₂ e
Area	15.87	0.73	12.58	0.11	0.11	699.32
Energy	0.22	1.88	0.80	0.15	0.15	6,180.85
Mobile	17.30	45.62	208.88	15.58	4.83	17,349.51
Waste						807.82
Water						364.47
Total Project Emissions	33.39	48.23	222.26	15.84	5.09	25,401.97
Notes: ROG = reactive organic gases NO _x = nitrogen oxides PM ₁₀ and PM _{2.5} = particulate matter Area source emissions include emissions from natural gas, landscape, and painting. Source: CalEEMod 2016.3.2						

Table 2: Operational Air Pollutant Emissions (2022)

Source	Emissions (tons per year)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	CO ₂ e
Area	11.80	0.68	11.16	0.10	0.10	658.86
Energy	0.19	1.66	0.71	0.13	0.13	3,631.66
Mobile	4.35	15.57	50.94	13.88	3.80	13,164.44
Waste						570.83
Water						181.61
Total Project Emissions	16.35	17.91	62.81	14.12	4.04	18,207.41
Notes: ROG = reactive organic gases NO _x = nitrogen oxides PM ₁₀ and PM _{2.5} = particulate matter Area source emissions include emissions from natural gas, landscape, and painting. Source: CalEEMod 2016.3.2						

Table 3: Change in Operational Emissions 2010 to 2022

Source	Emissions (tons per year)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	CO ₂ e
Total Operational Emissions 2010	33.39	48.23	222.26	15.84	5.09	25,401.97
Total Operational Emissions 2022	16.35	17.91	62.81	14.12	4.04	18,207.41
Emissions Reductions	17.05	30.32	159.45	1.72	1.06	7,194.56
Percentage Reductions 2010-2022	51.0%	62.9%	71.7%	10.9%	20.7%	28.3%
Notes: ROG = reactive organic gases NO _x = nitrogen oxides PM ₁₀ and PM _{2.5} = particulate matter Area source emissions include emissions from natural gas, landscape, and painting. Source: CalEEMod 2016.3.2						

The results presented above are for illustrative purpose only and are not intended to replace the modeling conducted for the project DEIR and REIR.

The most important variables in air quality and GHG analyses for land use projects are the land use category, the site acreage, and the timing of construction and buildout. For single family residential land uses, the number of dwelling units is the primary variable. The primary source of emissions during project operations are from motor vehicles used by residents and others accessing the project which are based on average daily vehicle trips per dwelling unit. Since the number of dwelling units is less than was analyzed in the DEIR

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and RDEIR, the emissions generated by the modified project would be less than the amounts previously assessed.

Construction Emissions

The DEIR found that the project emissions would be less than the SJVAPCD thresholds of significance for construction activities for the ozone precursor NO_x for all years of construction, but would exceed the reactive organic gases (ROG) threshold during 2 years of construction due to the use of architectural coatings. The SJVAPCD did not have a quantitative construction PM₁₀ threshold at the time the EIR was prepared; however, the SJVAPCD adopted PM₁₀ thresholds in updates to their guidelines. In any case, emissions were below the new PM₁₀ threshold (15 tons/year). Although emissions were above the thresholds for only ROG (14.92 tons/year compared to the ROG threshold of 10 tons/year), the DEIR found the cumulative emissions of ROG, NO_x, and PM₁₀ to be significant and unavoidable after mitigation. Since the DEIR was prepared, the SJVAPCD amended Rule 4601 Architectural Coatings to reduce the volatile organic compound (VOC) content of coatings sold in the San Joaquin Valley. The amendments reduced the VOC content of coatings most widely used in residential development by more than 50 percent. VOC is the same as ROG. Therefore, compliance with Rule 4601 would reduce ROG emissions to less than significant. PM₁₀ fugitive dust emissions from construction activities would be less than significant with compliance with SJVAPCD Regulation VIII - Fugitive PM₁₀ Prohibitions. Fugitive dust emissions from site preparation and grading would not change with the modifications because the site acreage remains unchanged. However, construction equipment used for site preparation and grading would be lower due to state and federal off-road equipment emission standards that apply to new equipment. Emissions associated with building construction and architectural coatings would decrease because fewer dwelling units are now proposed than were analyzed in the DEIR and from new regulations.

The RDEIR found that project construction emissions were significant and unavoidable after application of mitigation measures due to scope of the project and the level of construction activity anticipated. No quantitative threshold was available at the time, so the significance threshold was based on whether or not the potential increases are substantial when compared to the baseline conditions. The SJVAPCD had not adopted a GHG threshold of significance at the time the RDEIR was prepared. On December 17, 2009, the SJVAPCD Governing Board adopted "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA". The SJVAPCD did not include a threshold for construction emissions because the emissions are short term and end once a project becomes operational. As with criteria pollutant emissions, GHG emissions are generated by equipment and vehicles used during construction. GHG emissions are proportionate with the hours of equipment use and construction vehicle travel during construction. Since the modification results in fewer dwelling units being constructed, less equipment and vehicle use will occur and GHG emissions will be lower than were analyzed in the RDEIR. In addition, newer construction equipment is generally more fuel efficient than those used in the GHG modeling and would produce fewer GHG emissions. Therefore, no new significant impact would occur with the modified project and no further analysis is required.

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Operational Emissions

The DEIR found project operational emission to have significant and unavoidable cumulative impacts for ROG and NOx. The operational emissions are proportionate with the number of dwelling units. Therefore, operational emissions would be less with the modified project. In addition, ROG and NOx emissions have declined substantially due to regulations adopted by the State and SJVAPCD to reduce these pollutants. Therefore, impacts from operational ROG and NOx emissions would be substantially less than analyzed in the DEIR. Operational PM10 emissions were less than significant in the DEIR. Operational PM10 emissions are primarily from entrained road dust related to motor vehicle travel. Since the number of dwelling units is less with the modified project, vehicle miles traveled will also be less and related entrained road dust emissions would also be less. The DEIR found localized carbon monoxide (CO) emission impacts would be less than significant. CO impacts are primarily caused by motor vehicle traffic. Since motor vehicle travel is reduced with the modified project, CO impacts would also be lower than analyzed in the DEIR. In addition, motor vehicle regulations have greatly reduced CO emissions, making CO impacts even lower than previously analyzed. Residential development is not considered to be a significant source of toxic air contaminant emissions and no special analysis was required.

The RDEIR found operational GHG emissions to be significant and unavoidable after application of mitigation measures to reduce emissions to the extent feasible. No quantitative threshold was available at the time, so the significance threshold was based on whether or not the potential increases are substantial when compared to the baseline conditions. The primary sources of operational GHG emissions are vehicle traffic and energy used by the homes. With fewer dwelling units in the modified project, GHG emissions would be lower than analyzed in the RDEIR; therefore, no new significant impact would occur. Since the RDEIR was prepared, the State has implemented its strategy contained in the 2008 ARB Scoping Plan to achieve the statewide GHG reduction targets from AB 32. The State GHG inventory reached the 2020 target in 2016 and 2017 and is expected to remain below the AB 32 target the 2020 milestone year. A new statewide target for 2030 was adopted in SB 32. The ARB 2017 Scoping Plan includes the State's strategy for achieving the 2030 target through continued implementation of existing regulations and programs and new regulations and programs. The 2017 Scoping Plan includes no specific reduction amount for new development, but the primary sources of GHG emissions from development projects, motor vehicles and energy use, will provide most of the reductions needed. The reductions would be achieved mostly with increased motor vehicle fuel efficiency, low carbon fuels, increasing renewable energy use, and increased building energy efficiency. No new threshold for post 2020 projects supported by substantial evidence has been identified for project level CEQA analysis. Therefore, the threshold used in the RDEIR remains appropriate. In addition, project GHG mitigation measures from the RDEIR remain valid and effective. Mitigation measures related to energy efficiency have nearly all been incorporated into Title 24 Building Energy Efficiency Standards updates. Single family residential development is now required to install solar panels and many development projects can now achieve zero net electricity use.

Impact Assessment

CEQA Guidelines 15162 includes criteria for determining whether changes to a project would require subsequent EIRs and negative declarations. No subsequent EIR or negative declaration shall be prepared unless on the basis of substantial evidence on or more of the following occur:

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Substantial changes to the project require major revision of the EIR or negative declaration due to new significant effects or substantial increases to the severity of previously identified significant effects.

Substantial changes to the circumstances under which the project is undertaken require major revisions to the EIR or negative declaration due to the involvement of new significant effects or substantial increases to the severity of previously identified significant effects.

New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted.

The following assessment provided in Table 4 analyzes whether the modified project would result in any of the conditions listed above occurring for air quality impacts.

Table 4: Modified Project Assessment

CEQA Criteria	Project Consistency
Does the modified project result in substantial changes to the project that require major revision of the EIR or negative declaration due to new significant effects or substantial increases to the severity of previously identified significant effects?	Discussion: The modified project does not result in new air quality and GHG impacts or an increase in severity that would require additional environmental review. The impacts of the modified project are less than those analyzed in the DEIR and RDEIR because less dwelling units will be constructed and new air quality and GHG regulations adopted since the DEIR and RDEIR were prepared result in lower emissions.
Does the modified project result in substantial changes to the circumstances under which the project is undertaken that require major revisions to the EIR or negative declaration due to the involvement of new significant effects or substantial increases to the severity of previously identified significant effects?	Discussion: There are no substantial changes in circumstances due to the modified project. The modified project is within the same footprint as the project analyzed in the DEIR and RDEIR. Project lot counts and new regulations result in lower emissions than presented in the DEIR and RDEIR. The project would not exceed any new quantitative threshold of significance. The project will comply with air quality and GHG regulations in effect at the time of construction. The latest SJVAPCD air quality plans include no new measures applicable to development projects that would require changes to the DEIR and RDEIR.
Is there new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted?	Discussion: There is no new information of substantial importance. There are no new significant effects not discussed in the DEIR. Air Quality impacts are less than analyzed in the DEIR, so are not more severe. No mitigation measures previously found not to be feasible were excluded from the DEIR. There are no mitigation measures or alternatives which are

	considerably different from those analyzed in the DEIR that would substantially reduce significant impacts that project proponents declined to adopt. The project is required to comply with SJVAPCD Rule 9510 Indirect Source Review (ISR) which requires developers to reduce project construction NOx emissions by 20 percent and exhaust PM10 emissions by 45 percent compared to the statewide average. This is accomplished by the use of cleaner than average construction equipment or through the payment of offsite mitigation fees. Operational NOx and PM10 emissions must be reduced 33 percent and 50 percent from the unmitigated baseline, respectively. Compliance is achieved through onsite design features and payment of offsite mitigation fees. Rule 9510 reduces cumulative ozone and PM10 impacts beyond what is expected from the DEIR mitigation measures, and does not constitute new information of substantial importance, since compliance is mandatory. When the DEIR was prepared, GHG impacts were just beginning to be addressed in EIRs around the State. The GHG analysis was included in the RDEIR to address this emerging issue using an approach recommended by the Office of Planning and Research (OPR). The approach used was conservative in that it identified all feasible mitigation measures and found the impact to be significant and unavoidable. This threshold approach remains valid today, especially with lack of consensus around the State on an appropriate quantitative threshold based on project consistency with the SB 32 2030 reduction target. Therefore, new information related to the GHG emissions would not rise to the level that would require additional analysis. The GHG impacts are not new or more severe and remain significant and unavoidable as reported in the RDEIR.
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Summary and Conclusion

The modified project results in impacts that are less than or equal to those analyzed in the DEIR and RDEIR. The project lot count is lower than was analyzed in the DEIR and RDEIR so emissions related to building construction and project operation will be lower. The project will comply with regulations not in effect at the time the DEIR and RDEIR were prepared that provide lower emissions than estimated in the DEIR and RDEIR. No new information is available that would result in new significant impacts or that would affect the severity of impacts found to be significant. Changes in circumstances due to new regulations result in lower criteria pollutant and GHG emissions than previously assessed and would not require subsequent environmental review.

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If you have any questions regarding this analysis, please call me at (559) 246-3732, or via email at dmitchell@mitchellaq.com.

Sincerely,



David M. Mitchell, Owner
Mitchell Air Quality Consulting
1164 E. Decatur Avenue
Fresno, CA 93720

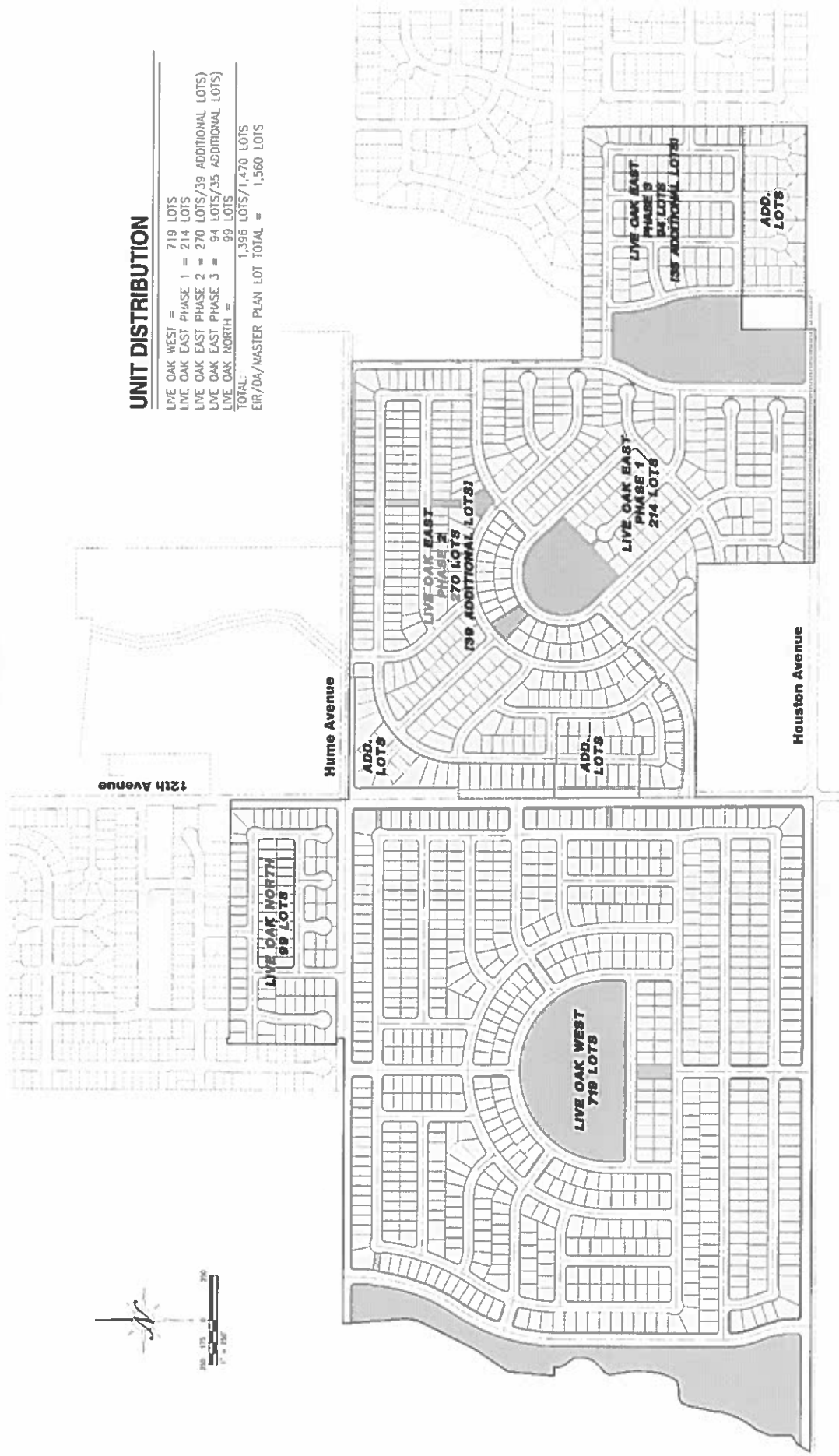
Attachments

Live Oak Overall Site Exhibit
CalEEMod Modeling Output.

Attachments

Attachment: Attachment 7 - Live Oak Addendum #1 (CD: Live Oak Development Amendment 2)

LIVE OAK
OVERALL SITE EXHIBIT
HANFORD CALIFORNIA



UNIT DISTRIBUTION

LIVE OAK WEST	=	719 LOTS
LIVE OAK EAST PHASE 1	=	214 LOTS
LIVE OAK EAST PHASE 2	=	270 LOTS/39 ADDITIONAL LOTS)
LIVE OAK EAST PHASE 3	=	94 LOTS/35 ADDITIONAL LOTS)
LIVE OAK NORTH	=	99 LOTS
TOTAL		1,396 LOTS/1,470 LOTS
EIR/DA MASTER PLAN LOT TOTAL	=	1,560 LOTS

Live Oak Master Plan Const and Ops 2010 - Kings County, Annual

Live Oak Master Plan Const and Ops 2010

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1,560.00	Dwelling Unit	390.00	2,808,000.00	4462

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	37
Climate Zone	3			Operational Year	2010
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW/hr)	641.35	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - PG&E Intensity Factors

Land Use - Site plan acreage 390

Construction Phase - 10 year schedule

Architectural Coating - Rule 4601 Architectural Coatings compliance

Vehicle Trips - ITE 10th Ed. Trip Rates 9.44, 9.54, 8.55

Woodstoves - Default woodstoves

Area Coating - Rule 4601 Architectural Coatings compliance

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - Distance to Downtown Hanford

Area Mitigation -

Energy Mitigation - 2019 Title 24 Compliance

Water Mitigation - CalGreen and MWELO conservation compliance

Waste Mitigation - Achieve 75% Statewide recycling mandate

Fleet Mix - SJVAPCD Residential Fleet Mix 2022

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Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.13	0.02
tblFleetMix	LDA	0.41	0.53
tblFleetMix	LDT1	0.05	0.20
tblFleetMix	LDT2	0.13	0.17
tblFleetMix	LHD1	0.05	1.3000e-003
tblFleetMix	LHD2	7.2430e-003	9.0000e-004
tblFleetMix	MCY	7.9740e-003	2.5000e-003
tblFleetMix	MDV	0.20	0.05
tblFleetMix	MH	1.5340e-003	1.8000e-003
tblFleetMix	MHD	0.01	8.6000e-003
tblFleetMix	OBUS	2.1380e-003	0.00
tblFleetMix	SBUS	1.2030e-003	7.0000e-004
tblFleetMix	UBUS	2.2050e-003	4.4000e-003
tblLandUse	LotAcreage	506.49	390.00
tblVehicleTrips	ST_TR	9.91	9.54
tblVehicleTrips	SU_TR	8.62	8.55
tblVehicleTrips	WD_TR	9.52	9.44

2.0 Emissions Summary

Live Oak Master Plan Const and Ops 2010 - Kings County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	tons/yr				MT/yr							
Year					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBko- CO2	Total CO2	CH4	N2O	CO2e
2021	0.2615	2.6765	1.4310	2.6000e-003	1.2019	0.1350	1.3369	0.6580	0.1242	0.7822	0.0000	228.5265	228.5265	0.0716	0.0000	230.3174
2022	0.4561	4.7454	3.3372	6.9500e-003	2.2752	0.2115	2.4866	0.8819	0.1945	1.0764	0.0000	610.9192	610.9192	0.1929	0.0000	615.7427
2023	0.4409	4.4934	3.7094	8.2500e-003	1.6257	0.1853	1.8110	0.5246	0.1705	0.6951	0.0000	724.9175	724.9175	0.2298	0.0000	730.6613
2024	0.4406	4.1192	3.7729	9.5400e-003	1.6168	0.1566	1.7735	0.4785	0.1445	0.6230	0.0000	848.5004	848.5004	0.2097	0.0000	853.7435
2025	0.4494	3.4512	3.9162	0.0140	0.7344	0.0740	0.8084	0.1985	0.0696	0.2681	0.0000	1,280.074 ₈	1,280.074 ₈	0.1249	0.0000	1,283.196 ₅
2026	0.4365	3.4201	3.8116	0.0139	0.7344	0.0740	0.8084	0.1985	0.0696	0.2680	0.0000	1,264.159 ₅	1,264.159 ₅	0.1248	0.0000	1,267.279 ₄
2027	0.4235	3.3906	3.7008	0.0137	0.7344	0.0738	0.8082	0.1985	0.0694	0.2679	0.0000	1,247.508 ₈	1,247.508 ₈	0.1244	0.0000	1,250.619 ₂
2028	0.4089	3.3532	3.5917	0.0135	0.7315	0.0733	0.8048	0.1977	0.0689	0.2666	0.0000	1,228.345 ₅	1,228.345 ₅	0.1235	0.0000	1,231.433 ₀
2029	0.3973	3.3427	3.5156	0.0134	0.7344	0.0733	0.8077	0.1985	0.0690	0.2674	0.0000	1,220.299 ₉	1,220.299 ₉	0.1235	0.0000	1,223.387 ₆
2030	7.3660	1.9008	2.8772	9.4700e-003	0.4587	0.0308	0.4895	0.1237	0.0307	0.1544	0.0000	851.4822	851.4822	0.0426	0.0000	852.5463
Maximum	7.3660	4.7454	3.9162	0.0140	2.2752	0.2115	2.4866	0.8819	0.1945	1.0764	0.0000	1,280.074 ₈	1,280.074 ₈	0.2298	0.0000	1,283.196 ₅

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2.1 Overall Construction**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2615	2.6765	1.4310	2.6000e-003	0.5461	0.1350	0.6811	0.2975	0.1242	0.4217	0.0000	228.5262	228.5262	0.0716	0.0000	230.3171
2022	0.4561	4.7454	3.3372	6.9500e-003	1.0348	0.2115	1.2463	0.3998	0.1945	0.5943	0.0000	610.9185	610.9185	0.1929	0.0000	615.7420
2023	0.4409	4.4934	3.7093	8.2500e-003	0.7430	0.1853	0.9283	0.2391	0.1705	0.4096	0.0000	724.9167	724.9167	0.2298	0.0000	730.6604
2024	0.4406	4.1192	3.7729	9.5400e-003	0.8203	0.1566	0.9770	0.2404	0.1445	0.3848	0.0000	848.4997	848.4997	0.2097	0.0000	853.7427
2025	0.4494	3.4512	3.9162	0.0140	0.7344	0.0740	0.8084	0.1985	0.0696	0.2681	0.0000	1,280.074 5	1,280.074 5	0.1249	0.0000	1,283.196 2
2026	0.4365	3.4201	3.8116	0.0139	0.7344	0.0740	0.8084	0.1985	0.0696	0.2680	0.0000	1,264.159 1	1,264.159 1	0.1248	0.0000	1,267.279 1
2027	0.4235	3.3906	3.7008	0.0137	0.7344	0.0738	0.8082	0.1985	0.0694	0.2679	0.0000	1,247.508 4	1,247.508 4	0.1244	0.0000	1,250.618 8
2028	0.4089	3.3532	3.5917	0.0135	0.7315	0.0733	0.8048	0.1977	0.0689	0.2666	0.0000	1,228.345 1	1,228.345 1	0.1235	0.0000	1,231.432 7
2029	0.3973	3.3427	3.5156	0.0134	0.7344	0.0733	0.8077	0.1985	0.0690	0.2674	0.0000	1,220.299 6	1,220.299 6	0.1235	0.0000	1,223.387 3
2030	7.3660	1.9008	2.8771	9.4700e-003	0.4587	0.0308	0.4895	0.1237	0.0307	0.1544	0.0000	851.4818	851.4818	0.0426	0.0000	852.5459
Maximum	7.3660	4.7454	3.9162	0.0140	1.0348	0.2115	1.2463	0.3998	0.1945	0.5943	0.0000	1,280.074 5	1,280.074 5	0.2298	0.0000	1,283.196 2

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	32.96	0.00	29.96	37.35	0.00	29.26	0.00	0.00	0.00	0.00	0.00	0.00
Percent Reduction															

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2021	9-30-2021	1.4628	1.4628
2	10-1-2021	12-31-2021	1.4629	1.4629
3	1-1-2022	3-31-2022	1.1694	1.1694
4	4-1-2022	6-30-2022	1.2467	1.2467
5	7-1-2022	9-30-2022	1.3998	1.3998
6	10-1-2022	12-31-2022	1.4000	1.4000
7	1-1-2023	3-31-2023	1.2203	1.2203
8	4-1-2023	6-30-2023	1.2337	1.2337
9	7-1-2023	9-30-2023	1.2473	1.2473
10	10-1-2023	12-31-2023	1.2474	1.2474
11	1-1-2024	3-31-2024	1.1607	1.1607
12	4-1-2024	6-30-2024	1.1606	1.1606
13	7-1-2024	9-30-2024	1.1733	1.1733
14	10-1-2024	12-31-2024	1.0610	1.0610
15	1-1-2025	3-31-2025	0.9672	0.9672
16	4-1-2025	6-30-2025	0.9721	0.9721
17	7-1-2025	9-30-2025	0.9828	0.9828
18	10-1-2025	12-31-2025	0.9887	0.9887
19	1-1-2026	3-31-2026	0.9558	0.9558
20	4-1-2026	6-30-2026	0.9610	0.9610
21	7-1-2026	9-30-2026	0.9716	0.9716
22	10-1-2026	12-31-2026	0.9771	0.9771
23	1-1-2027	3-31-2027	0.9449	0.9449
24	4-1-2027	6-30-2027	0.9504	0.9504
25	7-1-2027	9-30-2027	0.9608	0.9608
26	10-1-2027	12-31-2027	0.9659	0.9659

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27	1-1-2028	3-31-2028	0.9456	0.9456
28	4-1-2028	6-30-2028	0.9409	0.9409
29	7-1-2028	9-30-2028	0.9512	0.9512
30	10-1-2028	12-31-2028	0.9560	0.9560
31	1-1-2029	3-31-2029	0.9257	0.9257
32	4-1-2029	6-30-2029	0.9316	0.9316
33	7-1-2029	9-30-2029	0.9419	0.9419
34	10-1-2029	12-31-2029	0.9463	0.9463
35	1-1-2030	3-31-2030	0.7691	0.7691
36	4-1-2030	6-30-2030	0.7735	0.7735
37	7-1-2030	9-30-2030	3.5767	3.5767
		Highest	3.5767	3.5767

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2.2 Overall Operational

Unmitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	23.8177	1.9088	84.7554	0.2398		11.8830	11.8830		11.8830	11.8830	1,576.6619	694.7245	2,271.3864	7.4066	0.0124	2,460.2431
Energy	0.2199	1.8794	0.7987	0.0120		0.1520	0.1520		0.1520	0.1520	0.0000	6,152.3425	6,152.3425	0.2215	0.0771	6,180.8549
Mobile	17.8575	48.4713	220.9648	0.2058	15.6939	1.0359	16.7298	4.1984	0.9848	5.1832	0.0000	18,508.2207	18,508.2207	2.6432	0.0000	18,574.2998
Waste						0.0000	0.0000		0.0000	0.0000	326.0684	0.0000	326.0684	19.2701	0.0000	807.8208
Water						0.0000	0.0000		0.0000	0.0000	32.2458	225.2373	257.4831	3.3221	0.0803	364.4687
Total	41.8951	52.2595	306.5199	0.4576	15.6939	13.0709	28.7648	4.1984	13.0198	17.2182	1,934.9762	25,580.5250	27,515.5012	32.8635	0.1698	28,387.6873

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2.2 Overall Operational

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	15.8686	0.7313	12.5753	4.3400e-003		0.1081	0.1081		0.1081	0.1081	0.0000	694.7245	694.7245	0.0360	0.0124	699.3168
Energy	0.2199	1.8794	0.7997	0.0120		0.1520	0.1520		0.1520	0.1520	0.0000	6,152.3425	6,152.3425	0.2215	0.0771	6,180.8549
Mobile	17.3015	45.6208	208.8843	0.1922	14.6110	0.9729	15.5840	3.9087	0.9249	4.8336	0.0000	17,286.3507	17,286.3507	2.5263	0.0000	17,349.5087
Waste						0.0000	0.0000		0.0000	0.0000	326.0684	0.0000	326.0684	19.2701	0.0000	807.8208
Water						0.0000	0.0000		0.0000	0.0000	32.2458	225.2373	257.4831	3.3221	0.0803	364.4687
Total	33.3911	48.2315	222.2593	0.2086	14.6110	1.2330	15.8440	3.9087	1.1850	5.0937	358.3142	24,358.6550	24,716.9692	25.3760	0.1698	25,401.9699

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	20.30	7.71	27.49	54.42	6.90	90.57	44.92	6.90	90.90	70.42	81.48	4.78	10.17	22.78	0.00	10.52

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2021	6/1/2022	5	240	
2	Grading	Grading	6/2/2022	10/16/2024	5	620	
3	Building Construction	Building Construction	10/17/2024	7/17/2030	5	6200	
4	Paving	Paving	7/18/2030	12/4/2030	5	440	
5	Architectural Coating	Architectural Coating	7/19/2030	12/31/2030	5	440	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1550

Acres of Paving: 0

Residential Indoor: 5,686,200; Residential Outdoor: 1,895,400; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	562.00	167.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	112.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2021**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	tons/yr			MT/yr								
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust	0.2566	2.6728	1.3962	2.5100e-003	1.1924	0.0000	1.1924	0.6554	0.0000	0.6554	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2566	2.6728	1.3962	2.5100e-003	1.1924	0.0000	1.1924	0.6554	0.0000	0.6554	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.2566	2.6728	1.3962	2.5100e-003	1.1924	0.0000	1.1924	0.6554	0.0000	0.6554	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574
Total	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.5366	0.0000	0.5366	0.2949	0.0000	0.2949	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2566	2.6728	1.3962	2.5100e-003		0.1349	0.1349		0.1241	0.1241	0.0000	220.6755	220.6755	0.0714	0.0000	222.4597
Total	0.2566	2.6728	1.3962	2.5100e-003	0.5366	0.1349	0.6715	0.2949	0.1241	0.4191	0.0000	220.6755	220.6755	0.0714	0.0000	222.4597
MT/yr																

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3.2 Site Preparation - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574
Total	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.9756	0.0000	0.9756	0.5363	0.0000	0.5363	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1712	1.7865	1.0637	2.0500e-003		0.0871	0.0871		0.0801	0.0801	0.0000	180.5727	180.5727	0.0584	0.0000	182.0327
Total	0.1712	1.7865	1.0637	2.0500e-003	0.9756	0.0871	1.0627	0.5363	0.0801	0.6164	0.0000	180.5727	180.5727	0.0584	0.0000	182.0327

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3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6600e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002
Total	3.6600e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					0.4390	0.0000	0.4390	0.2413	0.0000	0.2413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1712	1.7865	1.0637	2.0500e-003		0.0871	0.0871		0.0801	0.0801	0.0000	180.5725	180.5725	0.0584	0.0000	182.0325
Total	0.1712	1.7865	1.0637	2.0500e-003	0.4390	0.0871	0.5261	0.2413	0.0801	0.3214	0.0000	180.5725	180.5725	0.0584	0.0000	182.0325

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3.2 Site Preparation - 2022**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6600e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002
Total	3.6600e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002

3.3 Grading - 2022**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					1.2796	0.0000	1.2796	0.3403	0.0000	0.3403	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2755	2.9521	2.2072	4.7200e-003		0.1243	0.1243		0.1143	0.1143	0.0000	414.4630	414.4630	0.1341	0.0000	417.8141
Total	0.2755	2.9521	2.2072	4.7200e-003	1.2796	0.1243	1.4038	0.3403	0.1143	0.4546	0.0000	414.4630	414.4630	0.1341	0.0000	417.8141

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3.3 Grading - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr								MT/yr							
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957
Total	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr								MT/yr							
Fugitive Dust					0.5758	0.0000	0.5758	0.1531	0.0000	0.1531	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2755	2.9521	2.2072	4.7200e-003		0.1243	0.1243		0.1143	0.1143	0.0000	414.4625	414.4625	0.1341	0.0000	417.8136
Total	0.2755	2.9521	2.2072	4.7200e-003	0.5758	0.1243	0.7001	0.1531	0.1143	0.2675	0.0000	414.4625	414.4625	0.1341	0.0000	417.8136

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3.3 Grading - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957
Total	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957

3.3 Grading - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					1.6048	0.0000	1.6048	0.5191	0.0000	0.5191	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852	0.1704	0.1704	0.1704	0.0000	708.9577	708.9577	0.2293	0.0060	714.6900
Total	0.4318	4.4870	3.6467	8.0700e-003	1.6048	0.1852	1.7899	0.5191	0.1704	0.6894	0.0000	708.9577	708.9577	0.2293	0.0060	714.6900

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3.3 Grading - 2023

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713
Total	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.7221	0.0000	0.7221	0.2336	0.0000	0.2336	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852	0.1704	0.1704	0.1704	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891
Total	0.4318	4.4870	3.6467	8.0700e-003	0.7221	0.1852	0.9073	0.2336	0.1704	0.4040	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891

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3.3 Grading - 2023

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713
Total	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					1.4482	0.0000	1.4482	0.4330	0.0000	0.4330	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3347	3.3672	2.8832	6.4600e-003		0.1389	0.1389		0.1278	0.1278	0.0000	567.0030	567.0030	0.1834	0.0000	571.5875
Total	0.3347	3.3672	2.8832	6.4600e-003	1.4482	0.1389	1.5871	0.4330	0.1278	0.5608	0.0000	567.0030	567.0030	0.1834	0.0000	571.5875

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3.3 Grading - 2024

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.8000e-003	4.5800e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136
Total	6.8000e-003	4.5800e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					0.6517	0.0000	0.6517	0.1949	0.0000	0.1949	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3347	3.3672	2.8832	6.4600e-003		0.1389	0.1389		0.1278	0.1278	0.0000	567.0024	567.0024	0.1834	0.0000	571.5869
Total	0.3347	3.3672	2.8832	6.4600e-003	0.6517	0.1389	0.7906	0.1949	0.1278	0.3226	0.0000	567.0024	567.0024	0.1834	0.0000	571.5869

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3.3 Grading - 2024

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.8000e-003	4.5800e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136
Total	6.8000e-003	4.5800e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136

3.4 Building Construction - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5993	62.5993	0.0148	0.0000	62.9693
Total	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5993	62.5993	0.0148	0.0000	62.9693

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3.4 Building Construction - 2024

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7600e-003	0.3510	0.0705	1.2300e-003	0.0300	3.6000e-004	0.0304	8.6700e-003	3.4000e-004	9.0100e-003	0.0000	116.8228	116.8228	8.8100e-003	0.0000	117.0430
Worker	0.0496	0.0334	0.3366	9.9000e-004	0.1219	7.4000e-004	0.1226	0.0324	6.8000e-004	0.0331	0.0000	89.7700	89.7700	2.4000e-003	0.0000	89.8300
Total	0.0594	0.3844	0.4071	2.2200e-003	0.1519	1.1000e-003	0.1530	0.0411	1.0200e-003	0.0421	0.0000	206.5928	206.5928	0.0112	0.0000	206.8730

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5992	62.5992	0.0148	0.0000	62.9693
Total	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5992	62.5992	0.0148	0.0000	62.9693

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3.4 Building Construction - 2024**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7600e-003	0.3510	0.0705	1.2300e-003	0.0300	3.6000e-004	0.0304	6.6700e-003	3.4000e-004	9.0700e-003	0.0000	116.8228	116.8228	8.8100e-003	0.0000	117.0430
Worker	0.0496	0.0334	0.3366	9.9000e-004	0.1219	7.4000e-004	0.1226	0.0324	6.8000e-004	0.0331	0.0000	89.7700	89.7700	2.4000e-003	0.0000	89.8300
Total	0.0594	0.3844	0.4071	2.2200e-003	0.1519	1.1000e-003	0.1530	0.0411	1.0200e-003	0.0421	0.0000	206.5928	206.5928	0.0112	0.0000	206.8730

3.4 Building Construction - 2025**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2025**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0459	1.6781	0.3242	5.9100e-003	0.1451	1.7000e-003	0.1468	0.0419	1.6300e-003	0.0435	0.0000	560.4631	560.4631	0.0434	0.0000	561.5467
Worker	0.2250	0.1458	1.4929	4.6100e-003	0.5892	3.4900e-003	0.5927	0.1566	3.2100e-003	0.1598	0.0000	416.9569	416.9569	0.0104	0.0000	417.2163
Total	0.2710	1.8239	1.8171	0.0105	0.7344	5.1900e-003	0.7395	0.1985	4.8400e-003	0.2033	0.0000	977.4200	977.4200	0.0537	0.0000	978.7630

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.4 Building Construction - 2025

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0459	1.6781	0.3242	5.9100e-003	0.1451	1.7000e-003	0.1468	0.0419	1.6300e-003	0.0435	0.0000	560.4631	560.4631	0.0434	0.0000	561.5467
Worker	0.2250	0.1458	1.4929	4.6100e-003	0.5892	3.4900e-003	0.5927	0.1566	3.2100e-003	0.1598	0.0000	416.9569	416.9569	0.104	0.0000	417.2163
Total	0.2710	1.8239	1.8171	0.0105	0.7344	5.1900e-003	0.7395	0.1985	4.8400e-003	0.2033	0.0000	977.4200	977.4200	0.0537	0.0000	978.7630

3.4 Building Construction - 2026

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2026

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0450	1.6596	0.3121	5.8700e-003	0.1451	1.6900e-003	0.1468	0.0419	1.6100e-003	0.0435	0.0000	556.7384	556.7384	0.0441	0.0000	557.8399
Worker	0.2131	0.1331	1.4004	4.4800e-003	0.5892	3.4700e-003	0.5927	0.1566	3.1900e-003	0.1597	0.0000	404.7662	404.7662	9.5900e-003	0.0000	405.0060
Total	0.2580	1.7928	1.7126	0.0104	0.7344	5.1600e-003	0.7395	0.1985	4.8000e-003	0.2033	0.0000	961.5046	961.5046	0.0537	0.0000	962.8459

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.4 Building Construction - 2026**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0450	1.6596	0.3121	5.8700e-003	0.1451	1.6900e-003	0.1468	0.0419	1.6100e-003	0.0435	0.0000	556.7384	556.7384	0.0441	0.0000	557.8399
Worker	0.2131	0.1331	1.4004	4.4800e-003	0.5892	3.4700e-003	0.5927	0.1566	3.1900e-003	0.1597	0.0000	404.7662	404.7662	9.5900e-003	0.0000	405.0060
Total	0.2580	1.7928	1.7126	0.0104	0.7344	5.1600e-003	0.7395	0.1985	4.8000e-003	0.2033	0.0000	961.5046	961.5046	0.0537	0.0000	962.8459

3.4 Building Construction - 2027**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1765	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1765	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2027Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0440	1.6418	0.3008	5.8400e-003	0.1451	1.6600e-003	0.1468	0.0419	1.5900e-003	0.0435	0.0000	553.5363	553.5363	0.0446	0.0000	554.6511
Worker	0.2010	0.1215	1.3009	4.3300e-003	0.5892	3.3000e-003	0.5925	0.1566	3.0300e-003	0.1596	0.0000	391.3176	391.3176	8.6800e-003	0.0000	391.5346
Total	0.2450	1.7633	1.6018	0.0102	0.7344	4.9600e-003	0.7393	0.1985	4.6200e-003	0.2031	0.0000	944.8539	944.8539	0.0533	0.0000	946.1857

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.4 Building Construction - 2027**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0440	1.6418	0.3008	5.8400e-003	0.1451	1.6600e-003	0.1468	0.0419	1.5900e-003	0.0435	0.0000	553.5363	553.5363	0.0446	0.0000	554.6511
Worker	0.2010	0.1215	1.3009	4.3300e-003	0.5892	3.3000e-003	0.5925	0.1566	3.0300e-003	0.1596	0.0000	391.3176	391.3176	8.6800e-003	0.0000	391.5346
Total	0.2450	1.7633	1.6018	0.0102	0.7344	4.9600e-003	0.7393	0.1985	4.6200e-003	0.2031	0.0000	944.8539	944.8539	0.0533	0.0000	946.1857

3.4 Building Construction - 2028**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

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3.4 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0432	1.6216	0.2917	5.7900e-003	0.1446	1.6400e-003	0.1462	0.0418	1.5700e-003	0.0433	0.0000	548.9044	548.9044	0.0448	0.0000	550.0237
Worker	0.1879	0.1106	1.2090	4.1800e-003	0.5870	3.0600e-003	0.5900	0.1560	2.8100e-003	0.1588	0.0000	377.9458	377.9458	7.8600e-003	0.0000	378.1423
Total	0.2311	1.7322	1.5007	9.9700e-003	0.7315	4.7000e-003	0.7362	0.1977	4.3800e-003	0.2021	0.0000	926.8502	926.8502	0.0526	0.0000	928.1660

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

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3.4 Building Construction - 2028**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0432	1.6216	0.2917	5.7900e-003	0.1446	1.6400e-003	0.1462	0.0418	1.5700e-003	0.0433	0.0000	548.9044	548.9044	0.0448	0.0000	550.0237
Worker	0.1879	0.1106	1.2090	4.1800e-003	0.5870	3.0600e-003	0.5900	0.1560	2.8100e-003	0.1588	0.0000	377.9458	377.9458	7.8600e-003	0.0000	378.1423
Total	0.2311	1.7322	1.5007	9.9700e-003	0.7315	4.7000e-003	0.7362	0.1977	4.3800e-003	0.2021	0.0000	926.8502	926.8502	0.0526	0.0000	928.1660

3.4 Building Construction - 2029**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0428	1.6141	0.2855	5.7900e-003	0.1451	1.6300e-003	0.1468	0.0419	1.5600e-003	0.0435	0.0000	548.8037	548.8037	0.0452	0.0000	549.9341
Worker	0.1761	0.1013	1.1311	4.0800e-003	0.5892	2.6600e-003	0.5921	0.1566	2.6300e-003	0.1592	0.0000	368.8414	368.8414	7.1500e-003	0.0000	369.0200
Total	0.2188	1.7154	1.4166	9.8700e-003	0.7344	4.4900e-003	0.7389	0.1985	4.1900e-003	0.2027	0.0000	917.6450	917.6450	0.0524	0.0000	918.9541

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.4 Building Construction - 2029**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0428	1.6141	0.2855	5.7900e-003	0.1451	1.6300e-003	0.1468	0.0419	1.5600e-003	0.0435	0.0000	548.8037	548.8037	0.0452	0.0000	549.9341
Worker	0.1761	0.1013	1.1311	4.0800e-003	0.5892	2.8600e-003	0.5921	0.1566	2.6300e-003	0.1592	0.0000	368.8414	368.8414	7.1500e-003	0.0000	369.0200
Total	0.2188	1.7154	1.4166	9.8700e-003	0.7344	4.4900e-003	0.7389	0.1985	4.1900e-003	0.2027	0.0000	917.6450	917.6450	0.0524	0.0000	918.9541

3.4 Building Construction - 2030**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0930	0.5634	1.1472	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6313	186.6313	7.4900e-003	0.0000	186.8185
Total	0.0930	0.5634	1.1472	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6313	186.6313	7.4900e-003	0.0000	186.8185

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3.4 Building Construction - 2030**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0230	0.8716	0.1523	3.1400e-003	0.0790	8.8000e-004	0.0799	0.0228	8.4000e-004	0.0236	0.0000	297.6468	297.6468	0.0247	0.0000	298.2633
Worker	0.0887	0.0501	0.5734	2.1600e-003	0.3206	1.4500e-003	0.3220	0.0852	1.3300e-003	0.0865	0.0000	195.5775	195.5775	3.5100e-003	0.0000	195.6653
Total	0.1117	0.9217	0.7257	5.3000e-003	0.3995	2.3300e-003	0.4019	0.1080	2.1700e-003	0.1101	0.0000	493.2243	493.2243	0.0282	0.0000	493.9286

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.0930	0.5634	1.1471	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6311	186.6311	7.4900e-003	0.0000	186.8183
Total	0.0930	0.5634	1.1471	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6311	186.6311	7.4900e-003	0.0000	186.8183

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3.4 Building Construction - 2030**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0230	0.8716	0.1523	3.1400e-003	0.0790	8.8000e-004	0.0799	0.0228	8.4000e-004	0.0236	0.0000	297.6468	297.6468	0.0247	0.0000	298.2633
Worker	0.0887	0.0501	0.5734	2.1600e-003	0.3206	1.4500e-003	0.3220	0.0852	1.3300e-003	0.0865	0.0000	195.5775	195.5775	3.5100e-003	0.0000	195.8653
Total	0.1117	0.9217	0.7257	5.3000e-003	0.3995	2.3300e-003	0.4019	0.1080	2.1700e-003	0.1101	0.0000	493.2243	493.2243	0.0282	0.0000	493.9286

3.5 Paving - 2030**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4976	120.4976	5.6500e-003	0.0000	120.6388
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4976	120.4976	5.6500e-003	0.0000	120.6388

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3.5 Paving - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777
Total	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4974	120.4974	5.6500e-003	0.0000	120.6387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4974	120.4974	5.6500e-003	0.0000	120.6387

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3.5 Paving - 2030

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777
Total	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Archit. Coating	7.0681				0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7100e-003	0.0505	0.1061	1.8000e-004	1.2000e-003	1.2000e-003	1.2000e-003	1.2000e-003	1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794
Total	7.0758	0.0505	0.1061	1.8000e-004	1.2000e-003	1.2000e-003	1.2000e-003	1.2000e-003	1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794

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3.6 Architectural Coating - 2030

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0147	8.2900e-003	0.0950	3.6000e-004	0.0531	2.4000e-004	0.0533	0.0141	2.2000e-004	0.0143	0.0000	32.3888	32.3888	5.8000e-004	0.0000	32.4033
Total	0.0147	8.2900e-003	0.0950	3.6000e-004	0.0531	2.4000e-004	0.0533	0.0141	2.2000e-004	0.0143	0.0000	32.3888	32.3888	5.8000e-004	0.0000	32.4033

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	7.0681					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Oil-Road	7.7100e-003	0.0505	0.1061	1.8000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794
Total	7.0758	0.0505	0.1061	1.8000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794

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3.6 Architectural Coating - 2030

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0147	8.2900e-003	0.0950	3.6000e-004	0.0531	2.4000e-004	0.0533	0.0141	2.2000e-004	0.0143	0.0000	32.3888	32.3888	5.8000e-004	0.0000	32.4033
Total	0.0147	8.2900e-003	0.0950	3.6000e-004	0.0531	2.4000e-004	0.0533	0.0141	2.2000e-004	0.0143	0.0000	32.3888	32.3888	5.8000e-004	0.0000	32.4033

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

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Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	17,3015	45,6208	208,8843	0.1922	14,6110	0.9729	15,5840	3,9087	0.9249	4,8336	0.0000	17,286,35	17,286,35	2,5263	0.0000	17,349,50
												07	07			87
Unmitigated	17,8575	48,4713	220,9648	0.2058	15,6939	1.0359	16,7298	4,1884	0.9848	5,1832	0.0000	18,508,22	18,508,22	2,6432	0.0000	18,574,29
												07	07			98
MT/yr																

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	14,726.40	14,882.40	1338.00	41,646,703	38,773,081
Total	14,726.40	14,882.40	13,338.00	41,646,703	38,773,081

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.534300	0.203000	0.167300	0.054500	0.001300	0.000900	0.008600	0.020700	0.000000	0.004400	0.002500	0.000700	0.001800

5.0 Energy Detail

Historical Energy Use: N

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5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated	0.2199	1.8794	0.7997	0.0120	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3,975.8156	3,975.8156	0.1798	0.0372	3,991.3940
Electricity Unmitigated							0.0000		0.0000	0.0000	0.0000	3,975.8156	3,975.8156	0.1798	0.0372	3,991.3940
NaturalGas Mitigated	0.2199	1.8794	0.7997	0.0120	0.1520	0.1520	0.1520	0.1520	0.1520	0.1520	0.0000	2,176.5269	2,176.5269	0.0417	0.0399	2,189.4610
NaturalGas Unmitigated	0.2199	1.8794	0.7997	0.0120		0.1520	0.1520		0.1520	0.1520	0.0000	2,176.5269	2,176.5269	0.0417	0.0399	2,189.4610

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5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
Single Family Housing	4.07866e+007	0.2199	1.8794	0.7997	0.0120		0.1520	0.1520		0.1520	0.1520	0.0000	2,176.5269	2,176.5269	0.0417	0.0399	2,189.4610
Total		0.2199	1.8794	0.7997	0.0120		0.1520	0.1520		0.1520	0.1520	0.0000	2,176.5269	2,176.5269	0.0417	0.0399	2,189.4610
MT/yr																	

Mitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
Single Family Housing	4.07866e+007	0.2199	1.8794	0.7997	0.0120		0.1520	0.1520		0.1520	0.1520	0.0000	2,176.5269	2,176.5269	0.0417	0.0399	2,189.4610
Total		0.2199	1.8794	0.7997	0.0120		0.1520	0.1520		0.1520	0.1520	0.0000	2,176.5269	2,176.5269	0.0417	0.0399	2,189.4610
MT/yr																	

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5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Single Family Housing	1.36688e+007	3,975.8156	0.1798	0.0372	3,991.3940
Total		3,975.8156	0.1798	0.0372	3,991.3940

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Single Family Housing	1.36688e+007	3,975.8156	0.1798	0.0372	3,991.3940
Total		3,975.8156	0.1798	0.0372	3,991.3940

6.0 Area Detail

6.1 Mitigation Measures Area

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Use only Natural Gas Hearths

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Mitigated	15.8696	0.7313	12.5753	4.3400e-003		0.1081	0.1081		0.1081	0.1081	0.0000	694.7245	694.7245	0.0360	0.0124	699.3168	
Unmitigated	23.8177	1.9088	84.7554	0.2398		11.8830	11.8830		11.8830	11.8830	1.576661 ⁹	694.7245	2.271386 ⁴	7.4066	0.0124	2,460.243 ¹	

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6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Architectural Coating	4.3926					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.9666					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.0163	1.7610	72.4283	0.2392		11.8221	11.8221	11.8221	11.8221	11.8221	1,576.661 ₉	675.8035	2,252.465 ₅	7.3835	0.0124	2,440.745 ₈
Landscaping	0.4421	0.1478	12.3270	6.1000e-004		0.0610	0.0610	0.0610	0.0610	0.0610	0.0000	18.9209	18.9209	0.0231	0.0000	19.4973
Total	23.8177	1.9088	84.7554	0.2398		11.8830	11.8830	11.8830	11.8830	11.8830	1,576.661₉	694.7245	2,271.386₄	7.4066	0.0124	2,460.243₁

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6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	4.3926					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.9666					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0683	0.5835	0.2483	3.7200e-003		0.0472	0.0472		0.0472	0.0472	0.0000	675.8035	675.8035	0.0130	0.0124	679.6195
Landscaping	0.4421	0.1478	12.3270	6.1000e-004		0.0610	0.0610		0.0610	0.0610	0.0000	18.9209	18.9209	0.0231	0.0000	19.4973
Total	15.8696	0.7313	12.5754	4.3300e-003		0.1081	0.1081		0.1081	0.1081	0.0000	694.7245	694.7245	0.0360	0.0124	699.3168

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	257.4831	3.3221	0.0803	364.4687
Unmitigated	257.4831	3.3221	0.0803	364.4687

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	101.64 / 64.0776	257.4831	3.3221	0.0803	364.4687
Total		257.4831	3.3221	0.0803	364.4687

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	101.64 / 64.0776	257.4831	3.3221	0.0803	364.4687
Total		257.4831	3.3221	0.0803	364.4687

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	326.0684	19.2701	0.0000	807.8208
Unmitigated	326.0684	19.2701	0.0000	807.8208

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1606.32	326.0684	19.2701	0.0000	807.8208
Total		326.0684	19.2701	0.0000	807.8208

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1606.32	326.0684	19.2701	0.0000	807.8208
Total		326.0684	19.2701	0.0000	807.8208

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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Live Oak Master Plan Const and Ops 2022

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1,470.00	Dwelling Unit	390.00	2,646,000.00	4204

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	37
Climate Zone	3			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW/hr)	290	CH4 Intensity (lb/MW/hr)	0.022	N2O Intensity (lb/MW/hr)	0.005

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - PG&E Intensity Factors

Land Use - Site plan acreage 390

Construction Phase - 8 year schedule

Architectural Coating - Rule 4601 Architectural Coatings compliance

Vehicle Trips - ITE 10th Ed. Trip Rates 9.44, 9.54, 8.55

Woodstoves - Default woodstoves

Area Coating - Rule 4601 Architectural Coatings compliance

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - Distance to Downtown Hanford

Area Mitigation -

Energy Mitigation - 2019 Title 24 Compliance

Water Mitigation - CalGreen and MWELO conservation compliance

Waste Mitigation - Achieve 75% Statewide recycling mandate

Fleet Mix - SJVAPCD Residential Fleet Mix 2022

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	65.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	65.00
tblArchitecturalCoating	EF_Residential_Interior	150.00	65.00
tblAreaCoating	Area_EF_Residential_Exterior	150	65
tblAreaCoating	Area_EF_Residential_Interior	150	65
tblConstructionPhase	NumDays	6,200.00	1,500.00
tblConstructionPhase	NumDays	440.00	100.00
tblConstructionPhase	NumDays	440.00	118.00
tblConstructionPhase	PhaseEndDate	7/22/2048	7/17/2030
tblConstructionPhase	PhaseEndDate	3/30/2050	12/4/2030
tblConstructionPhase	PhaseEndDate	12/6/2051	12/31/2030

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tblConstructionPhase	PhaseStartDate	7/23/2048	7/18/2030
tblConstructionPhase	PhaseStartDate	3/31/2050	7/19/2030
tblFleetMix	HHD	0.16	0.02
tblFleetMix	LDA	0.50	0.53
tblFleetMix	LDT1	0.03	0.20
tblFleetMix	LDT2	0.15	0.17
tblFleetMix	LHD1	0.02	1.3000e-003
tblFleetMix	LHD2	4.3940e-003	9.0000e-004
tblFleetMix	MCY	5.6650e-003	2.5000e-003
tblFleetMix	MDV	0.12	0.05
tblFleetMix	MH	6.9000e-004	1.8000e-003
tblFleetMix	MHD	0.01	8.6000e-003
tblFleetMix	OBUS	1.7250e-003	0.00
tblFleetMix	SBUS	9.4300e-004	7.0000e-004
tblFleetMix	UBUS	1.7700e-003	4.4000e-003
tblLandUse	LoLAcreage	477.27	390.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	9.91	9.54
tblVehicleTrips	SU_TR	8.62	8.55
tblVehicleTrips	WD_TR	9.52	9.44

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2615	2.6765	1.4310	2.6000e-003	1.2019	0.1350	1.3369	0.6580	0.1242	0.7822	0.0000	228.5265	228.5265	0.0716	0.0000	230.3174
2022	0.4561	4.7454	3.3372	6.9500e-003	2.2752	0.2115	2.4866	0.8819	0.1945	1.0764	0.0000	610.9192	610.9192	0.1929	0.0000	615.7427
2023	0.4409	4.4934	3.7094	8.2500e-003	1.6257	0.1853	1.8110	0.5246	0.1705	0.6951	0.0000	724.9175	724.9175	0.2298	0.0000	730.6613
2024	0.4371	4.0962	3.7489	9.4100e-003	1.6079	0.1566	1.7645	0.4761	0.1444	0.6205	0.0000	836.2339	836.2339	0.2091	0.0000	841.4602
2025	0.4334	3.3421	3.8091	0.0134	0.6911	0.0737	0.7648	0.1868	0.0693	0.2561	0.0000	1,222.0310	1,222.0310	0.1217	0.0000	1,225.0725
2026	0.4213	3.3129	3.7107	0.0133	0.6911	0.0737	0.7648	0.1868	0.0693	0.2560	0.0000	1,207.0644	1,207.0644	0.1216	0.0000	1,210.0944
2027	0.4090	3.2852	3.6064	0.0131	0.6911	0.0735	0.7646	0.1868	0.0691	0.2559	0.0000	1,191.3852	1,191.3852	0.1212	0.0000	1,194.4161
2028	0.3953	3.2496	3.5032	0.0129	0.6884	0.0730	0.7614	0.1860	0.0686	0.2547	0.0000	1,173.2844	1,173.2844	0.1204	0.0000	1,176.2934
2029	0.3844	3.2401	3.4321	0.0128	0.6911	0.0731	0.7641	0.1868	0.0687	0.2555	0.0000	1,165.7795	1,165.7795	0.1204	0.0000	1,168.7890
2030	11.0524	1.8452	2.8293	9.1400e-003	0.4323	0.0307	0.4629	0.1166	0.0305	0.1471	0.0000	820.4399	820.4399	0.0409	0.0000	821.4611
Maximum	11.0524	4.7454	3.8091	0.0134	2.2752	0.2115	2.4866	0.8819	0.1945	1.0764	0.0000	1,222.0310	1,222.0310	0.2298	0.0000	1,225.0725

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2.1 Overall Construction

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
2021	0.2615	2.6765	1.4310	2.6000e-003	0.5461	0.1350	0.6811	0.2975	0.1242	0.4217	0.0000	228.5262	228.5262	0.0716	0.0000	230.3171
2022	0.4561	4.7454	3.3372	6.9500e-003	1.0348	0.2115	1.2463	0.3998	0.1945	0.5943	0.0000	610.9185	610.9185	0.1929	0.0000	615.7420
2023	0.4409	4.4934	3.7093	8.2500e-003	0.7430	0.1853	0.9283	0.2391	0.1705	0.4096	0.0000	724.9167	724.9167	0.2298	0.0000	730.6604
2024	0.4371	4.0962	3.7489	9.4100e-003	0.8114	0.1566	0.9679	0.2379	0.1444	0.3823	0.0000	836.2331	836.2331	0.2091	0.0000	841.4594
2025	0.4334	3.3421	3.8091	0.0134	0.6911	0.0737	0.7648	0.1868	0.0693	0.2561	0.0000	1,222.030	1,222.030	0.1217	0.0000	1,225.072
2026	0.4213	3.3129	3.7107	0.0133	0.6911	0.0737	0.7648	0.1868	0.0693	0.2560	0.0000	1,207.054	1,207.054	0.1216	0.0000	1,210.084
2027	0.4090	3.2852	3.6064	0.0131	0.6911	0.0735	0.7646	0.1868	0.0691	0.2559	0.0000	1,191.384	1,191.384	0.1212	0.0000	1,194.415
2028	0.3953	3.2496	3.5032	0.0129	0.6884	0.0730	0.7614	0.1860	0.0686	0.2547	0.0000	1,173.284	1,173.284	0.1204	0.0000	1,176.293
2029	0.3844	3.2401	3.4321	0.0128	0.6911	0.0731	0.7641	0.1868	0.0687	0.2555	0.0000	1,165.779	1,165.779	0.1204	0.0000	1,168.788
2030	11.0524	1.8452	2.8293	9.1400e-003	0.4323	0.0307	0.4629	0.1166	0.0305	0.1471	0.0000	820.4395	820.4395	0.0409	0.0000	821.4607
Maximum	11.0524	4.7454	3.8081	0.0134	1.0348	0.2115	1.2463	0.3998	0.1945	0.5943	0.0000	1,222.030	1,222.030	0.2298	0.0000	1,225.072

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	33.74	0.00	30.61	38.05	0.00	29.71	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2021	9-30-2021	1.4628	1.4628
2	10-1-2021	12-31-2021	1.4629	1.4629
3	1-1-2022	3-31-2022	1.1694	1.1694
4	4-1-2022	6-30-2022	1.2467	1.2467
5	7-1-2022	9-30-2022	1.3998	1.3998
6	10-1-2022	12-31-2022	1.4000	1.4000
7	1-1-2023	3-31-2023	1.2203	1.2203
8	4-1-2023	6-30-2023	1.2337	1.2337
9	7-1-2023	9-30-2023	1.2473	1.2473
10	10-1-2023	12-31-2023	1.2474	1.2474
11	1-1-2024	3-31-2024	1.1607	1.1607
12	4-1-2024	6-30-2024	1.1606	1.1606
13	7-1-2024	9-30-2024	1.1733	1.1733
14	10-1-2024	12-31-2024	1.0340	1.0340
15	1-1-2025	3-31-2025	0.9360	0.9360
16	4-1-2025	6-30-2025	0.9409	0.9409
17	7-1-2025	9-30-2025	0.9513	0.9513
18	10-1-2025	12-31-2025	0.9568	0.9568
19	1-1-2026	3-31-2026	0.9253	0.9253
20	4-1-2026	6-30-2026	0.9305	0.9305
21	7-1-2026	9-30-2026	0.9407	0.9407
22	10-1-2026	12-31-2026	0.9459	0.9459
23	1-1-2027	3-31-2027	0.9151	0.9151
24	4-1-2027	6-30-2027	0.9205	0.9205
25	7-1-2027	9-30-2027	0.9306	0.9306
26	10-1-2027	12-31-2027	0.9354	0.9354

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27	1-1-2028	3-31-2028	0.9160	0.9160
28	4-1-2028	6-30-2028	0.9116	0.9116
29	7-1-2028	9-30-2028	0.9216	0.9216
30	10-1-2028	12-31-2028	0.9261	0.9261
31	1-1-2029	3-31-2029	0.8970	0.8970
32	4-1-2029	6-30-2029	0.9029	0.9029
33	7-1-2029	9-30-2029	0.9128	0.9128
34	10-1-2029	12-31-2029	0.9170	0.9170
35	1-1-2030	3-31-2030	0.7409	0.7409
36	4-1-2030	6-30-2030	0.7453	0.7453
37	7-1-2030	9-30-2030	5.2255	5.2255
		Highest	5.2255	5.2255

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2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	19.7526	1.8534	83.3407	0.2396		11.8797	11.8797		11.8797	11.8797	1,576,661 ₉	654,644 ₂	2,231,306 ₂	7.4000	0.0117	2,419,784 ₈
Energy	0.2072	1.7710	0.7536	0.0113		0.1432	0.1432		0.1432	0.1432	0.0000	3,744,991 ₁	3,744,991 ₁	0.1678	0.0668	3,769,095 ₅
Mobile	4.4408	16.2203	53.8231	0.1534	14.7721	0.1396	14.9117	3.9491	0.1303	4.0794	0.0000	14,046.72 ₂₉	14,046.72 ₂₉	0.8300	0.0000	14,067.47 ₂₅
Waste						0.0000	0.0000		0.0000	0.0000	307.2146	0.0000	307.2146	18.1559	0.0000	761.1113
Water						0.0000	0.0000		0.0000	0.0000	30.3854	95.9701	126.3556	3.1282	0.0754	227.0124
Total	24.4006	19.8447	137.9173	0.4043	14.7721	12.1625	26.8346	3.9491	12.1532	16.1023	1,914,282 ₀	18,542.32 ₈₃	20,456.59 ₀₃	29.6818	0.1538	21,244.47 ₆₄

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2.2 Overall Operational**Mitigated Operational**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	11.8045	0.6759	11.1607	4.0900e-003		0.1048	0.1048		0.1048	0.1048	0.0000	654.6442	654.6442	0.0294	0.0117	658.8585
Energy	0.1948	1.6646	0.7084	0.0106		0.1346	0.1346		0.1346	0.1346	0.0000	3,608.3869	3,608.3869	0.1644	0.0643	3,631.6649
Mobile	4.3461	15.5701	50.9423	0.1436	13.7529	0.1311	13.8839	3.6767	0.1223	3.7990	0.0000	13,144.5395	13,144.5395	0.7980	0.0000	13,164.4392
Waste						0.0000	0.0000		0.0000	0.0000	230.4110	0.0000	230.4110	13.6169	0.0000	570.8335
Water						0.0000	0.0000		0.0000	0.0000	24.3084	76.7761	101.0845	2.5025	0.0603	181.6099
Total	16.3454	17.9106	62.8113	0.1583	13.7529	0.3705	14.1234	3.6767	0.3618	4.0384	254.7193	17,484.3468	17,739.0661	17.1093	0.1363	18,207.4060

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	33.01	9.75	54.46	60.85	6.90	96.95	47.56	6.90	97.02	74.92	88.69	5.71	13.28	42.36	11.42	14.30

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2021	6/1/2022	5	240	
2	Grading	Grading	6/2/2022	10/16/2024	5	620	
3	Building Construction	Building Construction	10/17/2024	7/17/2030	5	1500	
4	Paving	Paving	7/18/2030	12/4/2030	5	100	
5	Architectural Coating	Architectural Coating	7/19/2030	12/31/2030	5	118	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1550

Acres of Paving: 0

Residential Indoor: 5,358,150; Residential Outdoor: 1,786,050; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	529.00	157.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	106.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	..	..	..	..	1.1924	0.0000	1.1924	0.6554	0.0000	0.6554	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2566	2.6728	1.3962	2.5100e-003	..	0.1349	0.1349	0.1241	0.1241	0.1241	0.0000	220.6757	220.6757	0.0714	0.0000	222.4600
Total	0.2566	2.6728	1.3962	2.5100e-003	1.1924	0.1349	1.3273	0.6554	0.1241	0.7796	0.0000	220.6757	220.6757	0.0714	0.0000	222.4600

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3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574
Total	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					0.5366	0.0000	0.5366	0.2949	0.0000	0.2949	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2566	2.6728	1.3962	2.5100e-003		0.1349	0.1349		0.1241	0.1241	0.0000	220.6755	220.6755	0.0714	0.0000	222.4597
Total	0.2566	2.6728	1.3962	2.5100e-003	0.5366	0.1349	0.6715	0.2949	0.1241	0.4191	0.0000	220.6755	220.6755	0.0714	0.0000	222.4597

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3.2 Site Preparation - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574
Total	4.8300e-003	3.6400e-003	0.0348	9.0000e-005	9.5400e-003	6.0000e-005	9.6100e-003	2.5400e-003	6.0000e-005	2.5900e-003	0.0000	7.8507	7.8507	2.7000e-004	0.0000	7.8574

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.9756	0.0000	0.9756	0.5363	0.0000	0.5363	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1712	1.7865	1.0637	2.0500e-003		0.0871	0.0871		0.0801	0.0801	0.0000	180.5727	180.5727	0.0584	0.0000	182.0327
Total	0.1712	1.7865	1.0637	2.0500e-003	0.9756	0.0871	1.0627	0.5363	0.0801	0.6164	0.0000	180.5727	180.5727	0.0584	0.0000	182.0327

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3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6600e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002
Total	3.6600e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.4390	0.0000	0.4390	0.2413	0.0000	0.2413	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1712	1.7865	1.0637	2.0500e-003		0.0871	0.0871		0.0801	0.0801	0.0000	180.5725	180.5725	0.0584	0.0000	182.0325
Total	0.1712	1.7865	1.0637	2.0500e-003	0.4390	0.0871	0.5261	0.2413	0.0801	0.3214	0.0000	180.5725	180.5725	0.0584	0.0000	182.0325

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3.2 Site Preparation - 2022

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6800e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002
Total	3.6800e-003	2.6600e-003	0.0259	7.0000e-005	7.8100e-003	5.0000e-005	7.8600e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.1953	6.1953	1.9000e-004	0.0000	6.2002

3.3 Grading - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					1.2796	0.0000	1.2796	0.3403	0.0000	0.3403	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2755	2.9521	2.2072	4.7200e-003		0.1243	0.1243	0.1143	0.1143	0.1143	0.0000	414.4630	414.4630	0.1341	0.0000	417.8141
Total	0.2755	2.9521	2.2072	4.7200e-003	1.2796	0.1243	1.4038	0.3403	0.1143	0.4546	0.0000	414.4630	414.4630	0.1341	0.0000	417.8141

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3.3 Grading - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957
Total	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Fugitive Dust					0.5758	0.0000	0.5758	0.1531	0.0000	0.1531	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2755	2.9521	2.2072	4.7200e-003		0.1243	0.1243		0.1143	0.1143	0.0000	414.4625	414.4625	0.1341	0.0000	417.8136
Total	0.2755	2.9521	2.2072	4.7200e-003	0.5758	0.1243	0.7001	0.1531	0.1143	0.2675	0.0000	414.4625	414.4625	0.1341	0.0000	417.8136

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3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957
Total	5.7200e-003	4.1600e-003	0.0405	1.1000e-004	0.0122	8.0000e-005	0.0123	3.2400e-003	7.0000e-005	3.3200e-003	0.0000	9.6882	9.6882	3.0000e-004	0.0000	9.6957

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.6048	0.0000	1.6048	0.5191	0.0000	0.5191	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9577	708.9577	0.2293	0.0000	714.6900
Total	0.4318	4.4870	3.6467	8.0700e-003	1.6048	0.1852	1.7899	0.5191	0.1704	0.6894	0.0000	708.9577	708.9577	0.2293	0.0000	714.6900

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3.3 Grading - 2023

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713
Total	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					0.7221	0.0000	0.7221	0.2336	0.0000	0.2336	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852	0.1704	0.1704	0.1704	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891
Total	0.4318	4.4870	3.6467	8.0700e-003	0.7221	0.1852	0.9073	0.2336	0.1704	0.4040	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891

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3.3 Grading - 2023

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713
Total	9.0900e-003	6.3600e-003	0.0627	1.8000e-004	0.0209	1.3000e-004	0.0210	5.5500e-003	1.2000e-004	5.6700e-003	0.0000	15.9598	15.9598	4.6000e-004	0.0000	15.9713

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					1.4482	0.0000	1.4482	0.4330	0.0000	0.4330	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3347	3.3672	2.8832	6.4600e-003		0.1389	0.1389	0.1278	0.1278	0.1278	0.0000	567.0030	567.0030	0.1834	0.0000	571.5875
Total	0.3347	3.3672	2.8832	6.4600e-003	1.4482	0.1389	1.5871	0.4330	0.1278	0.5608	0.0000	567.0030	567.0030	0.1834	0.0000	571.5875

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3.3 Grading - 2024

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr							MT/yr								
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.8000e-003	4.5900e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136
Total	6.8000e-003	4.5900e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr							MT/yr								
Fugitive Dust					0.6517	0.0000	0.6517	0.1849	0.0000	0.1949	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3347	3.3672	2.8832	6.4600e-003		0.1389	0.1389		0.1278	0.1278	0.0000	567.0024	567.0024	0.1834	0.0000	571.5869
Total	0.3347	3.3672	2.8832	6.4600e-003	0.6517	0.1389	0.7906	0.1949	0.1278	0.3226	0.0000	567.0024	567.0024	0.1834	0.0000	571.5869

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3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.8000e-003	4.5800e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136
Total	6.8000e-003	4.5800e-003	0.0461	1.4000e-004	0.0167	1.0000e-004	0.0168	4.4400e-003	9.0000e-005	4.5300e-003	0.0000	12.3054	12.3054	3.3000e-004	0.0000	12.3136

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5993	62.5993	0.0148	0.0000	62.9693
Total	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5993	62.5993	0.0148	0.0000	62.9693

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3.4 Building Construction - 2024

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.1800e-003	0.3300	0.0662	1.1600e-003	0.0282	3.4000e-004	0.0286	8.1500e-003	3.2000e-004	8.4700e-003	0.0000	109.8274	109.8274	8.2800e-003	0.0000	110.0344
Worker	0.0467	0.0315	0.3169	9.3000e-004	0.1148	7.0000e-004	0.1154	0.0305	6.4000e-004	0.0311	0.0000	84.4988	84.4988	2.2600e-003	0.0000	84.5553
Total	0.0559	0.3614	0.3831	2.0900e-003	0.1430	1.0400e-003	0.1440	0.0386	9.6000e-004	0.0396	0.0000	194.3262	194.3262	0.0105	0.0000	194.5897

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5992	62.5992	0.0148	0.0000	62.9693
Total	0.0397	0.3630	0.4365	7.3000e-004		0.0166	0.0166		0.0156	0.0156	0.0000	62.5992	62.5992	0.0148	0.0000	62.9693

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3.4 Building Construction - 2024

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.1800e-003	0.3300	0.0662	1.1600e-003	0.0282	3.4000e-004	0.0285	8.1500e-003	3.2000e-004	8.4700e-003	0.0000	109.8274	109.8274	8.2800e-003	0.0000	110.0344
Worker	0.0467	0.0315	0.3169	9.3000e-004	0.1148	7.0000e-004	0.1154	0.0305	6.4000e-004	0.0311	0.0000	84.4988	84.4988	2.2600e-003	0.0000	84.5553
Total	0.0559	0.3614	0.3831	2.0900e-003	0.1430	1.0400e-003	0.1440	0.0386	9.6000e-004	0.0396	0.0000	194.3262	194.3262	0.0105	0.0000	194.5897

3.4 Building Construction - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0432	1.5776	0.3048	5.5500e-003	0.1365	1.6000e-003	0.1381	0.0394	1.5300e-003	0.0409	0.0000	526.9024	526.9024	0.0408	0.0000	527.9212
Worker	0.2118	0.1372	1.4053	4.3400e-003	0.5546	3.2900e-003	0.5579	0.1474	3.0300e-003	0.1504	0.0000	392.4737	392.4737	9.7700e-003	0.0000	392.7178
Total	0.2550	1.7148	1.7100	9.8900e-003	0.6911	4.8900e-003	0.6960	0.1868	4.5600e-003	0.1913	0.0000	919.3761	919.3761	0.0505	0.0000	920.6390

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0432	1.5776	0.3048	5.5500e-003	0.1365	1.6000e-003	0.1381	0.0394	1.5300e-003	0.0409	0.0000	526.9024	526.9024	0.0408	0.0000	527.9212
Worker	0.2118	0.1372	1.4053	4.3400e-003	0.5546	3.2900e-003	0.5579	0.1474	3.0300e-003	0.1504	0.0000	392.4737	392.4737	9.7700e-003	0.0000	392.7178
Total	0.2550	1.7148	1.7100	9.8900e-003	0.6911	4.8900e-003	0.6960	0.1868	4.5600e-003	0.1913	0.0000	919.3761	919.3761	0.0505	0.0000	920.6390

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2026

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0423	1.5603	0.2934	5.5200e-003	0.1365	1.5800e-003	0.1360	0.0394	1.5100e-003	0.0409	0.0000	523.4007	523.4007	0.0414	0.0000	524.4364
Worker	0.2005	0.1253	1.3182	4.2100e-003	0.5546	3.2600e-003	0.5579	0.1474	3.0000e-003	0.1504	0.0000	380.9988	380.9988	9.0300e-003	0.0000	381.2245
Total	0.2428	1.6856	1.6116	9.7300e-003	0.6911	4.8400e-003	0.6959	0.1868	4.5100e-003	0.1913	0.0000	904.3996	904.3996	0.0505	0.0000	905.6608

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.4 Building Construction - 2026

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0423	1.5603	0.2934	5.5200e-003	0.1365	1.5800e-003	0.1380	0.0394	1.5100e-003	0.0409	0.0000	523.4007	523.4007	0.0414	0.0000	524.4364
Worker	0.2005	0.1253	1.3182	4.2100e-003	0.5546	3.2600e-003	0.5579	0.1474	3.0000e-003	0.1504	0.0000	380.9988	380.9988	9.0300e-003	0.0000	381.2245
Total	0.2428	1.6856	1.6116	9.7300e-003	0.6911	4.8400e-003	0.6959	0.1868	4.5100e-003	0.1913	0.0000	904.3996	904.3996	0.0505	0.0000	905.6608

3.4 Building Construction - 2027

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2027

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0414	1.5435	0.2828	5.4900e-003	0.1365	1.5700e-003	0.1380	0.0394	1.5000e-003	0.0409	0.0000	520.3904	520.3904	0.0419	0.0000	521.4385
Worker	0.1892	0.1144	1.2246	4.0700e-003	0.5546	3.1000e-003	0.5577	0.1474	2.8600e-003	0.1502	0.0000	368.3399	368.3399	8.1700e-003	0.0000	368.5441
Total	0.2306	1.6579	1.5074	9.5600e-003	0.6911	4.6700e-003	0.6957	0.1868	4.3600e-003	0.1911	0.0000	888.7303	888.7303	0.0501	0.0000	889.9826
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
MT/yr																

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3.4 Building Construction - 2027

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0414	1.5435	0.2828	5.4900e-003	0.1365	1.5700e-003	0.1380	0.0394	1.5000e-003	0.0409	0.0000	520.3904	520.3904	0.0419	0.0000	521.4385
Worker	0.1892	0.1144	1.2246	4.0700e-003	0.5546	3.1000e-003	0.5577	0.1474	2.8600e-003	0.1502	0.0000	368.3399	368.3399	8.1700e-003	0.0000	368.5441
Total	0.2306	1.6579	1.5074	9.5600e-003	0.6911	4.6700e-003	0.6957	0.1868	4.3600e-003	0.1911	0.0000	888.7303	888.7303	0.0501	0.0000	889.9826

3.4 Building Construction - 2028

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

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3.4 Building Construction - 2028

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0406	1.5245	0.2742	5.4400e-003	0.1359	1.5400e-003	0.1375	0.0393	1.4800e-003	0.0407	0.0000	516.0359	516.0359	0.0421	0.0000	517.0881
Worker	0.1769	0.1041	1.1381	3.9300e-003	0.5525	2.8800e-003	0.5554	0.1468	2.6500e-003	0.1494	0.0000	355.7532	355.7532	7.4000e-003	0.0000	355.9382
Total	0.2175	1.6286	1.4122	9.3700e-003	0.6884	4.4200e-003	0.6928	0.1860	4.1300e-003	0.1902	0.0000	871.7891	871.7891	0.0495	0.0000	873.0263

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

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3.4 Building Construction - 2028**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0406	1.5245	0.2742	5.4400e-003	0.1359	1.5400e-003	0.1375	0.0393	1.4800e-003	0.0407	0.0000	516.0359	516.0359	0.0421	0.0000	517.0881
Worker	0.1769	0.1041	1.1381	3.9300e-003	0.5525	2.8800e-003	0.5554	0.1468	2.6500e-003	0.1494	0.0000	355.7532	355.7532	7.4000e-003	0.0000	355.9382
Total	0.2175	1.6286	1.4122	9.3700e-003	0.6884	4.4200e-003	0.6928	0.1860	4.1300e-003	0.1902	0.0000	871.7891	871.7891	0.0495	0.0000	873.0263

3.4 Building Construction - 2029**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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3.4 Building Construction - 2029

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0402	1.5174	0.2684	5.4400e-003	0.1365	1.5300e-003	0.1380	0.0394	1.4700e-003	0.0409	0.0000	515.9412	515.9412	0.0425	0.0000	517.0039
Worker	0.1657	0.0954	1.0647	3.8400e-003	0.5546	2.6900e-003	0.5573	0.1474	2.4800e-003	0.1498	0.0000	347.1834	347.1834	6.7300e-003	0.0000	347.3516
Total	0.2059	1.6128	1.3331	9.2800e-003	0.6911	4.2200e-003	0.6953	0.1868	3.9500e-003	0.1907	0.0000	863.1246	863.1246	0.0492	0.0000	864.3555

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.4 Building Construction - 2029**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0402	1.5174	0.2684	5.4400e-003	0.1365	1.5300e-003	0.1380	0.0394	1.4700e-003	0.0409	0.0000	515.9412	515.9412	0.0425	0.0000	517.0039
Worker	0.1657	0.0954	1.0647	3.8400e-003	0.5546	2.6900e-003	0.5573	0.1474	2.4800e-003	0.1498	0.0000	347.1834	347.1834	6.7300e-003	0.0000	347.3516
Total	0.2059	1.6128	1.3331	9.2800e-003	0.6911	4.2200e-003	0.6953	0.1868	3.9500e-003	0.1907	0.0000	863.1246	863.1246	0.0492	0.0000	864.3555

3.4 Building Construction - 2030**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0930	0.5634	1.1472	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6313	186.6313	7.4900e-003	0.0000	186.8185
Total	0.0930	0.5634	1.1472	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6313	186.6313	7.4900e-003	0.0000	186.8185

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3.4 Building Construction - 2030
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0216	0.8194	0.1432	2.9500e-003	0.0742	8.3000e-004	0.0751	0.0214	7.9000e-004	0.0222	0.0000	279.8237	279.8237	0.0232	0.0000	280.4032
Worker	0.0835	0.0471	0.5398	2.0300e-003	0.3017	1.3600e-003	0.3031	0.0802	1.2500e-003	0.0814	0.0000	184.0934	184.0934	3.3100e-003	0.0000	184.1760
Total	0.1051	0.8666	0.6829	4.9800e-003	0.3760	2.1900e-003	0.3782	0.1016	2.0400e-003	0.1037	0.0000	463.9170	463.9170	0.0265	0.0000	464.5792

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0930	0.5634	1.1471	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6311	186.6311	7.4900e-003	0.0000	186.8183
Total	0.0930	0.5634	1.1471	2.2000e-003		0.0105	0.0105		0.0105	0.0105	0.0000	186.6311	186.6311	7.4900e-003	0.0000	186.8183

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3.4 Building Construction - 2030**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0216	0.8194	0.1432	2.9500e-003	0.0742	8.3000e-004	0.0751	0.0214	7.9000e-004	0.0222	0.0000	279.8237	279.8237	0.0232	0.0000	280.4032
Worker	0.0835	0.0471	0.5398	2.0300e-003	0.3017	1.3600e-003	0.3031	0.0802	1.2500e-003	0.0814	0.0000	184.0934	184.0934	3.3100e-003	0.0000	184.1760
Total	0.1051	0.8666	0.6829	4.9800e-003	0.3760	2.1900e-003	0.3782	0.1016	2.0400e-003	0.1037	0.0000	463.9170	463.9170	0.0265	0.0000	464.5792

3.5 Paving - 2030**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4976	120.4976	5.6500e-003	0.0000	120.6388
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4976	120.4976	5.6500e-003	0.0000	120.6388

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3.5 Paving - 2030

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777
Total	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4974	120.4974	5.6500e-003	0.0000	120.6387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0692	0.3560	0.7925	1.4000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	120.4974	120.4974	5.6500e-003	0.0000	120.6387

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3.5 Paving - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777
Total	1.6700e-003	9.4000e-004	0.0108	4.0000e-005	6.0300e-003	3.0000e-005	6.0500e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	3.6761	3.6761	7.0000e-005	0.0000	3.6777

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.7618					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7100e-003	0.0505	0.1061	1.8000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794
Total	10.7696	0.0505	0.1061	1.8000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794

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3.6 Architectural Coating - 2030
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	7.8500e-003	0.0899	3.4000e-004	0.0502	2.3000e-004	0.0505	0.0134	2.1000e-004	0.0136	0.0000	30.6536	30.6536	5.5000e-004	0.0000	30.6674
Total	0.0139	7.8500e-003	0.0899	3.4000e-004	0.0502	2.3000e-004	0.0505	0.0134	2.1000e-004	0.0136	0.0000	30.6536	30.6536	5.5000e-004	0.0000	30.6674
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	10.7618					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7100e-003	0.0505	0.1061	1.8000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794
Total	10.7696	0.0505	0.1061	1.8000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	15.0642	15.0642	6.1000e-004	0.0000	15.0794
MT/yr																

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3.6 Architectural Coating - 2030

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	7.8500e-003	0.0899	3.4000e-004	0.0502	2.3000e-004	0.0505	0.0134	2.1000e-004	0.0136	0.0000	30.6536	30.6536	5.5000e-004	0.0000	30.6674
Total	0.0139	7.8500e-003	0.0899	3.4000e-004	0.0502	2.3000e-004	0.0505	0.0134	2.1000e-004	0.0136	0.0000	30.6536	30.6536	5.5000e-004	0.0000	30.6674

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

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		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category		tons/yr										MT/yr						
Mitigated		4.3461	15.5701	50.9423	0.1436	13.7529	0.1311	13.8839	3.6767	0.1223	3.7990	0.0000	13,144.53 95	13,144.53 95	0.7960	0.0000	13,164.43 92	
Unmitigated		4.4408	16.2203	53.8231	0.1534	14.7721	0.1396	14.9117	3.9491	0.1303	4.0794	0.0000	14,046.72 29	14,046.72 29	0.8300	0.0000	14,067.47 25	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Single Family Housing	13,876.80	14,023.80	12,568.50	39,244,009		36,536,172	
Total	13,876.80	14,023.80	12,568.50	39,244,009		36,536,172	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diversified	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
	0.534300	0.203000	0.167300	0.054500	0.001300	0.000900	0.008600	0.020700	0.000000	0.004400	0.002500	0.000700	0.001800
Single Family Housing													

5.0 Energy Detail

Historical Energy Use: N

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5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tuns/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,680.552 ₄	1,680.552 ₄	0.1275	0.0290	1,692.374 ₃
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,694.033 ₀	1,694.033 ₀	0.1285	0.0292	1,705.949 ₆
NaturalGas Mitigated	0.1948	1.6646	0.7084	0.0106		0.1346	0.1346		0.1346	0.1346	0.0000	1,927.834 ₅	1,927.834 ₅	0.0370	0.0353	1,939.290 ₇
NaturalGas Unmitigated	0.2072	1.7710	0.7536	0.0113		0.1432	0.1432		0.1432	0.1432	0.0000	2,050.958 ₁	2,050.958 ₁	0.0393	0.0376	2,063.145 ₉

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5.2 Energy by Land Use - NaturalGasUnmitigated

Land Use	NaturalGas Use kBTU/yr	SO ₂	CO	NO _x	CO ₂	Exhaust PM ₁₀	Fugitive PM ₁₀	Exhaust PM _{2.5}	Fugitive PM _{2.5}	PM ₁₀ Total	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																		
Single Family Housing	3.84335e+007	0.2072	0.7536	1.7710	0.0113	0.1432	0.1432	0.1432	0.1432	0.1432	0.1432	0.1432	0.0000	2,050.958	2,050.958	0.0393	0.0376	2,063.145
Total		0.2072	0.7536	1.7710	0.0113	0.1432	0.1432	0.1432	0.1432	0.1432	0.1432	0.1432	0.0000	2,050.958	2,050.958	0.0393	0.0376	2,063.145

Mitigated

Land Use	NaturalGas Use kBTU/yr	SO ₂	CO	NO _x	CO ₂	Exhaust PM ₁₀	Fugitive PM ₁₀	Exhaust PM _{2.5}	Fugitive PM _{2.5}	PM ₁₀ Total	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																		
Single Family Housing	3.61263e+007	0.1948	0.7084	1.6646	0.0106	0.1346	0.1346	0.1346	0.1346	0.1346	0.1346	0.1346	0.0000	1,927.834	1,927.834	0.0370	0.0353	1,939.290
Total		0.1948	0.7084	1.6646	0.0106	0.1346	0.1346	0.1346	0.1346	0.1346	0.1346	0.1346	0.0000	1,927.834	1,927.834	0.0370	0.0353	1,939.290

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5.3 Energy by Land Use - ElectricityUnmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Single Family Housing	1.28763e+007	1,694,033	0.1285	0.0292	1,705,949
Total		1,694,033	0.1285	0.0292	1,705,949

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Single Family Housing	1.27758e+007	1,680,552	0.1275	0.0290	1,692,374
Total		1,680,552	0.1275	0.0290	1,692,374

6.0 Area Detail**6.1 Mitigation Measures Area**

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Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	11.8045	0.6759	11.1607	4.0900e-003		0.1048	0.1048		0.1048	0.1048	0.0000	654.6442	654.6442	0.0294	0.0117	658.8585
Unmitigated	19.7526	1.8534	83.3407	0.2396		11.8797	11.8797		11.8797	11.8797	1,576.6619	654.6442	2,231.3062	7.4000	0.0117	2,419.7848

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6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.0762					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.3340					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.0124	1.7274	72.4140	0.2390	11.8193	11.8193	11.8193	11.8193	11.8193	11.8193	1,576,661 ⁹	636,814 ⁹	2,213,476 ⁸	7.3828	0.0117	2,401,525 ⁴
Landscaping	0.3300	0.1260	10.9267	5.8000e-004	0.0604	0.0604	0.0604		0.0604	0.0604	0.0000	17.8293	17.8293	0.0172	0.0000	18.2584
Total	19.7526	1.8534	83.3407	0.2396	11.8797	11.8797	11.8797		11.8797	11.8797	1,576,661 ⁹	654,644 ²	2,231,306 ²	7.4000	0.0117	2,419,784 ⁸

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.0762					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.3340					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0644	0.5499	0.2340	3.5100e-003		0.0445	0.0445		0.0445	0.0445	0.0000	636.8149	636.8149	0.0122	0.0117	640.5991
Landscaping	0.3300	0.1260	10.9267	5.8000e-004		0.0604	0.0604		0.0604	0.0604	0.0000	17.8293	17.8293	0.0172	0.0000	18.2594
Total	11.8045	0.6759	11.1607	4.0900e-003		0.1048	0.1048		0.1048	0.1048	0.0000	654.6442	654.6442	0.0294	0.0117	858.8585

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	101.0845	2.5025	0.0603	181.6099
Unmitigated	126.3556	3.1282	0.0754	227.0124

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	95.7764 / 60.3808	126.3556	3.1282	0.0754	227.0124
Total		126.3556	3.1282	0.0754	227.0124

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Single Family Housing	76.6211 / 48.3046	101.0845	2.5025	0.0603	181.6099
Total		101.0845	2.5025	0.0603	181.6099

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	230.4110	13.6169	0.0000	570.8335
Unmitigated	307.2146	18.1559	0.0000	761.1113

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	Tons	MT/yr			
Single Family Housing	1513.44	307.2146	18.1559	0.0000	761.1113
Total		307.2146	18.1559	0.0000	761.1113

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8.2 Waste by Land UseMitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
MT/yr					
Single Family Housing	1135.08	230.4110	13.6169	0.0000	570.8335
Total		230.4110	13.6169	0.0000	570.8335

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary EquipmentFire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. b. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments. c. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT. d. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features: • A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or • A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development) • Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations • Neighborhood designed for walking and cycling e. Voluntary Emission Reduction Agreement - Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions increases through a process that funds and implements emission reduction projects, which are administered through the District's emission reduction incentive grant programs. A VERA can be implemented to address impacts from both construction and operational phases of a project. The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please contact Carol Flores by e-mail at carol.flores@valleyair.org or by phone at (559) 230-5935. When calling or emailing the District, please reference District CEQA number 20200402. Analysis: The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The project does not propose renovation or demolition of any buildings on site, therefore, the project is not subject to District Rule 4002. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities. A copy of the District's comments has been provided to the Project proponent. The Project proponent has been encouraged to contact the Air District's small Business Assistance Office to identify other rules and regulations the project may be subject to. Checklist Discussion a) Less than Significant Impact with Mitigation Incorporation - The project will not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. Compliance with the Air District's Air Quality Plan is a requirement of development. Additionally, the applicant will be required to obtain any necessary permits through the SJVAPCD. With these mitigation measures, the project will have a less than significant impact. <i>Coccidioides immitis</i>, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques. b) Less than Significant with Mitigation Incorporation - in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities. c) Less than Significant with Mitigation Incorporation - in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities. d) Less than Significant Impact - There are no known pollutant concentrations that would be generated by the future residential development project that would expose sensitive receptors to substantial pollutant concentrations. The nearest potential sensitive receptors are directly to the south, east and west, where residential development is located or proposed; however, since there are not known pollutant concentrations to be emitted from the project, the project impact is considered less than significant. e) Less than Significant Impact - the proposed project is for a residential development. The normal use of a				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
residential subdivision does not create objectionable odors. No objectionable odors are anticipated to occur as a result of development of the residential subdivision. Therefore, the impact is considered less than significant. Mitigation Measures: MM Air Quality 1: That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD. MM Air Quality 2: That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques. MM Air Quality 3: The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit. Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of the rules and regulations of the SJVUAPCD for dust control measures. Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), San Joaquin Valley Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) http://www.arb.ca.gov; Consultation received from the San Joaquin Valley Air Pollution Control District on February 15, 2018 (attached)				
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery	☐	☐	☒	☐



AGENDA STAFF REPORT

MEETING DATE: 12/1/2020	AGENDA SECTION: A
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SUBJECT:

Police: Adoption of Resolution No. 20-38-R establishing fees associated with the adopted Shopping Cart Regulations HMC 8.24.

RECOMMENDATION:

That the City Council, by motion, approve Resolution No. 20-38-R, establishing fees associated with the adopted Shopping Cart Regulations HMC 8.24.

BACKGROUND:

At the November 17, 2020 City Council meeting, the Hanford City Council approved the Introduction of Ordinance No. 20-14 and moved it to the second reading.

As part of this ordinance a fee needed to be established for the collection of shopping carts. The fee was determined by talking to store owners on what they have paid for cart retrieval services in the private sector. We are now proposing to you that same rate, which is \$5.00 per cart. Based upon the carts we have collected in the past we believe that this will result in a revenue of approx \$5,000.00 to \$10,000.00 the first year. Hopefully, the revenue will decrease over time as compliancy increases. Businesses are not immediately subject to this fee unless they choose to contract services with the City of Hanford.

We also needed to establish a fee for the review of an abandoned shopping cart protection plan (ACPP). The fee was based upon the approximate time to review the claim. We are recommending this fee be set at \$100.00. We do not anticipate this to bring in a significant amount of revenue. We also will not be imposing this fee on current business who we will be working with to comply with this new ordinance. The fee will be for future businesses and businesses that experience compliance issues in the future.

FISCAL IMPACT:

Increased revenue due to collection of shopping carts estimated at \$5 to \$10 thousand per year.

ATTACHMENTS:
shopping cart fees

RESOLUTION NO. 20-38-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
ALLOWING FOR IMPLEMENTATION OF FEES REGARDING SHOPPING CART
REGULATIONS

WHEREAS, the city of Hanford city codes provide that the city may charge a fee for the collection of shopping carts and such fee be established by resolution of the City Council; and

WHEREAS, the City finds that establishing a fee will aid in the collection of shopping carts, ensure the financial solvency of the program and protect the health and safety of the community.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Hanford that the following fee be instituted upon the effective date of _____

<u>Description</u>	<u>Fee</u>
Collection of Shopping Carts per HMC 8.24.030(B)(4)(b)	\$ 5.00
Processing of an ACPP Plan 8.24.030(A)	\$ 100.00

PASSES AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the ____ day of, ____, 2020, by the following vote:

AYES:

NOES:

ABSENT:

Approved _____

ATTEST: _____



AGENDA STAFF REPORT

MEETING DATE: 12/1/2020	AGENDA SECTION: B
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SUBJECT:

City Clerk: Review 2021 Calendar of City Council Meetings

RECOMMENDATION:

That the City Council review the 2021 calendar of scheduled meetings for the City Council and direct staff to cancel or reschedule any specific dates.

BACKGROUND:

Over the course of each calendar year, due to holidays or City events, there are occasionally conflicts with the City Council meetings. In the past the Council has requested that staff bring forth a calendar for next year's meetings to review and determine if any should be cancelled or rescheduled. Providing staff with advance notice of changes to meeting dates allows them to prepare in advance for anticipated deadlines and to place items on an agenda in an efficient manner.

FISCAL IMPACT:

ATTACHMENTS:

2021 Meeting Calendar

SCHEDULED MEETINGS HANFORD CITY COUNCIL & COMMISSIONS 2021

All Meetings are held at: City Council Chambers, 400 N. Douty, Hanford, CA (Civic Auditorium)

 CITY COUNCIL REGULAR MEETING @ 7:00 PM HOLIDAYS- CITY HALL CLOSED

 PLANNING COMMISSION @ 7:00 P.M.

 PARKING & TRAFFIC COMMISSION
@ 5:30 P.M.

 PARKS & RECREATION COMMISSION
@ 5:30 P.M.

JANUARY						
S	M	T	W	TH	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
1						

FEBRUARY						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

MARCH						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

APRIL						
S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

MAY						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JUNE						
S	M	T	W	TH	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

JULY						
S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER						
S	M	T	W	TH	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVEMBER						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



**AGENDA
STAFF REPORT**

MEETING DATE: 12/1/2020	AGENDA SECTION: A
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SUBJECT:

Council Future Agenda Items

FISCAL IMPACT:

ATTACHMENTS:

Council Future Agenda Items

Council Future Agenda Items

Originated Date	Item	Originator	Staff Lead	Date Estimate
6/5/18	Comprehensive Study of downtown businesses, including crosswalks. Study to change 7 th Street one-way going WEST and 6 th Street going EAST to increase angled parking.	Council Consensus	John Doyel	12/15/20
6/18/20	Discussion of Courthouse improvements, funding sources, and potential revenue	Council Consensus	Various Staff	12/3/20 Special Mtg
9/3/20	Proposed Rates & Fees adjustments	City Manager	Various Staff	Mid-Year Budget review Jan 2021
9/3/20	Revised Business License Ordinance	Finance	Various Staff	12/15/20
9/9/20	Revised Refuse Ordinance	Public Works	Jim Ross	2/9/21
10/02/20	Introduction Hemp Ordinance	Council Consensus	Parker Sever	12/15/20
10/14/20	Discussion of City of Hanford Finance Policies	Finance	Eric Frost	Nov/Dec meetings

Attachment: Council Future Agenda Items (Council: Future Agenda Items)