

AMENDED AGENDA

PLANNING COMMISSION of the CITY OF HANFORD

**COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, January 9, 2018**

CALL TO ORDER

ROLL CALL

INVOCATION - ART TAFT

FLAG SALUTE

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 Commission. 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.*

ELECTION OF 2018 CHAIR AND VICE-CHAIR

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.

- 1. Approval of the Minutes of the December 12, 2017 Meeting**

PUBLIC HEARING

2. **Conditional Use Permit No. 2017-01:** a request to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building. The use of a vocational or specialized school requires a conditional use permit in the MX-C Corridor Mixed Use zone district. The project is located at 729 West Lacey Boulevard #9 (APN 012-261-003).
3. **Planned Unit Development No. 2017-01:** A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduced lot sizes, reduced setbacks, and a reduced street width for a private street. Vesting Tentative Tract Map 924: A request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-12 Low-Density Residential Zone District with a Planned Unit Development overlay. The project is located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 010-320-115).

GENERAL BUSINESS

Finding of General Plan Consistency for the sale of two portions of APN 011-090-004 located at the northwest corner of 12th and Woodland Drive and finding of ambiguity clarification pertaining to land use and zoning on the two remnant properties.

DIRECTOR'S COMMENTS

COMMISSIONERS' ITEMS OF INTEREST

ADJOURNMENT

Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available to public inspection in the Planning Division Office located at 317 N. Douty Street, Hanford, California 93230, during normal business hours. Such documents are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post documents 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 Planning Division's office, 559-585-2580, 317 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

APPEALS:

Any action of the Planning Commission, which is a final project decision, may be appealed to the City Council by the applicant or any adversely affected person. To file an appeal, an appeal application and filing fee of \$1,000.00 must be submitted to the Community Development Department, 317 N. Douty Street, Hanford, California, within ten (10) days following the date of the final decision of the Planning Commission.



**AGENDA
STAFF REPORT**

MEETING DATE: 1/9/2018	AGENDA SECTION: 1
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SUBJECT:

Approval of the Minutes of the December 12, 2017 Meeting

RECOMMENDATION:

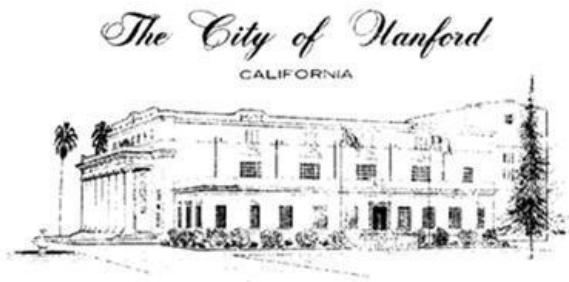
Approve the Minutes of the December 12, 2017 Meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

12-12-17



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, December 12, 2017

CALL TO ORDER

Chairperson JOHNSTON called the meeting to order at 7:00 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Dennis Ham		Present	
Richard Douglas		Present	
Michael Johnston		Present	
Travis Paden		Present	
Savino Perico		Present	
Angel Vee Galvan		Absent	
Jacob Sanchez		Present	

INVOCATION

Commissioner PADEN led the invocation.

FLAG SALUTE

Commissioner SANCHEZ led the flag salute.

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 Commission. 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.*

There were no comments.

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.

Motion by Commissioner HAM, seconded by Commissioner DOUGLAS, to approve the Consent Calendar. Motion carried by the following roll call vote:

AYES:	Commissioners HAM, DOUGLAS, PADEN, PERICO, SANCHEZ, JOHNSTON
NOES:	Commissioners NONE
ABSTAIN:	Commissioners NONE
ABSENT:	Commissioners GALVAN

- 1. Approval of the Minutes of the October 10, 2017 Meeting**
- 2. Approval of Time Extension No. 2017-03: A request to extend the life of Tentative Tract Map No. 887 for one year. The project is applicable to the property located west of Centennial Drive, north of Berkshire Avenue (APN 009-030-150).**

PUBLIC HEARING

PEDESTRIAN AND BICYCLE MASTER PLAN, is a plan to improve safety, encourage transportation alternatives, develop a definitive policy document and conceptual plan for the development of safe, functional, convenient, and attractive pedestrian and bicycle facilities throughout the City of Hanford, and to serve as a resource for planning purposes.

Chairperson JOHNSTON opened the Public Hearing at 7:04 p.m. and called for the Staff Report. Community Development Director Mata presented the staff report and recommended that the Planning Commission recommend adoption of the Pedestrian and Bicycle Master Plan to the City Council. She then invited questions of staff, noting that QK Consultant Matt Hamilton and Deputy City Engineer Lisa Dock were also present and available to answer questions.

Following questions of staff and Consultant Hamilton, Chairperson JOHNSTON opened Public Comment. There were no public comments.

Chairperson JOHNSTON opened Commission Discussion. There being no further discussion, Chairperson JOHNSTON closed the Public Hearing at 7:33 p.m. and called for a motion.

Motion by Commissioner PADEN, seconded by Commissioner HAM, to adopt Resolution 2017-22 making a recommendation to the City Council to adopt the Pedestrian and Bicycle Master Plan. Motion carried by the following roll call vote:

AYES:	Commissioners PADEN, HAM, DOUGLAS, PERICO, SANCHEZ, JOHNSTON
NOES:	Commissioners NONE
ABSTAIN:	Commissioners NONE
ABSENT:	Commissioners GALVAN

GENERAL BUSINESS

Review and make a recommendation on the Implementation Plan for the Hanford 2035 General Plan to the City Council.

Chairperson JOHNSTON called for the Staff Report. Director Mata presented the Staff Report and recommended that the Planning Commission recommend that the City Council adopt the Implementation Plan for the City of Hanford General Plan.

Following questions of staff and Commission discussion, Chairperson JOHNSTON called for a motion.

Motion by Commissioner DOUGLAS, seconded by Commissioner SANCHEZ, to approve Resolution 2017-23 recommending that the City Council adopt the implementation Plan for the City of Hanford General Plan. Motion carried by the following roll call vote:

AYES:	Commissioners DOUGLAS, SANCHEZ, HAM, PADEN, PERICO, JOHNSTON
NOES:	Commissioners NONE
ABSTAIN:	Commissioners NONE
ABSENT:	Commissioners GALVAN

DIRECTOR'S COMMENTS

Director Mata noted that the items considered at this meeting were very important. She asked if the Commissioners would like for staff to continue providing recommended motions. The Commissioners indicated that they prefer that staff include the recommended motion.

Chairperson JOHNSTON asked if there will be more General Plan components coming before the Commission. Director Mata stated that there would be a subdivision ordinance, a noise ordinance, and possibly other implementation plans.

COMMISSIONER'S ITEMS OF INTEREST

Commissioner HAM asked if the Parking and Traffic Commission should also be looking at the bicycle parking. Deputy City Engineer Dock replied that they had reviewed and approved the Pedestrian and Bicycle Plan.

Commissioner PADEN stated that he appreciates the downtown runs (e.g., Rudolf Run and Turkey Trot). He encouraged more downtown activities. He also appreciates the agenda package page numbering. Director Mata stated that those page numbers do not show on the agenda seen by the public, so she encouraged the Commissioners to word their comments in such a way that the public can follow.

Chairperson JOHNSTON expressed his appreciation of the Family Healthcare building and parking lot, and sees it as a nice addition to the downtown. He asked when approved permits for cannabis companies will be coming before the Commission. Director Mata replied that it may be February or March. No Conditional Use Permit (CUP) applications for the cannabis permits have been submitted yet.

ADJOURNMENT

Chairperson JOHNSTON adjourned the meeting at 7:56 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 1/9/2018	AGENDA SECTION: 2
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SUBJECT:

Conditional Use Permit No. 2017-01: a request to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building. The use of a vocational or specialized school requires a conditional use permit in the MX-C Corridor Mixed Use zone district. The project is located at 729 West Lacey Boulevard #9 (APN 012-261-003).

See staff report attached.

FISCAL IMPACT:**ATTACHMENTS:**

staff report - CUP 2017-01
Resolution No. 2018-02
Exhibit A Notice of Exemption

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, January 9, 2018**

PROJECT: **Conditional Use Permit No. 2017-01:** a request to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building. The use of a vocational or specialized school requires a conditional use permit in the MX-C Corridor Mixed Use zone district.

LOCATION: The project is located at 729 West Lacey Boulevard #9 (APN 012-261-003).

PLANNER: Gabrielle de Silva, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2018-02, approving Conditional Use Permit No. 2017-01.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2018-02, approving Conditional Use Permit No. 2017-01.

PROJECT DESCRIPTION

The project is a request to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building. Under the Municipal Code, the use is categorized as a vocational or specialized school.

Project Location

The project is located at 729 West Lacey Boulevard #9, which is within an existing integrated shopping center. The project site is designated as Corridor Mixed Use by the General Plan. The zoning for the property is MX-C Corridor Mixed Use.

Figure 1: Land Use
(Property outlined in red)

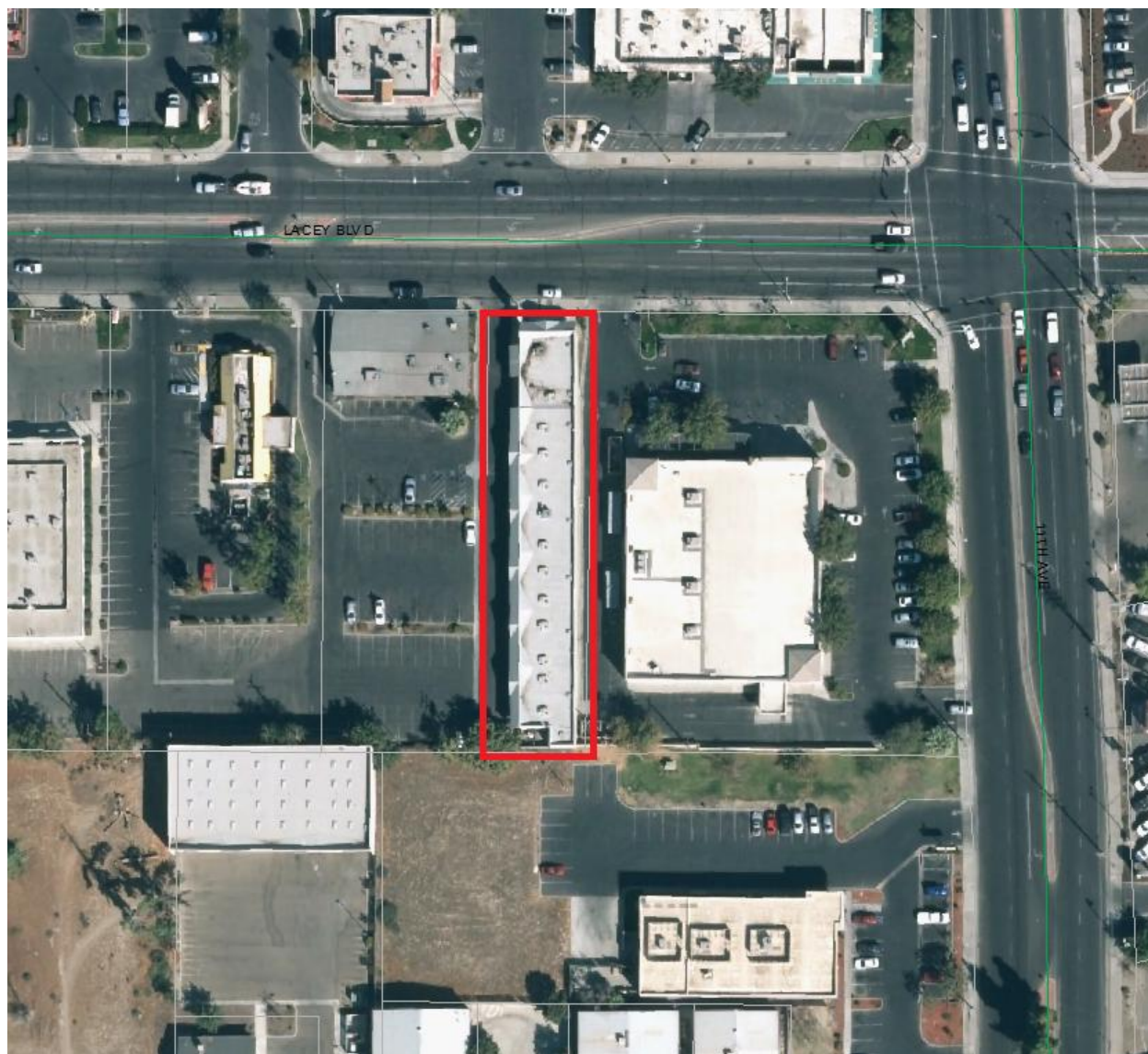
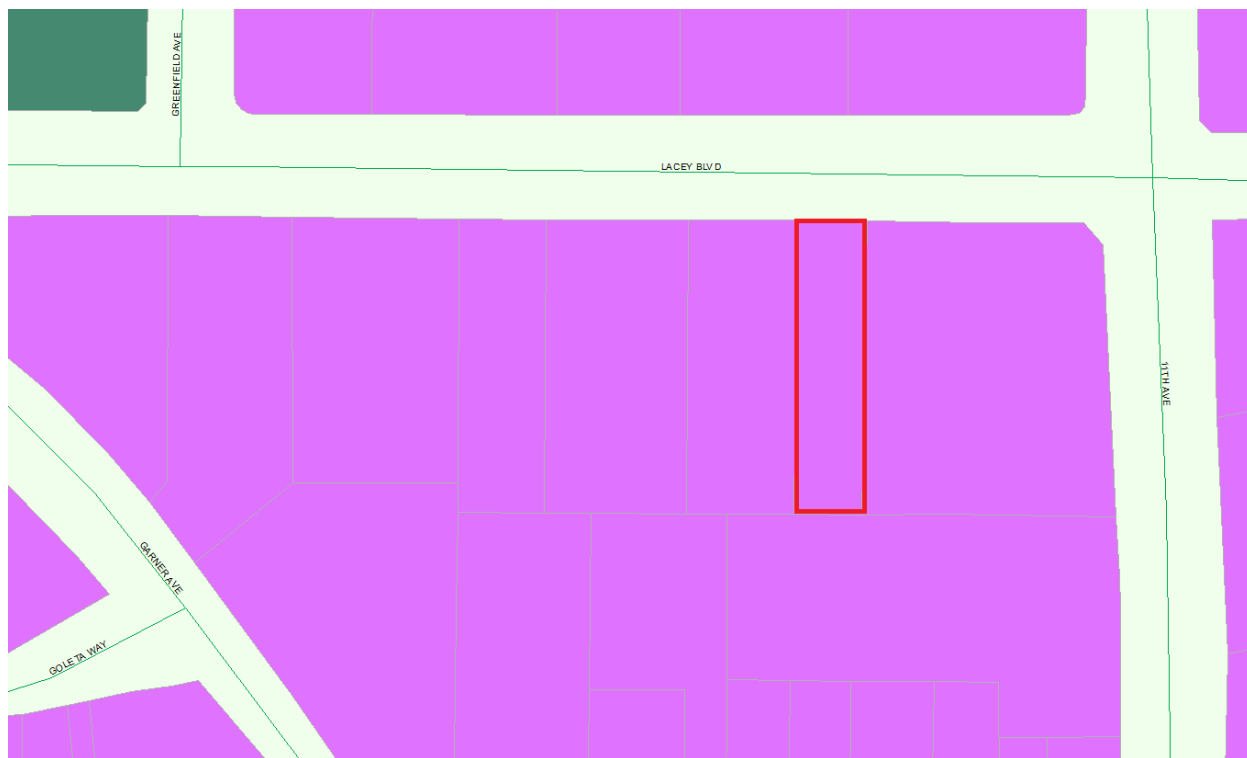


Figure 2: Zoning Designation
MX-C
(Property outlined in red)



Adjacent Land Use and Zoning

	Land Use	General Plan Designation	Zoning
North:	Integrated shopping center	Corridor Mixed Use	MX-C
South:	Automotive – Autozone	Corridor Mixed Use	MX-C
East:	Rite-Aid	Corridor Mixed Use	MX-C
West:	Charter School and Parking lot	Corridor Mixed Use	MX-C

BACKGROUND INFORMATION

General Plan Designation

The General Plan designates the property as Corridor Mixed Use. The property is zoned MX-C Corridor Mixed Use, which corresponds with the General Plan Designation. According to the General Plan Policy L65, the purposes of the Corridor Mixed Use designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with intent of creating a pedestrian-friendly environment that encourages walking between uses. In accordance with General Plan Policy L66, the typical uses allowed in the Corridor Mixed Use land use designation include

small- and medium-scale commercial, providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses included duplexes, townhomes, apartments, markets, mall retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons and other similar uses. Both vertical and horizontal mixed –use developments are encouraged.

The applicant seeks to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building. The use has been identified by staff to most closely fit the definition of a vocational or specialized school. According to the Commercial, Office, and Industrial Zone Use Table, presented in Table 17.08.030 of the Hanford Municipal Code, School; charter, trade, vocational, art, business, or professional, requires a conditional use permit (see Figure 3, below) in the MX-C Corridor Mixed Use zone district.

School; charter, trade, vocational, art, business, or professional means, a facility that is operated either with public funds under a charter contract or with private finds, and that offers specific educational instruction to children and/or adults. This use includes charter schools, secretarial schools, beauty and cosmetology schools, modeling schools, language schools, computer or electronics schools, art schools, and automotive repair schools, and similar specialized schools.

Commercial, Office, and Industrial Use Table															
P = Use is Permitted by Right C = Use Requires Conditional Use Permit A = Use Requires Administrative Use Permit T = Use Requires Temporary Use Permit Blank = Use is Not Allowed															
Land Uses		Commercial Zones				Mixed Use Zones		Industrial and Office Zones				Other Zones			Specific Land Use Standards (See identified Section)
		C-N	C-R	C-S	C-H	MX-N	MX-C	MX-D	O-R	O	I-L	I-H	AP	PF	
C13	School; charter, trade, vocational, art, business, or professional		C	P			C	C	C	C	C			P	

PROJECT EVALUATION

Conditional Use Permit No. 2017-01

The project is a request to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building. Under the Municipal

Code, the use is categorized as a vocational or specialized school. In the MX-C Corridor Mixed Use zone district, the use requires approval of a conditional use permit.

Conformance with the standards of the MX-C Corridor Mixed Use zone district

17.26.030 Site Area

The minimum site area shall be 5,000 square feet, unless a smaller site is approved with a conditional use permit, in accordance with Chapter 17.80 of the Hanford Municipal Code. The site is made up of an integrated shopping center with a total site area of 17,400 square feet. No changes to the lot configuration are included in the request for a conditional use permit.

17.26.040 Lot Dimensions

The minimum lot frontage shall be 40 feet, unless a reciprocal use agreement for shared common access and parking areas is recorded with the Kings County Recorder's Office. The lot's frontage is 65 feet off of Lacey Boulevard. The site does have a recorded reciprocal use agreement for shared parking and access with the parcel to the west, APN 012-261-027. No changes to the lot configuration are included in the request for a conditional use permit.

17.26.050 Coverage

The maximum coverage of the lot shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. The site is fully developed, no expansion of the existing building is proposed in the request for a conditional use permit.

17.26.060 Building Setback Area

No structure is permitted to be placed within a building setback area. In the MX-C Corridor Mixed Use zone district, the front building setback is required to be 15 feet. The existing building is 15 feet from the front property line. There is not a requirement for the rear or side yard setbacks for this site. The site is fully developed, no expansion of the existing building is proposed in the request for a conditional use permit.

17.26.070 Distances Between Structures

There is not a minimum distance between structures in the MX-C Corridor Mixed Use zone district, except between residential uses and abutting structures. There is not a residential structure on site.

17.26.080 Height of Structures

The maximum height of structures in the MX-C Corridor Mixed Use zone district is 50 feet. The structure does not exceed the height maximum of the District. No building expansion is proposed in the request for a conditional use permit.

17.26.090 Driveways

Whenever possible developments in the MX-C Corridor Mixed Use zone district shall share driveways to minimize the number of driveways on public streets. There is one driveway on site,

and a second driveway access is shared with the parcel directly west of the site, APN 012-261-027. There are not changes proposed to the driveways existing.

17.26.100 Off-Street Parking

There are 47 parking stalls shared between this property and the property directly west, APN 012-261-027. Of the 47 parking stalls, five are designated as ADA-accessible. According to the Hanford Municipal Code Section 17.54.040, as an integrated shopping center, stalls shall be provided at a ratio of one space per 350 square feet. Between the integrated shopping center on-site and the existing charter school located on the parcel to the west, there is a combined total of 13,495 square feet. Using the ratio of one space per 350 square feet, there is a required total of 39 parking stalls for the properties. The existing parking stall count exceeds the requirement.

17.26.110 Usable Open Space

There is not a requirement for sites under one acre to provide a common, outdoor usable open space.

17.26.150 General Provisions and Standards

All uses within the MX-C Corridor Mixed-Use zone district are required to be conducted entirely within a completely enclosed permanently fixed structure. The use proposed will occur within an existing, completely enclosed, permanently fixed structure.

FINDINGS FOR APPROVAL

Conditional Use Permit No. 2017-01

In taking action on a Conditional Use Permit, the Planning Commission must make the appropriate findings, in accordance with Section 17.80.030 of the Hanford Municipal Code:

1. The proposed use would not impair the integrity and character of the zoning district in which it is to be located;

ANALYSIS: That the proposed use will occupy an existing building and would not impair the integrity and character of the MX-C Corridor Mixed Use zone district. The use is consistent with the designation, in that it proposes a specialized school use, which is permitted with the approval of a conditional use permit in the MX-C Corridor Mixed Use zone district. Additionally, the use is compatible with the adjacent charter school, located directly west of the project site. The use meets the requirements of the Hanford Municipal Code Section 17.26 MX-C Corridor Mixed Use zone district. In accordance with the General Provisions and Standards for the District, the use proposed will occur within an existing, completely enclosed, permanently fixed structure.

2. The proposed use would be compatible with existing land uses and future permitted land uses within the zoning district in which the proposed use is to be located;

ANALYSIS: That the use of a specialized school is compatible with the existing land uses and the future permitted land uses within the MX-C Corridor Mixed Use zone district. The

proposed use will occupy an existing building within an integrated shopping center. According to the General Plan Policy L65, the purposes of the Corridor Mixed Use designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with intent of creating a pedestrian-friendly environment that encourages walking between uses. In accordance with General Plan Policy L66, the typical uses allowed in the Corridor Mixed Use land use designation include small- and medium-scale commercial, providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses included duplexes, townhomes, apartments, markets, mall retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons and other similar uses. The use of a resource center and Federal Aviation Administration (FAA) exam-preparation center is compatible with the existing land uses and future permitted land uses in the District.

3. The proposed use is consistent with the General Plan;

ANALYSIS: That the project is consistent with the General Plan Policy L65, which states the purposes of the Corridor Mixed Use designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with intent of creating a pedestrian-friendly environment that encourages walking between uses. Additionally, in accordance with General Plan Policy L66, the typical uses allowed in the Corridor Mixed Use land use designation include small- and medium-scale commercial, providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses included duplexes, townhomes, apartments, markets, mall retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons and other similar uses. The use of a resource center and Federal Aviation Administration (FAA) exam-preparation center is compatible with the Corridor Mixed Use designation.

4. There will not be significant effects upon the quality of the environment and natural resources;

ANALYSIS: That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Exhibit A**.

5. The proposed location, size, design, and operating characteristics of the proposed use would not be detrimental to the public interests, health, safety, convenience or welfare of the city and that any incompatible impacts of the proposed use are mitigated by conditions of approval.

ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.26 for the MX-C Corridor Mixed Use zone district. Any improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in Resolution No. 2018-02.

PUBLIC COMMENTS

A Notice of Public Hearing for a Conditional Use Permit was noticed in the Hanford Sentinel on December 30, 2017 and mailed to property owners within 500 feet of the project site on December 9, 2017. No comments were received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Exhibit A**.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2018-02, approving Conditional Use Permit No. 2017-01.

RESOLUTION NO. 2018-02

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO CONDITIONAL USE PERMIT NO. 2017-01, A REQUEST TO ALLOW A PRACTICAL RESOURCES AND FEDERAL AVIATION ADMINISTRATION (FAA) EXAM PREPARATION FACILITY FOR AIRCRAFT MECHANICS IN AN EXISTING BUILDING. THE PROJECT IS LOCATED AT 729 WEST LACEY BOULEVARD #9 (APN 012-261-003).

At a regular meeting of the City of Hanford Planning Commission duly called and held on January 9, 2018 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Conditional Use Permit No. 2017-01, a request to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building, filed by Linney Wade, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17 of the Hanford Municipal Code; and

WHEREAS, the project is located at 729 West Lacey Boulevard #9 (APN 012-261-003); and

WHEREAS, staff, and the various governmental department agencies, and the Planning Commission have given careful consideration to this conditional use permit and have made recommendations thereon; and

WHEREAS, the project is exempt from environmental review per Section 15301 Existing Facilities of the California Environmental Quality Act of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared; 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 Planning Commission hereby makes the following findings pursuant to Section 17.82.030 of the Hanford Municipal Code:

1. The proposed use would not impair the integrity and character of the zoning district in which it is to be located;

ANALYSIS: That the proposed use will occupy an existing building and would not impair the integrity and character of the MX-C Corridor Mixed Use zone district. The use is consistent with the designation, in that it proposes a specialized school use, which is permitted with the approval of a conditional use permit in the MX-C Corridor Mixed Use zone district. Additionally, the use is compatible with the adjacent charter school, located directly west of the project site. The use meets the requirements of the Hanford Municipal Code Section 17.26 MX-C Corridor Mixed Use zone district. In accordance with the General Provisions and Standards for the District, the use proposed will occur within an existing, completely enclosed, permanently fixed structure.

2. The proposed use would be compatible with existing land uses and future permitted land uses within the zoning district in which the proposed use is to be located;

ANALYSIS: That the use of a specialized school is compatible with the existing land uses and the future permitted land uses within the MX-C Corridor Mixed Use zone district. The proposed use will occupy an existing building within an integrated shopping center. According to the General Plan Policy L65, the purposes of the Corridor Mixed Use designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with intent of creating a pedestrian-friendly environment that encourages walking between uses. In accordance with General Plan Policy L66, the typical uses allowed in the Corridor Mixed Use land use designation include small- and medium-scale commercial, providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses included duplexes, townhomes, apartments, markets, mall retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons and other similar uses. The use of a resource center and Federal Aviation Administration (FAA) exam-preparation center is compatible with the existing land uses and future permitted land uses in the District.

3. The proposed use is consistent with the General Plan;

ANALYSIS: That the project is consistent with the General Plan Policy L65, which states the purposes of the Corridor Mixed Use designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with intent of creating a pedestrian-friendly environment that encourages walking between uses. Additionally, in accordance with General Plan Policy L66, the typical uses allowed in the Corridor Mixed Use land use designation include small- and medium-scale commercial, providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses included duplexes, townhomes, apartments, markets, mall retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons and other similar uses. The use of a resource center and Federal Aviation Administration (FAA) exam-preparation center is compatible with the Corridor Mixed Use designation.

4. There will not be significant effects upon the quality of the environment and natural resources;

ANALYSIS: That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines.

5. The proposed location, size, design, and operating characteristics of the proposed use would not be detrimental to the public interests, health, safety, convenience or welfare of the city and that any incompatible impacts of the proposed use are mitigated by conditions of approval.

ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.26

for the MX-C Corridor Mixed Use zone district. Any improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in Resolution No. 2018-02.

THEREFORE, BE IT RESOLVED that Conditional Use Permit No. 2017-01 be approved subject to the following conditions:

ADMINISTRATION DEPARTMENT

Contact the City Attorneys' Office: (559) 584-6656

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.

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 approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.
2. That all approved proposals of the applicant be conditions of development, if not mentioned herein.
3. That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this conditional use permit shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

Off Street Parking: (Section 17.54).

1. That the applicant shall maintain the reciprocal parking agreement for the 47 parking stalls existing on the parcel directly west, APN 012-261-027.

Signage: (Section 17.56).

1. That any/all signs proposed for this development shall be subject to the requirements and standards prescribed in Chapter 17.56 of the Hanford Municipal Code. **A separate application is required.**

EXPIRATION

That this Conditional Use Application Permit become null and void two (2) years after the effective date of approval, unless, prior to the expiration, one of the following occur unless the use for which the permit was approved has commenced. Prior to expiration of a permit, a person having authority to file an application may file a written request with the Community Development Director for extension of a permit that may otherwise expire. The request for extension will be taken to the Planning Commission, who may extend the expiration of the permit by one year.

PASSED AND ADOPTED at a regular meeting of the Hanford City Planning Commission by the following vote:

AYES:	Commissioners
NOES:	Commissioners
ABSTAIN:	Commissioners
ABSENT:	Commissioners

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, 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 9th day of January 2018.

Darlene R. Mata

Attachment: Resolution No. 2018-02 (Conditional Use Permit No. 2017-01)

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

From: City of Hanford (Planning Division)
317 North Douty Street
Hanford, CA 93230

County Clerk
County of Kings
Kings County Government Center
Hanford, CA 93230

Project Title: Conditional Use Permit No. 2017-01

Project Location – 729 W. Lacey Boulevard #9

Project Location – City: Hanford Project Location – County: Kings County

Description of Nature, Purpose and Beneficiaries of Project: Conditional Use Permit No. 2017-01, a request to allow a practical resources and Federal Aviation Administration (FAA) exam preparation facility for aircraft mechanics in an existing building

Name of Public Agency Approving Project: City of Hanford

Name of Person or Agency Carrying Out Project: Linney Wade

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 152698);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: State type and section number: Existing Facilities 15301
- ☐ Statutory Exemption. State code number:

Reasons why project is exempt:

- (a) The project consists of the operation and leasing of an existing private structure involving no expansion

Lead Agency

Contact Person: Gabrielle de Silva Area Code/ Telephone: (559) 585-2578

Signature: _____ Date: January 9, 2018 Title: Associate Planner

- ☒ Signed by Lead Agency Date received for filing at OPR: _____
- ☐ Signed by Applicant



AGENDA STAFF REPORT

MEETING DATE: 1/9/2018	AGENDA SECTION: 3
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SUBJECT:

Planned Unit Development No. 2017-01: A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduced lot sizes, reduced setbacks, and a reduced street width for a private street. Vesting Tentative Tract Map 924: A request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-12 Low-Density Residential Zone District with a Planned Unit Development overlay. The project is located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 010-320-115).

See staff report attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - PUD 2017-01 and TT 924
 Exhibit A - Planned Unit Development No. 2017-01
 Exhibit B - Planned Unit Development Elevations and Floor Plans
 Exhibit C - Vesting Tentative Tract 924
 Exhibit D - Opposed - Rob and Daria Tuttrup
 Exhibit E - Letters of Support
 Exhibit F - Rationale Letter from Architect
 Exhibit G - Environmental Assessment
 Exhibit H - Consultation Received - KART

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, January 9, 2018**

PROJECT: **Planned Unit Development No. 2017-01:** A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduced lot sizes, reduced setbacks, and a reduced street width for a private street.

Vesting Tentative Tract Map 924: A request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-12 Low-Density Residential Zone District with a Planned Unit Development overlay.

LOCATION: The project is located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 010-320-115).

PLANNER: Gabrielle de Silva, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Deny Planned Unit Development No. 2017-01, due to an inability to make the required findings, in accordance with Section 17.82.060 A. 6 of the Hanford Municipal Code.
2. Deny Tentative Tract 924, due to an inability to make the required findings, in accordance with Section 16.04.010 of the Hanford Subdivision Ordinance and Section 66474 of the Subdivision Map Act.

RECOMMENDED MOTION

1. I move to deny Planned Unit Development No. 2017-01, due to an inability to make the required findings, in accordance with Section 17.82.060 A. 6. of the Hanford Municipal Code.
2. I move to deny Tentative Tract 924, due to an inability to make the required findings, in accordance with Section 16.04.010 of the Hanford Subdivision Ordinance and Section 66474 of the Subdivision Map Act.

PROJECT DESCRIPTION

Under Planned Unit Development No. 2017-01 and Vesting Tentative Tract 924, the applicant proposes to subdivide a 4.19-acre parcel into a gated 26-residential lot community in the R-L-12 Low-Density Residential Zone District with a planned unit development overlay.

See Planned Unit Development No. 2017-01, attached as **Exhibit A**

See Planned Unit Development No. 2017-01's proposed elevations, attached as **Exhibit B**.

See Tentative Tract Map 924, attached as **Exhibit C**.

BACKGROUND INFORMATION

The site is designated by the General Plan as Low-Density Residential and zoned R-L-12 Low-Density Residential. A General Plan designation of Low-Density Residential allows a density range between two and 10 units per acre. The R-L-12 Low-Density Residential district requires a minimum 12,000 square-foot lot area per site. According to the General Plan Policy L31, the purpose of the low-density residential land use designation is to provide mainly single-family development on lot sizes typically found in urban settings. Policy L33 further states, "While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonus policies.

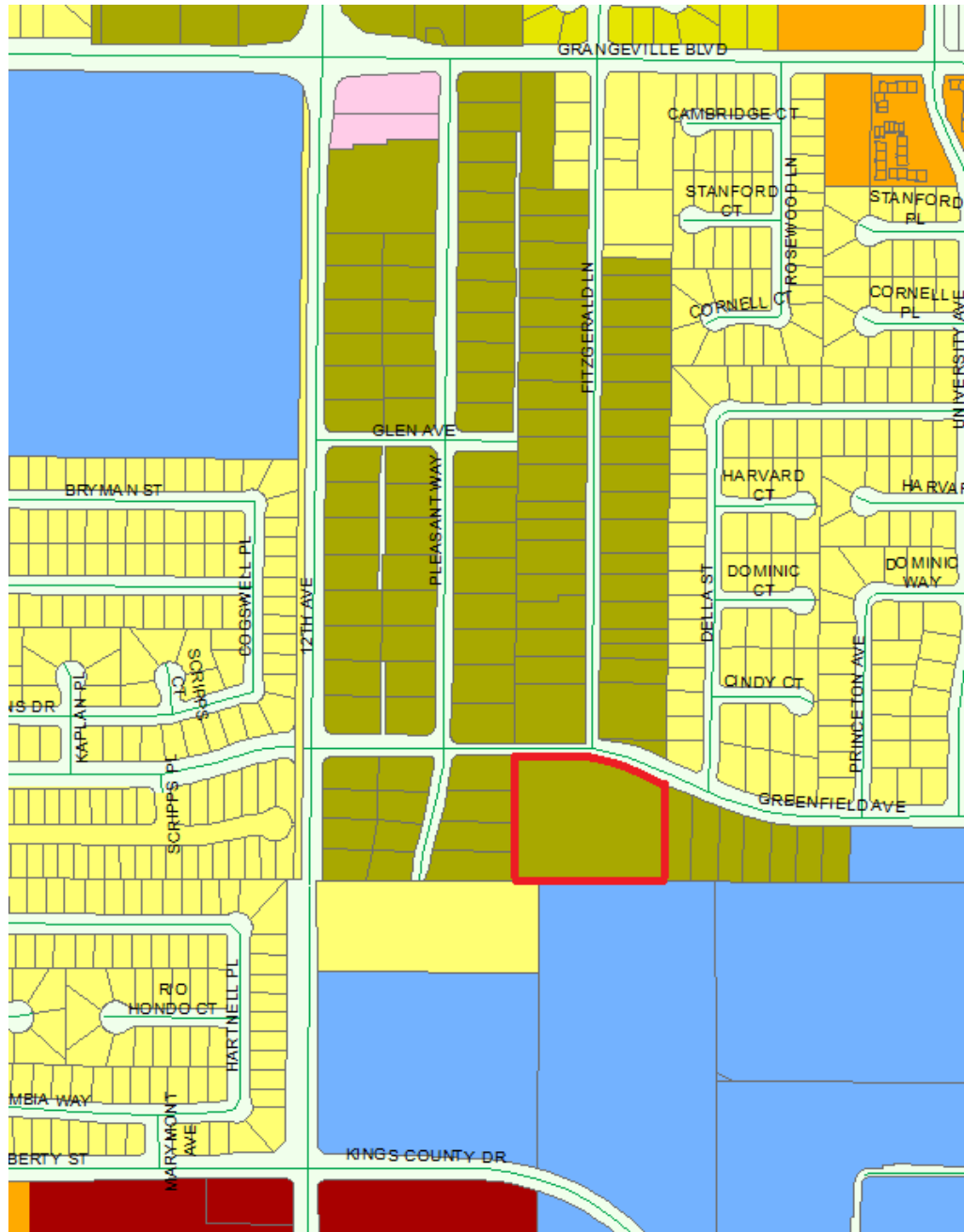
Figure 1

Land Use:

Note: the structures on site have a been demolished



Figure 2:
Zoning Designation
R-L-12



Adjacent Land Use and Zoning:

	General Plan Designation	Zoning Designation	Existing Land Use
North	Low Density Residential	R-L-12	Single-Family Residential Units
East	Low Density Residential	R-L-12	Single-Family Residential Units
South	Public Facility and Low-Density Residential	PF; R-L-5	Kings County Courthouse and Jail; Vacant
West	Low Density Residential	R-L-12	Single-Family Residential Units

PROJECT ANALYSIS

Planned Unit Development No. 2017-01

Planned Unit Development No. 2017-01 is a request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduced lot sizes and configurations, reduced setbacks, and a reduced street width for a private street.

See proposed planned unit development, attached as **Exhibit A**.

See elevations, attached as **Exhibit B**.

Planned Unit Developments (PUDs) 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. In certain instances, the objectives of the General Plan may be achieved by development that does not conform in all respects with the land use pattern designated in the zone district prescribed.

PUDs may be utilized to achieve on or more of the following objectives: (a checkmark denotes the applicable objectives sought by the applicant)

- To permit a site within more than one zone district to mix the permitted or conditionally permitted land uses of both zones within the site without regard to the zone district boundary;
- ✓ To permit development intensity greater than would otherwise be permitted by the implementation of the standards of the zone district in which the site is located;
- ✓ To permit the lot patterns on size, shape, and layout that would not otherwise be permitted by the standards of the zone district in which the site is located;
- ✓ To permit variations to the standard local street cross-sections;
- ✓ To permit private streets and gated neighborhoods
- To permit the implementation of the mixed use provisions in the MX-N, MX-C, or MX-D zone districts; and

- To reduce the amount of required parking spaces when spaces are shared among multiple land uses

A planned unit development is requested, due to the deviation of the standards of the R-L-12 Low-Density Residential Zone District, as follows:

Category	R-1-12 Standard	Applicant's Proposal
Minimum Lot Size	12,000 square feet	4,302 square feet (minimum)
Lot Frontage	40 feet	28 feet (minimum)
Lot Width	80 feet for interior lots and 90 feet for corner lots	50 feet (typical lot width)
Lot Depth	100 feet	85 feet (minimum)
Maximum coverage	50%	Varies
Setbacks	Front (livable) – 15 ft Front (garage) – 20 feet	Front (livable) – Front (garage) – 18 feet
	Rear – 15 feet for one-story Increase by 10 feet for buildings over one-story high	Rear (one –story) – 11 feet Rear (two-story) – 19 ft. 8 inches
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 4 feet Side (street side) – 4 feet
Street Right-of-Way Width	60 feet	33 feet

Lot Area and Density

The applicant proposes to deviate from the standard lot size of the R-L-12 Low-Density residential zone district to allow all lots in the subdivision to be under the 12,000 square-foot requirement. The minimum lot size proposed in the subdivision is 4,302 square feet. The deviation would not result in a density greater than that allowed by the General Plan Low-Density Residential designation. The Low-Density Residential designation is prescribed a density range between two and 10 units per acre by the General Plan. The project proposes 6.45 dwelling units per acre.

Lot Frontage

The applicant requests to be allowed to reduce the lot frontage to a minimum of 28 feet. Lots in the R-L-12 Low-Density Residential zone district require a minimum 40 feet of frontage.

Lot Width and Depth

The applicant proposes a reduced lot width of 50 feet for the majority of lots in the subdivision. In the R-L-12 Low-Density Residential zone district the minimum lot width is 80 feet for interior lots and 75 feet for corner lots.

The applicant also proposes a reduced lot depth of 90 feet on the majority of lots in the subdivision. In the R-L-12 Low-Density Residential zone district the minimum lot depth shall be 100 feet.

Coverage

The maximum coverage of a lot in the R-L-12 Low-Density Residential zone district shall be 50%. The applicant is not seeking a deviation from the 50% coverage requirement.

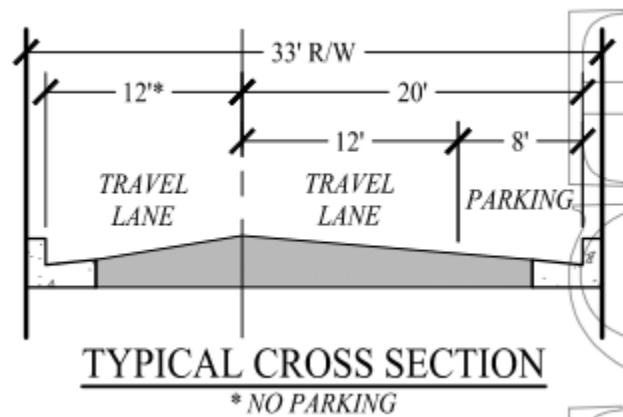
Setbacks

The applicant proposes to allow reduced setbacks under the planned unit development. The front setback to the garage proposed is 18 feet. The standard for the R-L-12 Low-Density Residential district is 20 feet. The applicant proposes four-foot setbacks for the side yard; the standard for the District is five feet. The minimum rear-yard setback proposed for one-story residences is 11 feet. The required rear-yard setback for a one-story home is 15 feet. The applicant proposes 19 feet 8 inches for the rear-yard setback for a two-story residence in the development. The required rear-yard setback for a two-story residence is 25 feet.

Street Standard

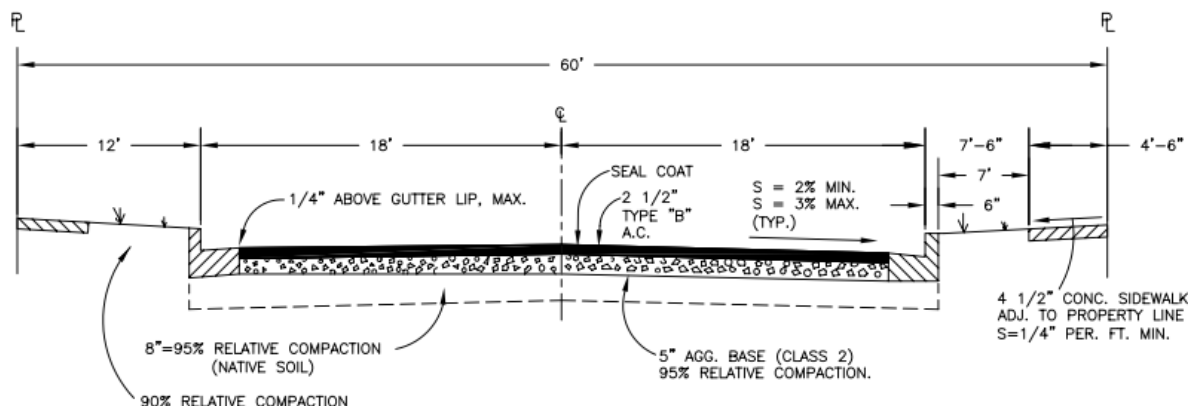
The applicant proposes a 33-foot wide street, as shown in the cross section below.

Figure 3
Street Cross Section



The standard for residential streets requires 60 feet of right-of-way, as shown in Construction Standard ST-32 (see Figure 4, below). Since the street does not meet City standard, the street will be considered a private street to be maintained through a homeowners' association.

Figure 4
Construction Standard ST-32



Vesting Tentative Tract 924

Vesting Tentative Tract 924 is a request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-12 Low-Density Residential Zone District with a planned unit development overlay.

See proposed subdivision, attached as **Exhibit C**.

Project Design

Project applicable to: APN 010-320-115

Total Area: 4.19 acres

Number of Lots: 26 residential lots and a 6,638 square-foot open-space area

Number of Dwelling Units: 26 dwelling units

Units per acre: 6.45 dwelling units/acre

Potential population increase: 3.11 persons per household x 26 households = 81 persons

Lot Sizes

Smallest	Largest	Average	Required in R-L-12
4,302 sq. ft.	8,929 sq. ft.	5,728 sq. ft.	12,000 sq. ft.

The proposed lots do not meet the minimum lot sizes required for the R-L-12 Low-Density Residential zone district, which is 12,000 square feet. Due to the request to deviate from the standards of the R-L-12 Low-Density Residential zone district, the applicant proposes a planned unit development overlay for the subdivision.

Streets/Circulation

Street improvements consist of sanitary sewer laterals, storm sewer mains, water services, street lights, valley gutters, street sub-grading, surfacing and striping. All improvements would be required to meet the standards of Chapter 16.24 of the Hanford Municipal Code and the Public Works Standards and Specifications.

Since the interior streets do not meet the requirements of City Street Standard ST-32, due to a reduced a street width of 33 feet and the lack of sidewalks, the street is required to be maintained through a homeowners' association (HOA). Due to the request to provide variations to the standard local street cross-sections, the applicant proposes a planned unit development overlay for the subdivision.

Easements and Dedications

Easements are required to be designated on the final subdivision map, as required by the utility companies, and where needed for providing service to streetlights and landscape improvements, as designated by the Public Works Department.

An easement for storm drainage purposes is required to be dedicated to the City where necessary to facilitate the installation of storm drainage facilities to a proposed off-site storm drainage basin.

An easement for water mains and appurtenances is required to be located within private streets, shown on the final subdivision map, and dedicated to the City

The private street shown on the subdivision Tentative Map shall be maintained by a homeowner's association (H.O.A.) to be established prior to or concurrent with the recording of the final subdivision map.

A 10-foot wide landscape/public utility easement located along Greenfield Avenue is required to be dedicated to the City and shown on the final subdivision map.

Backup Parkway Improvements

A minimum six-foot-high decorative masonry block wall with continuous reinforced concrete footings is required to be constructed along the development frontage of Greenfield Avenue.

Landscape and irrigation system improvements are required to be installed along the development frontage of Greenfield Avenue.

Sewer Improvements

The developer is responsible for providing a program for maintenance, repair, and a replacement schedule for sewer mains and laterals located within the limits of the private streets maintained by the homeowners' association.

Storm Drainage Improvements

All drainage from the proposed development shall be directed to the streets, as shown on the tentative map. The development is subject to storm water development impact fees and

required to comply with all applicable standards of the State Water Resources Control Board, specifically related to the National Pollution Discharge Elimination System permit process.

Water System

Each lot proposed will be required to have a separate water service located at the back of the curb and gutter on the private street. The service to the lots shall be located within the utility easement and be maintained by the homeowner's association. All water service improvements constructed to serve the subdivision shall be designed in conformance with City Standards.

REQUIRED FINDINGS

Planned Unit Development No. 2017-01

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. An infill development site means a parcel or group of parcels that make up a site that is vacant or underutilized and is surrounded by developed land or parcels on at least seventy-five percent of its perimeter. Infill development sites include previously developed sites that may/will be redeveloped. The property is substantially surrounded on all sides by development, residential to the north, east, and west, and the Kings County Courthouse and Jail to the south.

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. In certain instances, the objectives of the municipal code may be achieved by development that does not conform in all respects with the land use pattern designated on the zoning map or in the zone district prescribed. The planned unit development seeks to:

- permit development intensity greater than would otherwise be permitted by the implementation of the standards of the R-L-12 Low-Density Residential zone district.
- permit lot sizes, shapes, and layouts that would not otherwise be permitted by the standards of the R-L-12 Low-Density Residential zone district.
- permit variations to the standard local street cross-sections by proposing a private street with reduced street width and without sidewalks, which will be maintained by a homeowners' association.
- permit private streets and gated neighborhoods.

The design of Planned Unit Development No. 2017-01 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 objectives identified in Section 17.82.030:

- ✓ To permit development intensity greater than would otherwise be permitted by the implementation of the standards of the zone district in which the site is located;
- ✓ To permit the lot patterns on size, shape, and layout that would not otherwise be permitted by the standards of the zone district in which the site is located;
- ✓ To permit variations to the standard local street cross-sections;
- ✓ To permit private streets and gated neighborhoods

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 located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 010-320-115). The project is located in an area substantially surrounded by residential development, with the Kings County Courthouse and Jail located to the south. 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 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 approval 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: Density - The planned unit development does not propose a density greater than that permitted in the General Plan. The General Plan prescribes a density between two and 10 dwelling units per acre for the Low-Density Residential zone district. The project's density is 6.45 dwelling units per acre, which is within the range allowed by the General Plan.

Site area – The applicant proposes to deviate from the standard lot size of the R-L-12 Low-Density Residential zone district to allow all lots in the subdivision to be under the 12,000 square-foot requirement, with the minimum lot size being 4,302 square feet.

Lot Frontage - The applicant also requests to be allowed to reduce the lot frontage to a minimum of 28 feet. Lots in the R-L-12 Low-Density Residential zone district require a minimum 40 feet of frontage. The reduced frontage still can accommodate refuse pick-up and will not produce an unstable character.

Lot Width and Depth - The applicant proposes a reduced lot width of 50 feet for the majority of lots in the subdivision. In the R-L-12 Low-Density Residential zone district the minimum lot width is 80 feet for interior lots and 75 feet for corner lots. The applicant proposes a reduced lot depth of 90 feet on the majority of lots in the subdivision. In the R-L-12 Low-Density Residential zone district the minimum lot depth shall be 100 feet. The reduced lot width and depth will not produce an unstable environment.

Site Coverage – The applicant is not seeking a deviation from the 50% coverage maximum requirement for the R-L-12 Low-Density Residential zone district.

Yard Spaces – The applicant proposes to allow reduced setbacks under the planned unit development. The front setback to the garage proposed is 18 feet, which can accommodate a vehicle to park in the drive-way. The standard setback to a garage for the R-L-12 Low-Density Residential district is 20 feet. The applicant proposes four-foot setbacks for the side yard; the standard for the district is five feet. The minimum rear-yard setback proposed for one-story residences is 11 feet. The required rear-yard setback for a one-story home is 15 feet. The applicant proposes 19 feet 8 inches for the rear-yard setback for a two-story residence in the development. The required rear-yard setback for a two-story residence is 25 feet. The reduced setbacks will not produce an unstable character and are still permissible, in accordance with the California Building Code.

Height of Structures – The applicant is not seeking a deviation from the height maximum of the R-L-12 Low-Density Residential zone district, which is 35 feet.

Off-Street Parking and Loading – the applicant is not seeking a deviation to the parking requirement for single-family dwellings, which is two spaces per dwelling unit with at least one space covered. Off-street loading space is not required for residential uses.

Landscaped Areas – The applicant is not seeking a deviation to the landscape requirements for the R-L-12 Low-Density Residential zone district. All landscaping will be required to be provided as required by Section 17.10.150 Usable open space, Section 17.10.160 Landscaping, and Section 17.52 Landscape Standards.

Street Design – The applicant proposes to deviate from the street standard by providing a 33-foot wide private street without sidewalks, which will be maintained by a home owners' association. The standard street width is 36 feet, with 60 feet of right-of-way to accommodate sidewalks on either side.

The deviations proposed under Planned Unit Development No. 2017-01 are consistent with the purposes of Section 17.82 Planned Unit Developments. The project would provide a stable and desired character by providing enhanced elevations and shared open-space amenities within a gated community.

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.

Unable to Make Finding: The small-lot development is not harmonious with the existing development in the area. Lots within the vicinity range from 8,500 square feet to up to 35,000 square feet, with the majority of lots being around 20,000 square feet. The product presented is not complementary to the existing low-density residences in the vicinity and therefore, the finding cannot be made.

Vesting Tentative Tract 924

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:

1. Consistency Finding:

Unable to Make Finding: A consistency finding cannot be made. The subdivision proposed is not consistent with the Zoning Ordinance requirements for the R-L-12 Low-Density Residential zone district. Without approval of Planned Unit Development No. 2017-01, deviations from the requirements of the R-L-12 Low-Density Residential zone district are not permissible. The subdivision proposes unapproved deviations to: lot size, lot frontage, lot width, lot depth, and street width.

2. Design Finding:

Unable to Make Finding: A design finding cannot be supported. The subdivision's proposed design is not consistent with the Zoning Ordinance requirements for the R-L-12 Low-Density Residential zone district. Without approval of Planned Unit Development No. 2017-01, deviations from the requirements of the R-L-12 Low-Density Residential zone district are not permissible. The subdivision proposes unapproved deviations to: lot size, lot frontage, lot width, lot depth, and street width, and

3. Type of Development Finding:

Analysis: That the type of development proposed is consistent with the General Plan Low-Density Residential designation and the R-L-12 Low-Density Residential zone district. The applicant proposes single-family low-density residential, which is the primary development allowed within the R-L-12 Low-Density Residential designation.

4. Density Finding:

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. The project has a density of 6.45 dwelling units per acre.

5. Environmental Finding:

Analysis: That an initial study was conducted and on the basis on the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2017-13 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2017-13, and mitigation measures required of development are attached as **Exhibit G**.

6. Public Health Finding:

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 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.

7. Improvements and Access Findings:

Analysis: That the design of the subdivision and 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.

PRE-CONSULTATION

In accordance with Section 15603(g) of the California Environmental Quality Act (CEQA) Guidelines, the project proposal was forwarded to the responsible and interested agencies for early consultation on November 20, 2017. Comments were received from the following agencies:

1. David Kemp - Southern California Gas Company
2. Sheriff David Robinson - Kings County Sheriff Department
3. Arnaud Marjollet and Brian Clements - San Joaquin Valley Air Pollution Control District
4. Gerry Mulligan - Hanford Elementary School District
5. Michael Navarro - Department of Transportation

All pre-consultation notices are included and analyzed in the initial study, attached as **Exhibit G**.

Southern California Gas Company

David Kemp of the Southern California Gas Company provided consultation, stating, “the Southern California Gas Company would like to request that all private street (s), including at least 5 feet into the proposed lots on both sides of said street (s), be dedicated as a Public Utility Easement to facilitate our future gas main and service installation.

The Public Works Department has provided the following condition to satisfy the request of the Southern California Gas Company:

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 Utilities and Engineer Department.

Kings County Sheriff Department (not environmental-assessment related comments)

Consultation was received from Sheriff David Robinson, stating:

“As the neighboring property occupant to the south, I just want all involved to be aware the property lies adjacent to the Kings County Jail property. We house minimum and maximum security inmates. We also will have our future headquarters building located on this property. Future plans for our lot include inmate exercise programs, inmate outdoor programs and activities inmate housing, employee parking and other future building or activities not yet known. 24/7 365 employee and inmate activities. Future chain-link or other types of fencing with secure razor wire at the top of the fencing. Lighting that will operate from dusk till dawn 365 days per year. We will have staff and vehicles that provide perimeter security multiple times per day. Lights and sirens, emergency generator operations.

As far as the project goes, I am ok with the plans, but would suggest notice be made to the above items for future reference and request any fencing requirements be made to not allow easy traversing over from one side to the other in either direction.”

Staff Analysis: Staff has shared the comments of the Sheriff with the project proponent, as requested. The request for razor wire fencing on the residential properties does not meet the City standard. Razor wire is prohibited in the City limits.

San Joaquin Valley Air Pollution Control District

Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on November 27, 2017, through use of CEQA Connected, which is a web-based system designed to assist state and local agencies to streamline the CEQA commenting process during the early consultation, CEQA Connected provides comments related to air quality impacts, potential rules and regulations, and potential air quality improvements/mitigation measures based on the project description. Through CEQA Connected, an official comment letter is provided after inputting the project information. Comments were provided, as follows:

“The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of single family with a total of 26 dwelling units (Project), located

South of Greenfield Avenue at the end of Fitzgerald Lane (APN 010-320-115), in Hanford, CA. the District offers the following comments:

1. Significance Impact for Criteria Pollutants – The Project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that Project specific criteria pollutant emissions would have no significant adverse impact on air quality.

2. District Rule 9510 (Indirect Source Review) – at full build-out, the Project will not be equal to or exceed 50 residential dwelling units. Therefore, the Project is not subject to District Rule 9510.

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees. Information about how to comply with District Rule 9510 can be found online at <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

3. Regulation VIII (Fugitive PM10 Prohibitions) – the Project will be subject to Regulation VIII.

The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm

4. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888 or e-mail SBA@valleyair.org. Current www.valleyair.org/rules/1ruleslist.htm.

- a) Cleaner Off-Road Construction Equipment – This measure is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.
- 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 located 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 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 $\frac{1}{4}$ mile from stop to edge of development), and/or
 - a rail station located within a 20 minute walk (or roughly $\frac{1}{2}$ 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 (VERA) – 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. 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."

Staff Analysis: A copy of the District's comments has been provided to the project proponent. The comments provided have been incorporated into the mitigation monitoring and reporting program, as conditions of development, as requested by the District.

Hanford Elementary School District

Gerry Mulligan with the Hanford Elementary School District provided the following comment:

"I received the Vesting Tentative Tract 924 and Planned Unit Development No. 2017-01. The children living in the proposed project area in grades K-6 would be in Simas Elementary School area of attendance and children in grades 7-8 would be in the Woodrow Wilson Junior High School area of attendance.

Student enrollment at current Hanford Elementary School District schools is over capacity. The District must build additional schools if new residential development continues. The District currently has no future school sites. While we do approve the Vesting Tentative Tract No. 924 and Planned Unit Development No. 2017-01, we respectfully request the City of Hanford to consider schools in the approval of future development.

Staff Analysis: The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. Further, a) Notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code, or any other provision of state or local law, the following provisions shall be the exclusive methods of considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property or any change of governmental organization or reorganization, as defined in Section 56021 or 56073: (1) Section 17620 of the Education Code. (2) Chapter 4.7 (commencing with Section 65970) of Division 1 of Title 7.

(b) The provisions of this chapter are hereby deemed to provide full and complete school facilities mitigation and, notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code , or any other provision of state or local law, a state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization, as defined in Section 56021 or 56073, on the basis that school facilities are inadequate.

Department of Transportation

During Pre-Consultation, the City received the following comment from Michael Navarro of the Department of Transportation:

“The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.

Based on the information provided, Caltrans has the following comment consistent with the State’s smart mobility goals and support a vibrant economy and sustainable communities:

1.) Per the Kings County Regional Bicycle Plan, Greenfield Avenue appears to be a Class II Bike Route along the project frontage. 12th Avenue appears to be a Class III Bike Route.

Caltrans seeks to reduce new vehicle miles traveled and therefore recommends the project proponent explore appropriate measures to minimize or mitigate transportation impacts through smart mobility and multimodal design by improving pedestrian, bike, and transit services or infrastructure.”

Staff Analysis: Under the Capital Improvement Program – Bicycle and Facility Improvements, the City has allocated \$565,000 in order to install new Class II and Class III bicycle paths within existing roadways in conformance with the City’s recently-adopted Pedestrian and Bicycle Master Plan. The new facilities provide an alternative mode of transportation other than motorized vehicles and will provide air quality benefits, as well. Additionally, KART’s requested bus stop location has added an alternative transit method, which contributes to reducing vehicle miles traveled.

CONSULTATION

On December 19, 2017, staff forwarded a consultation notice to the interested agencies, in accordance with Public Resources Code Section 21081.6. One response was received from the following:

1. Kings County Rural Transit (KART)

Kings County Rural Transit (KART)

Consultation was received from KART on January 3, 2018, stating the following, “KART would like consideration for a bus stop, a section of sidewalk seven feet wide from curb to back of sidewalk. At seven feet by eight feet we can fit a sign and bench and meet four feet clearance. A copy of the consultation received from KART is attached, as **Exhibit H**.

Staff Analysis: Staff will include the comment as a condition of development of the project.

PUBLIC COMMENT

Noticing of the project was published in the newspaper on December 15, 2017 and mailed to property owners within 500 feet of the project site on December 14, 2017. The environmental impact report and notice of intent to adopt a mitigated negative declaration was made available to the public for a 20-day comment period, from December 15, 2017 to January 4, 2018. The following comments were received during the comment period:

1. Opposed – Rob and Daria Tuttrup, attached as **Exhibit D**.

Eight letters in favor of the project were received with the application on October 27, 2017. All letters of support are attached as **Exhibit E**.

1. Favor – Lynette George
2. Favor – Judith B. George
3. Favor – George Martinez
4. Favor – Carl Nelson
5. Favor – Jordan Nelson
6. Favor – George Medina
7. Favor – Patricia Medina
8. Favor – Rich Cornwell

A letter of the rationale behind the project was provided by the project architect, attached as **Exhibit F**.

ENVIRONMENTAL ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) guidelines, Planned Unit Development No. 2017-01 and Tentative Tract No. 924 were evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2017-13 has been prepared, attached as **Exhibit G**. A “Notice of Intent to Adopt a Mitigated Negative Declaration” was circulated for comment from December 15, 2017 – January 4, 2018.

In accordance with Section 15270 Projects which are Disapproved, a) CEQA does not apply to projects which a public agency rejects or disapproves. Therefore, should the Planning Commission decide to accept staff’s recommendation and deny Planned Unit Development No. 2017-01 and Tentative Tract 924, no action is required for Mitigated Negative Declaration No. 2017-13.

RECOMMENDATION

Planned Unit Development No. 2017-01

A planned unit development may be denied if the reviewing authority finds one or more of the findings in Section 17.82.60 cannot be made. Due to the inability to make the required finding 6, staff recommends that the Planning Commission deny approval of Planned Unit Development No. 2017-01.

Tentative Tract 924

A tentative tract map may be denied if the reviewing authority is unable to make the required findings, in accordance with Section 66474 of the Subdivision Map Act. Due to the inability to support finding 1 and 2, staff recommends that the Planning Commission deny Tentative Tract 924.

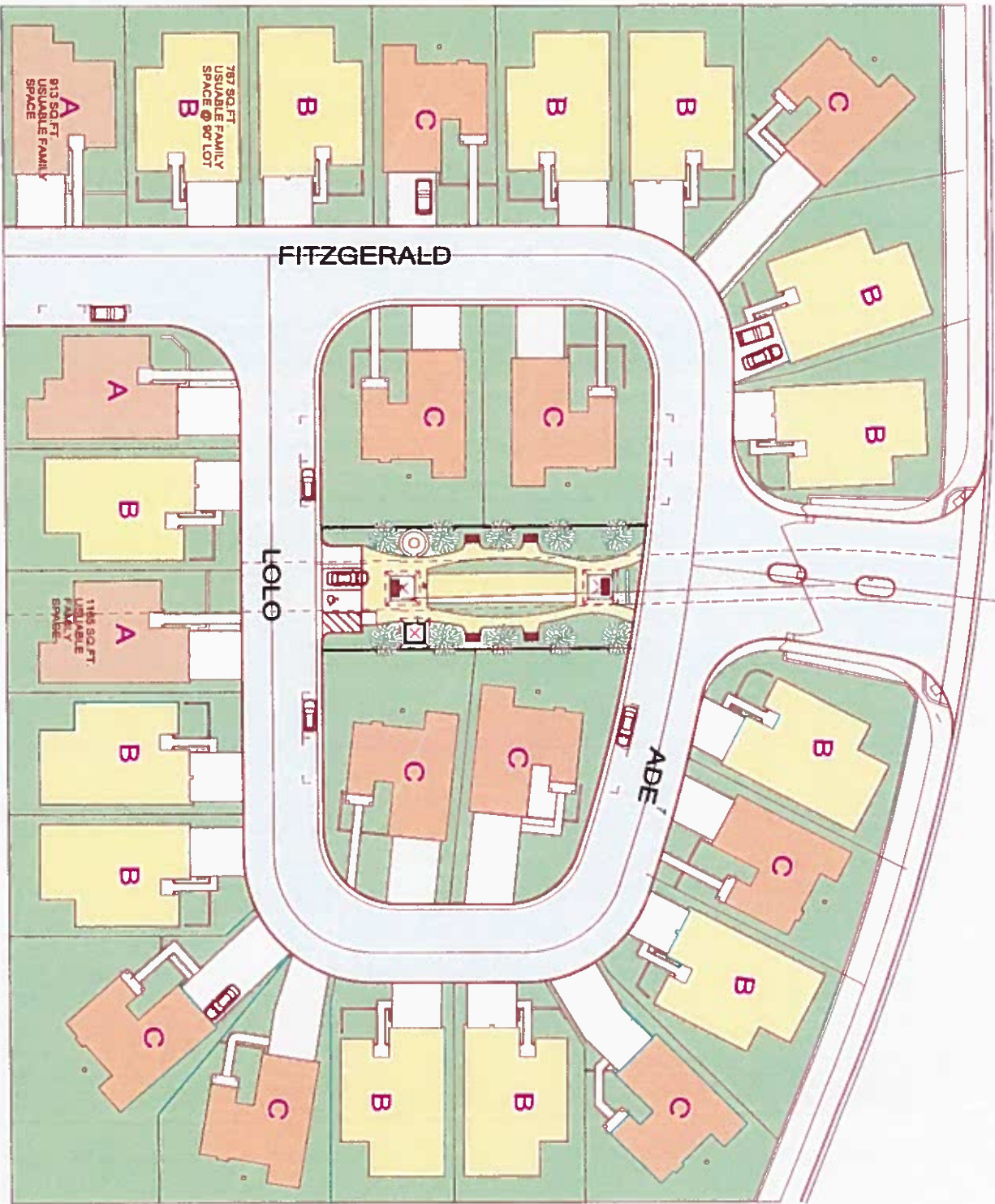
Direction to Staff

Should the Planning Commission choose to approve either proposed project, staff requests the Planning Commission make the required findings for approval, adopt Mitigated Negative Declaration No. 2017-13, and direct staff to prepare a revised resolution, incorporating the findings, and bring it back to the Commission at the following meeting for formal adoption.





GREENFIELD AVE



PLACE d' BEAUMONT

A 26 UNIT PLANNED DEVELOPMENT
HANFORD CA.

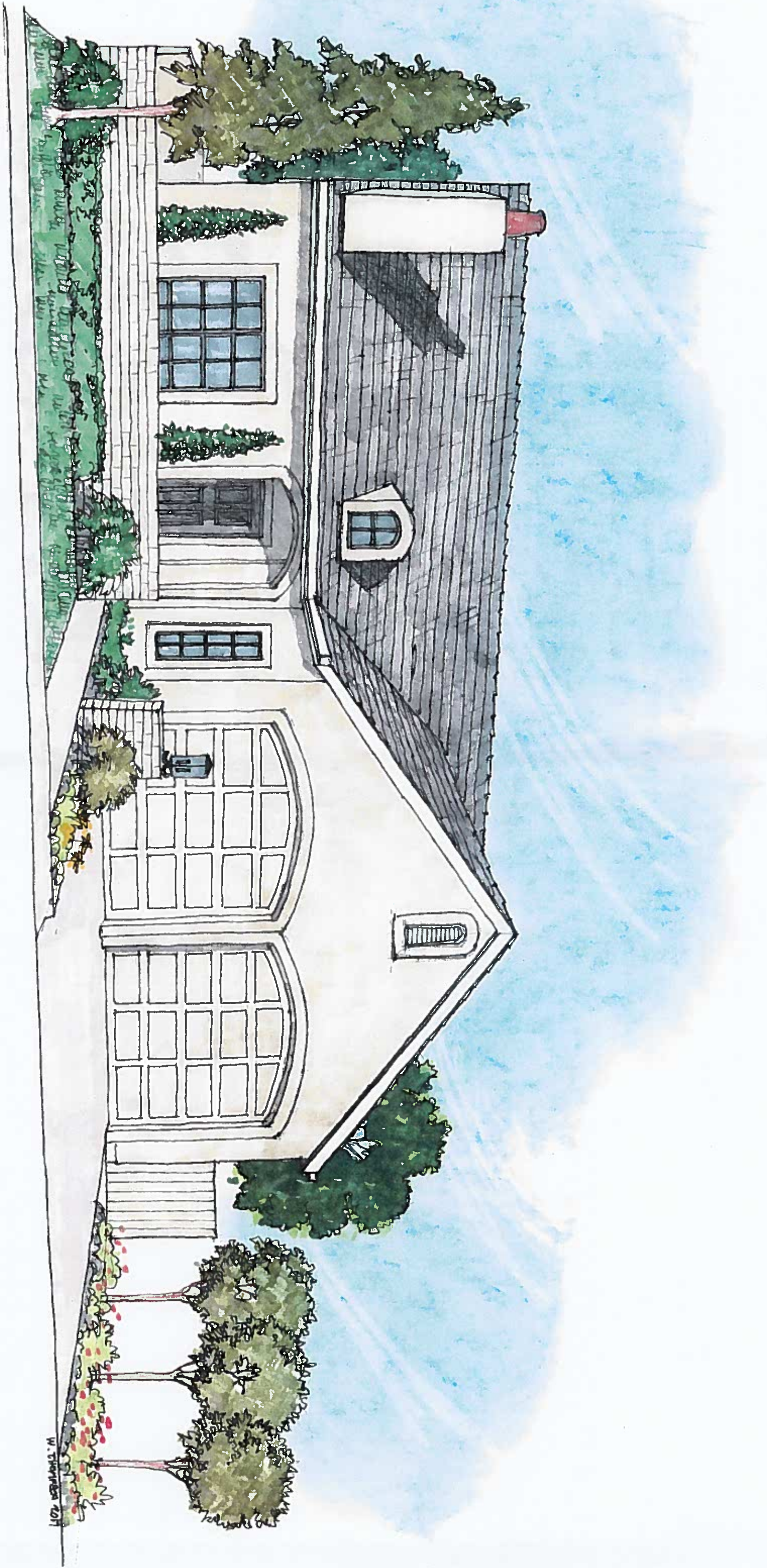


T-SQUARED ARCHITECTS
2555 W. SAN JOSE AVE
FRESNO CA 93711
559-222-3992
WARREN DOUGLAS THOMPSON FAIA



PLACE d' BEAUMONT - HANFORD CA. PLAN A' ELEVATION #1

T² ARCHITECTS 2555 W. SAN JOSE AVE.
FRESNO, CA 93711



PLACE d' BEAUMONT - HANFORD CA. PLAN'A' ELEVATION TWO

T² ARCHITECTS 2355 SAN JOSE AVE.
FRESNO CA 93711



PLACE d'BEAUMONT - HANFORD CA. PLANB' ELEVATIONS #1 & #2

T² ARCHITECTS 2555 W. SANJOSE AVE
FRESNO, CA 93711



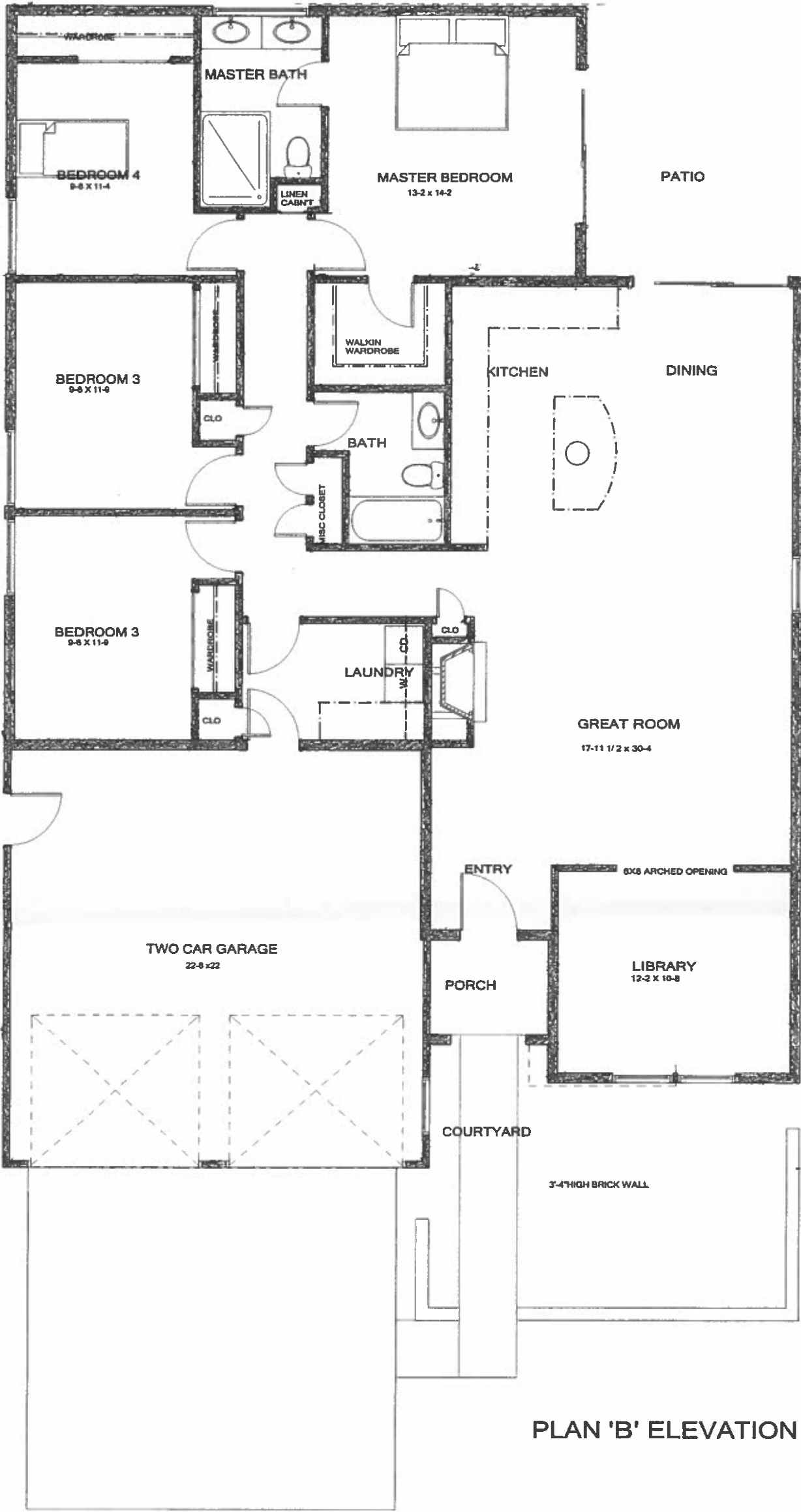
PLACE d'BEAUMONT - HANFORD CA. PLAN C' ELEVATION #1

T² ARCHITECTS 2555 W. SAN JOSE AVE.
FRESNO, CA 93711

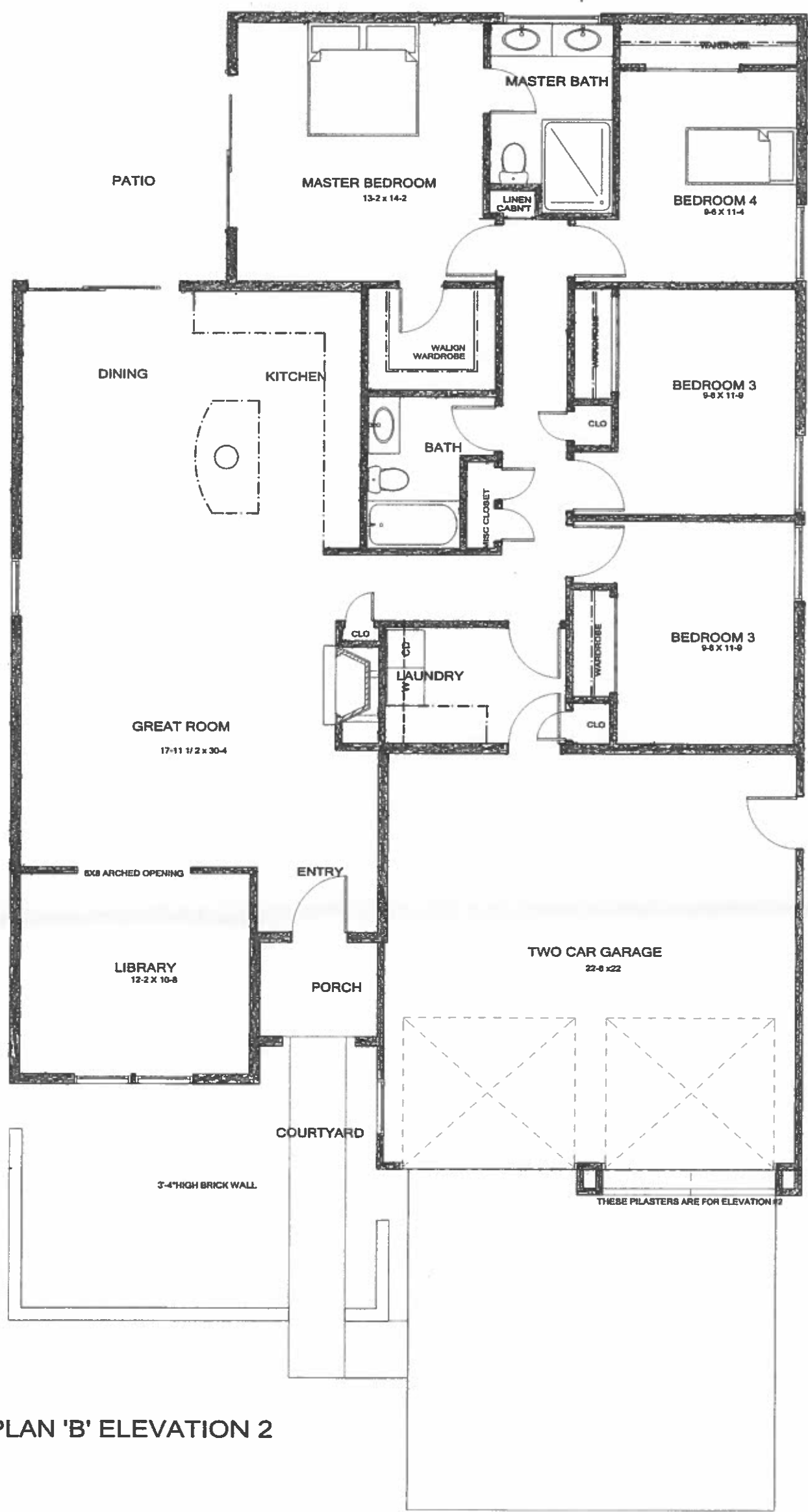


PLACE d'BEAUMONT HANFORD CA. PLAN C' MANSARD ELEVATION

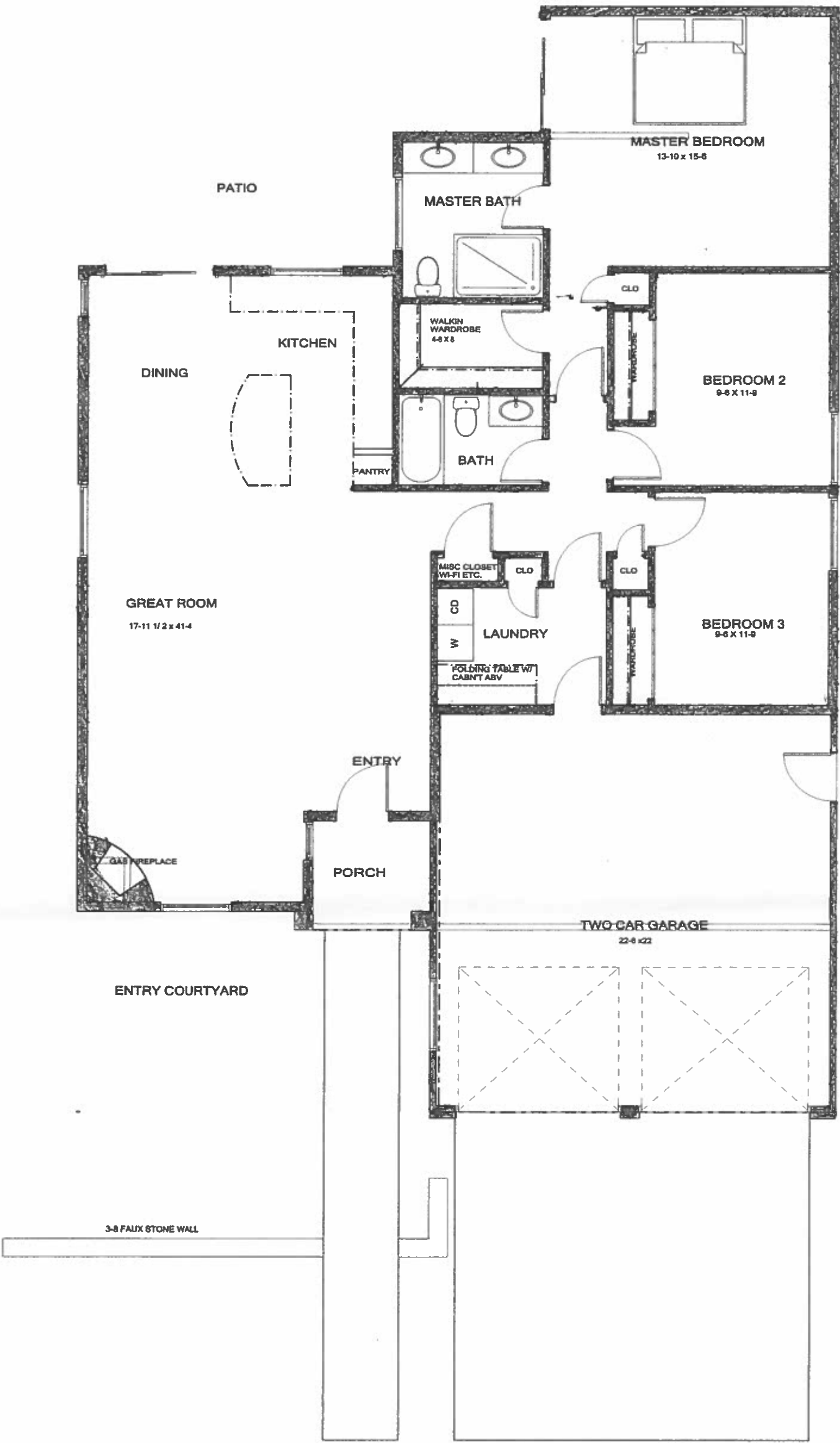
T² ARCHITECTS 2555 W. SAN JOSE AVE.
#RESNCA 93711



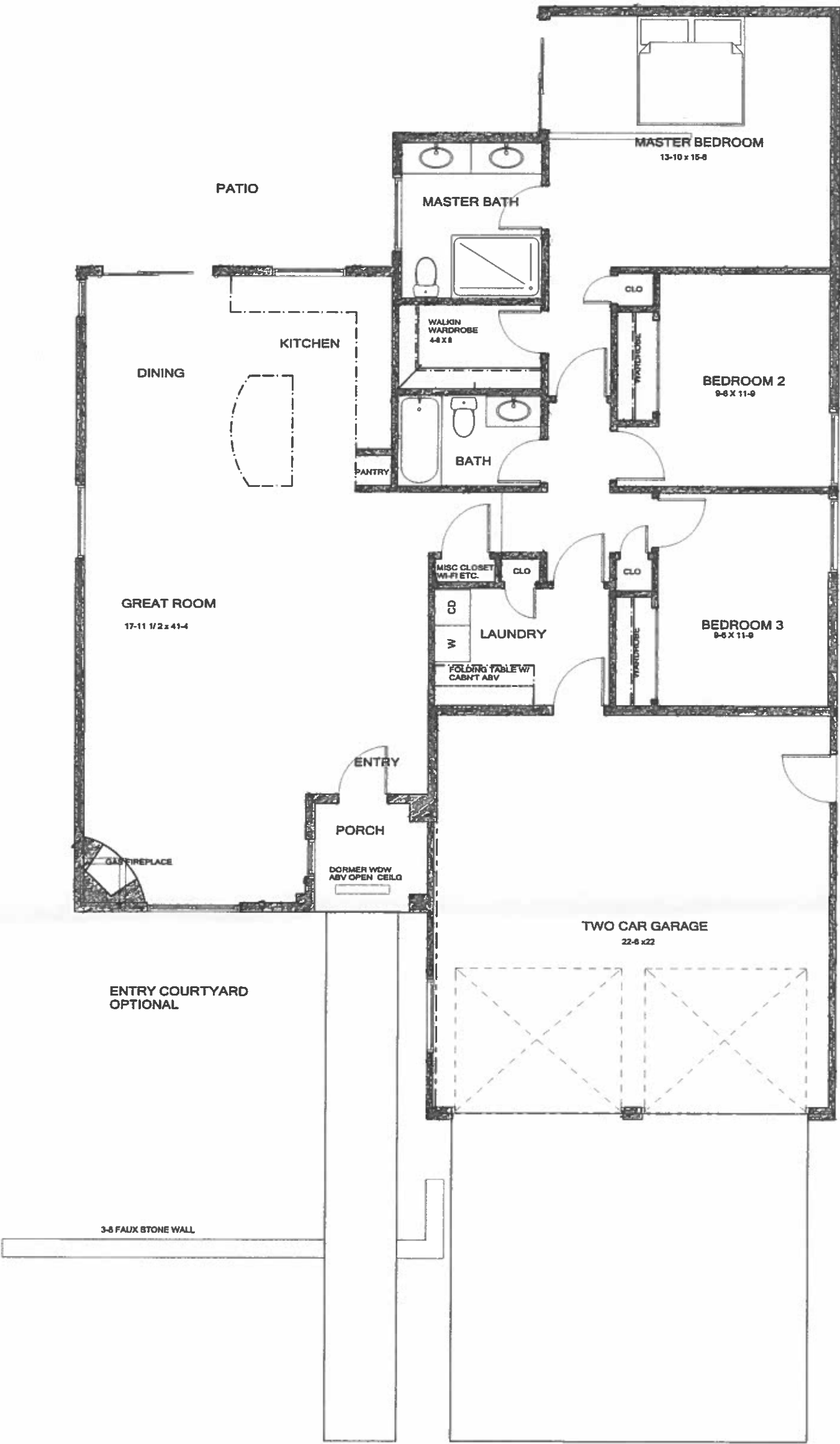
PLAN 'B' ELEVATION 2



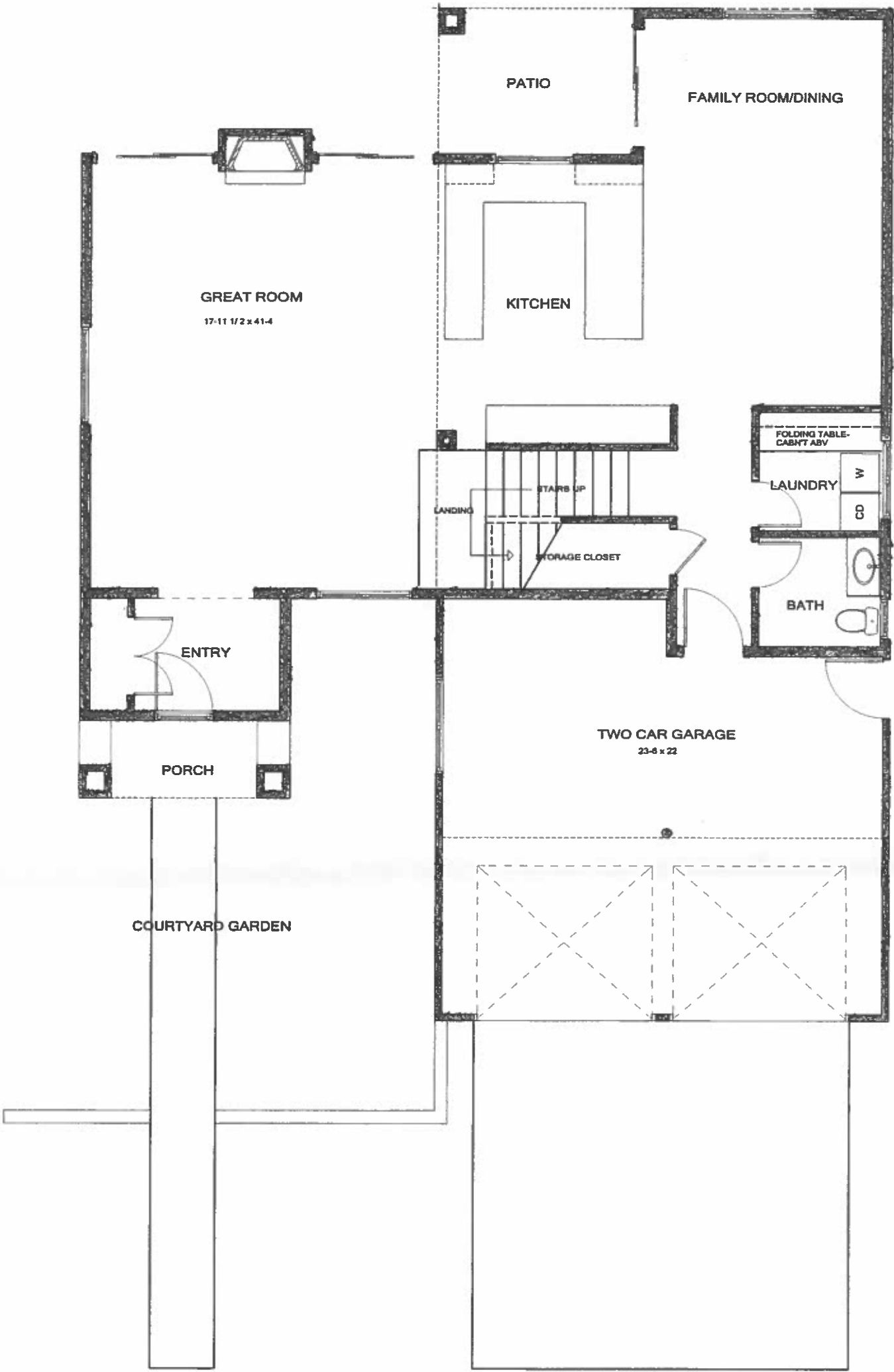
PLAN 'B' ELEVATION 2



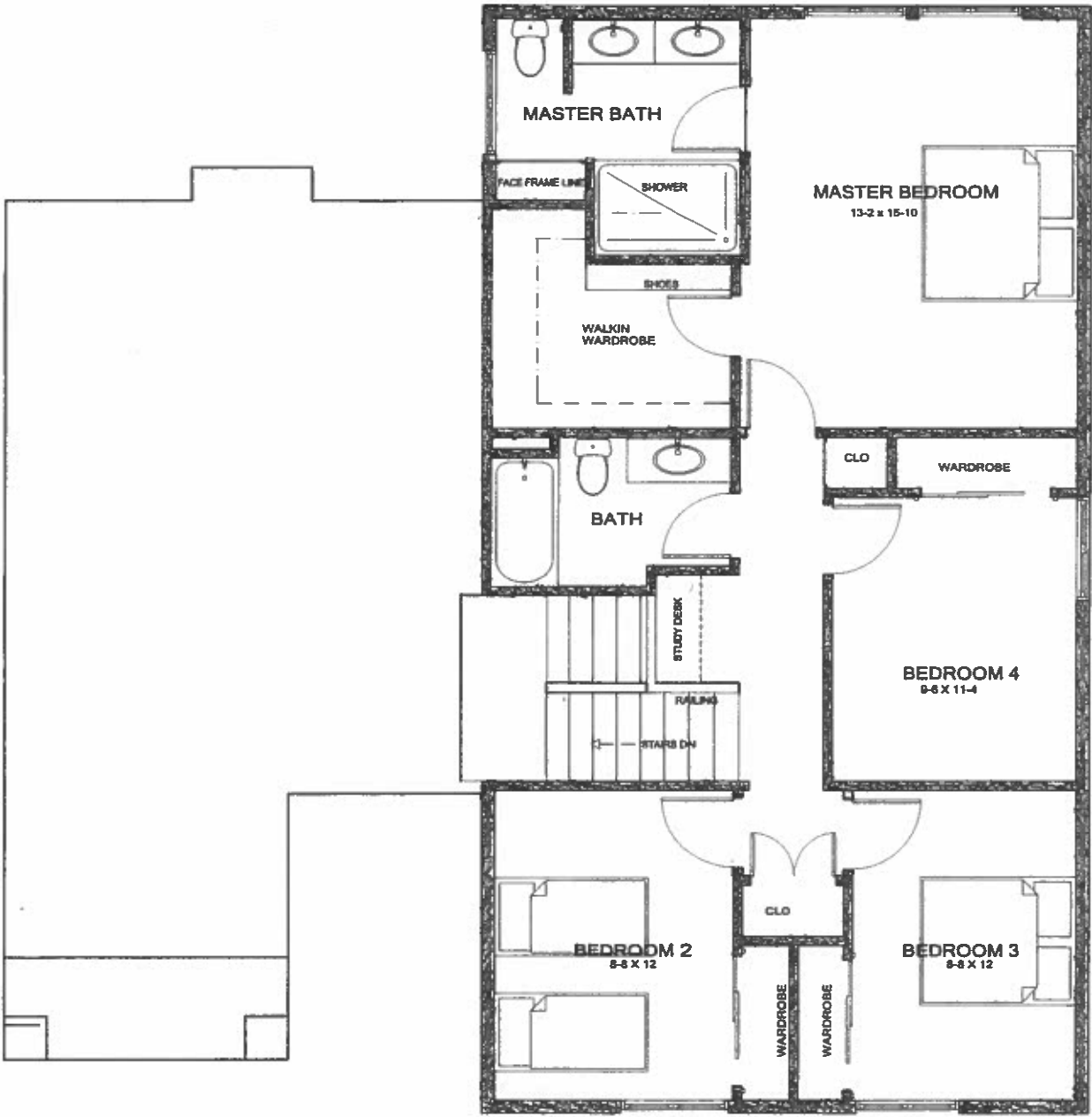
PLAN 'A' ELEVATION #1



PLAN 'A' ELEVATION #2



PLAN 'C' FIRST FLOOR



PLAN 'C' SECOND FLOOR

**A PLANNED UNIT DEVELOPMENT
CITY OF HANFORD,
COUNTY OF KINGS,
STATE OF CALIFORNIA**

A PORTION OF LOT 25 OF FITZGERALD SUBDIVISION, BEING A PORTION OF THE NORTHWEST QUARTER-OF SECTION 26, TOWNSHIP 18 SOUTH, RANGE 21-EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF IN BOOK AT PAGE 78 OF LICENSED SURVEYORS' PLATS, KINGS COUNTY RECORDS.

TOTAL LOTS: 26 LOTS
LOTS PER ACRE: 6.45

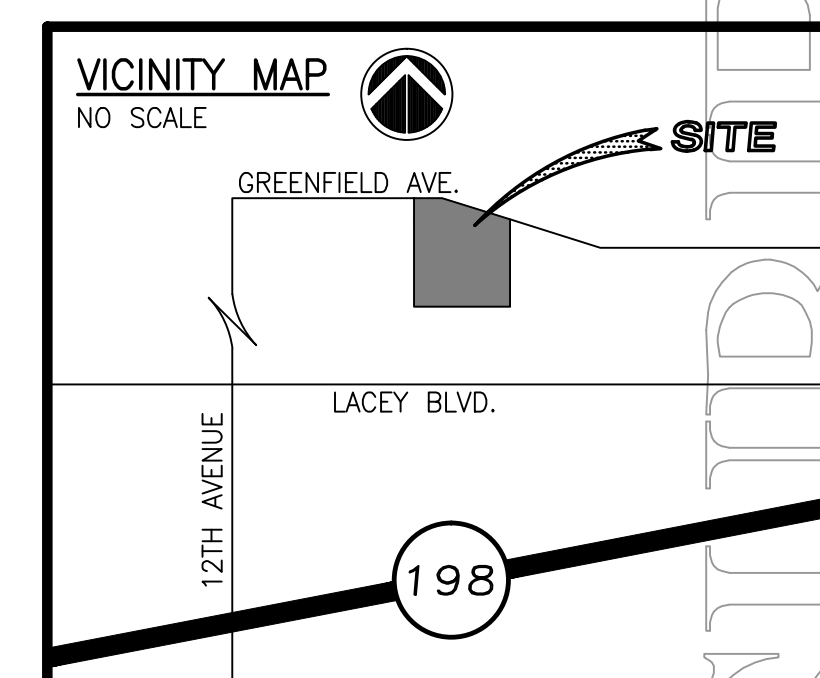
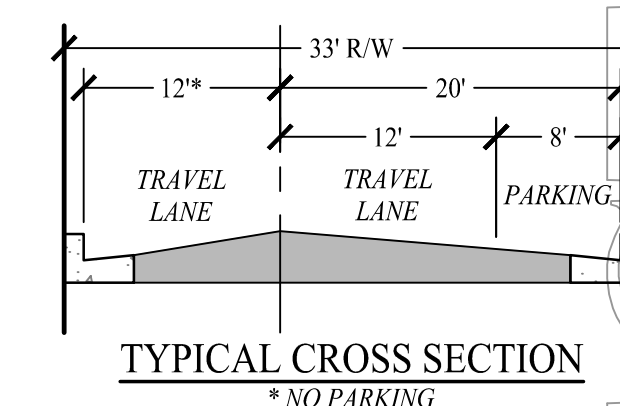
MINIMUM LOT SIZE: 4,302 S.F. (LOT 16)
MAXIMUM LOT SIZE: 8,929 S.F. (LOT 15)
AVERAGE LOT SIZE: 5,728± S.F.

TOTAL AREA: 4.189 AC. GR.

STREET DEDICATION
INTERIOR STREETS: 0.77 AC.

CLARK DEVELOPMENT GROUP LLC
ALEJANDRO CLARK
448 E. FARGO AVE
HANFORD, CA 93230

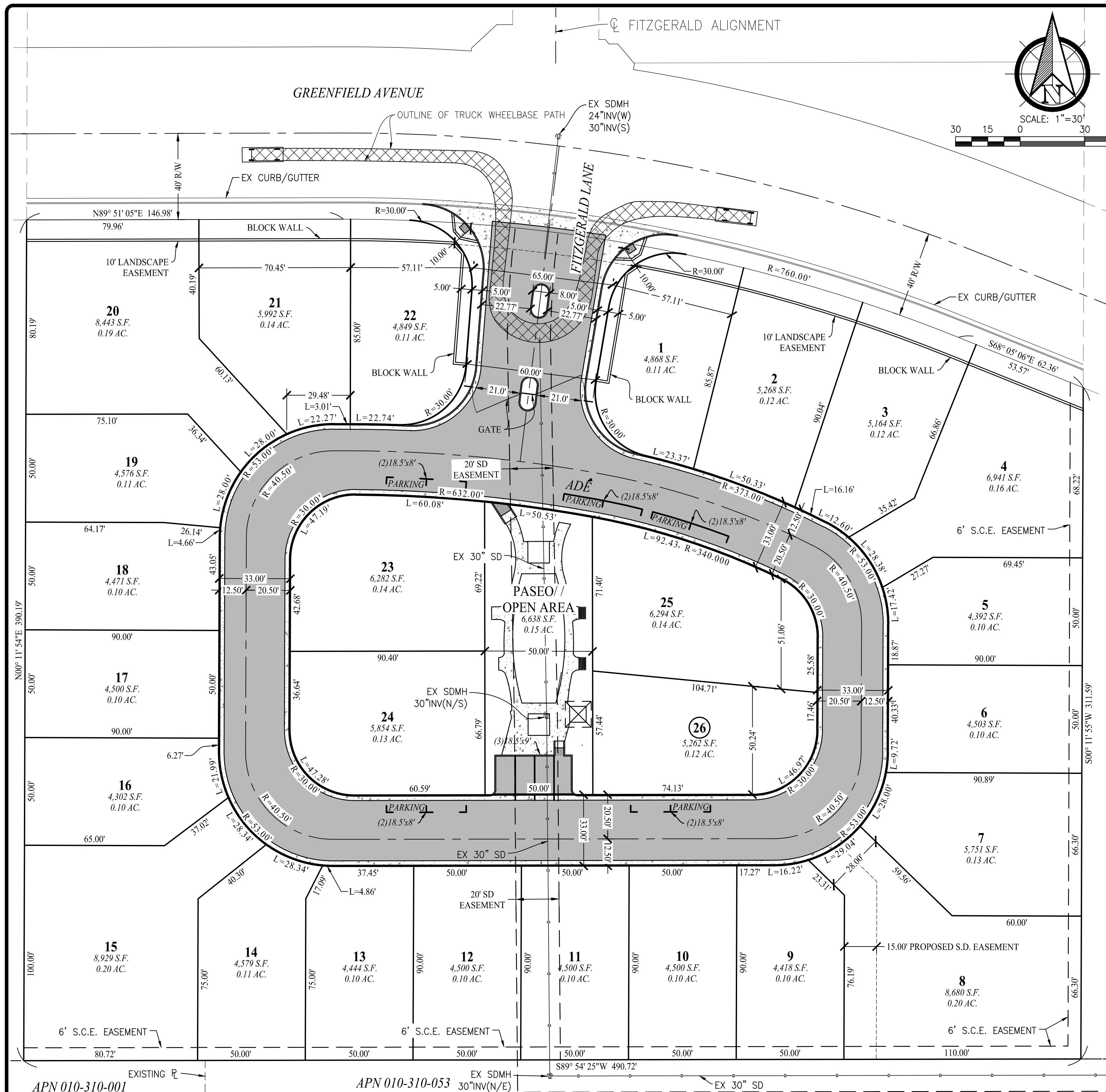
EXISTING ZONE	R-L-12
PROPOSED ZONE	R-L-12 (P.U.D.)
EXISTING USE	RESIDENCE
PROPOSED USE	GATED SINGLE FAMILY RESIDENTIAL
SEWER	CITY OF HANFORD
WATER	CITY OF HANFORD
STORM DRAIN	CITY OF HANFORD
A.P.N.	010-320-115
ELECTRIC	SCE
GAS	GAS CO.
TELEPHONE	AT&T
CATV	COMCAST



**ZUMWALT
HANSEN INC.**

609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

DRAWN BY:	JRJ
CHECKED BY:	AD
INDEXED BY:	
DATE:	10/27/2017
JOB NO.:	0763811
SHEET:	1



1501 Greenfield Ave
Hanford, CA 93230

City of Hanford
Attn: Gabrielle de Silva, Associate Planner
317 N. Douty Street
Hanford, CA 93230

December 26, 2017

City of Hanford:

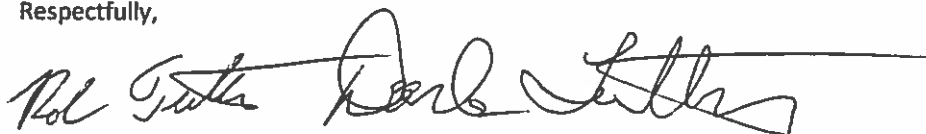
We are writing today in strong opposition to the project proposed on Tract Map 924 as Planned Unit Development No. 2017-01. The proposed 26 unit development on 4.19 acres does not fit the current zoning of R-L-12 and is incompatible with other housing in the area. Specifically, the area consists of large yards and single story custom homes. Our house/lot is one lot east of the proposed development.

We have several concerns:

- The proposed development is inconsistent with the recently adopted general plan (2017). That is enough reason to deny the project.
- The proposed project is incompatible with other houses and lots in the area both in terms of house design and more importantly in lot size. The development will look like nothing else that surrounds it. It will be an "island" in the middle of large lot, single family homes.
- The proposed houses will dominate the sky line as we look west from our back yard.
- The proposed houses will sit very near our neighbor's fence and when built will provide an elevated view into our back yards where we have pools and patios, invading our privacy. That privacy is currently protected by 58 inch wood fencing on all sides, which cannot be seen over at ground level or from inside the existing houses.

We are not against development of this parcel. We would fully support using that land for six or seven single story houses, like ours, that meet the zoning requirements, would fit the neighborhood and would not provide an elevated viewing platform into our back yard. Maybe the developer does not feel they could sell that kind of house in this area, now that Greenfield has become a major thoroughfare with excessive speeding, the jail is now closer than ever to the South boundary of the property and the southern view is dominated by the new courthouse. These changes to the neighborhood have already decreased the value of our home. We respectfully ask that this project be denied to prevent an incompatible development, an increase in traffic, an invasion of our privacy and an even further reduction in valuation.

Respectfully,



Rob and Darla Tuttrup



Lynnette George
1074 Pleasant Way
Hanford, CA 93230

October 4, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

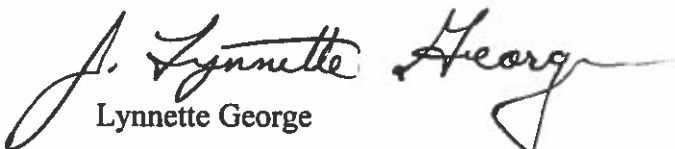
Gentlemen:

I am writing to express my support for the proposed development project located at 1061 Fitzgerald Lane (APN 010-310-001) in Hanford, California. As I understand it, the proposed development will include approximately 26 single family detached homes inside a gated community. It will also include a park for the residents of the development. Streets, exterior landscaping along the Greenfield boundary of the development, the exterior fence and the park area will be maintained and paid for by the homeowners of the development. There will be no charges to outside taxpayers in Hanford for the maintenance of those improvements.

I live in the immediate neighborhood and have been made aware of the proposed project by Alejandro Clark, a developer of the project. It will bring renewed activity to our community, an increase in neighborhood home values and a welcome change.

Thank you.

Sincerely,


Lynnette George

Attachment: Exhibit E - Letters of Support (Tentative Tract 924 and Planned Unit Development No. 2017-01)

Judith B. George

1074 Pleasant Way
Hanford, CA 93230

October 3, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

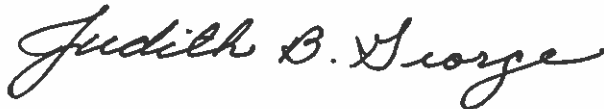
Gentlemen:

I support the proposed development project located at 1061 Fitzgerald Lane (APN 010-310-001) in Hanford, California. As I understand it, the proposed development will include approximately 26 single family detached homes inside a gated community. It will also include a park with a bocce ball court for use by the residents of the development. Streets, exterior landscaping along the Greenfield boundary of the development, the exterior fence and the park area will be maintained and paid for by the homeowners of the development. There will be no charges to outside taxpayers in Hanford for the maintenance of those improvements.

I live in the immediate neighborhood and have been made aware of the proposed project by Alejandro Clark, a developer of the project. It provide new activity in our community, an increase in neighborhood home values and a unique design.

Thank you.

Sincerely,



Judith B George

George Martinez
1491 Dominic Court
Hanford, CA 93230

June 27, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

Gentlemen:

I am writing to express my support for the proposed development located on the property known as 1061 Fitzgerald Lane (APN 010-310-001) in Hanford. It is now a vacant lot. As I understand it, the proposed development will include 26 single family detached homes inside a gated community which includes a park for use by those living in the project. The average lot size will be over 5,000 square feet.

The entire south side of the proposed project is next to property owned by the Kings County. I live in the immediate neighborhood and have been made aware of the proposed project by Alejandro Clark, developer of the project. I believe that the proposed project will bring value and a welcome change to our community.

Thank you.

Sincerely,



George Martinez

Carl Nelson

1073 Pleasant Way
Hanford, CA 93230

October 12, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

Gentlemen:

I support the proposed development project located at 1061 Fitzgerald Lane (APN 010-310-001) in Hanford, California. My home shares a boundary with the subject property. I was informed of the project by Alejandro Clark, who is the developer. As described to me, the proposed development will include approximately 26 single family detached homes inside a gated community and include an interior park.

Again, I am pleased to offer my support for the planned development and believe it will bring renewed activity to our community, an increase to neighborhood home values and a welcome change.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carl Nelson', with a long horizontal flourish extending to the right.

Carl Nelson

Jordan Nelson

1073 Pleasant Way
Hanford, CA 93230

October 12, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

Gentlemen:

I would like for this letter to provide proof of my support for the proposed development project located at 1061 Fitzgerald Lane (APN 010-310-001) in Hanford, California. The proposed development, as shown to me, includes approximately 26 single family detached homes inside a gated community. Also included within the gated community is a park, complete with bocce ball court.

I live in immediately west of the proposed neighborhood. As a matter of fact, my lot backs up to the subject property. I was made aware of the proposed project by Alejandro Clark, a developer of the project. I believe it will bring an increase to our neighborhood home values and look forward to its completion.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jordan Nelson", with a long horizontal flourish extending to the right.

Jordan Nelson

George Medina
1496 Cindy Court
Hanford, CA 93230

October 18, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

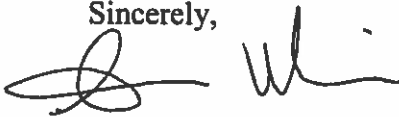
Gentlemen:

I am writing to express my support for the proposed development project located at 1061 Fitzgerald Lane (APN 010-310-001) in Hanford, California. As I understand it, the proposed development will include approximately 26 single family detached homes inside a gated community with limited, emergency vehicle access on its south side which may only be reached from property owned by Kings County.

I live in the immediate neighborhood and have been made aware of the proposed project by Alejandro, Olga and Jim Clark, developers of the project. It will bring renewed activity to our community, an increase in neighborhood home values and a welcome change.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to be 'G Medina', written over a horizontal line.

George Medina

Patricia Medina
1496 Cindy Court
Hanford, CA 93230

October 18, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

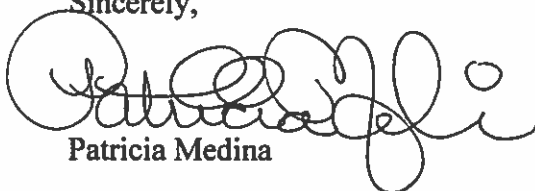
Gentlemen:

I am writing to express my support for the proposed development project located at 1061 Fitzgerald Lane (APN 010-310-001) in Hanford, California. As I understand it, the proposed development will include approximately 26 single family detached homes inside a gated community with limited, emergency vehicle access on its south side which may only be reached from property owned by Kings County.

I live in the immediate neighborhood and have been made aware of the proposed project by Alejandro, Olga and Jim Clark, developers of the project. It will bring renewed activity to our community, an increase in neighborhood home values and a welcome change.

Thank you.

Sincerely,



Patricia Medina

Attachment: Exhibit E - Letters of Support (Tentative Tract 924 and Planned Unit Development No. 2017-01)

Rich Cornwell
1190 Fitzgerald Lane
Hanford Ca 93230

September 25, 2017

City of Hanford
Department of Building and Planning
City Hall
319 North Douty Street
Hanford, CA 93230

Gentlemen:

I would like to give my support for the proposed development located on the property known as 1061 Fitzgerald Lane (APN 010-310-001) in Hanford. It is now a vacant lot. As I understand it, the proposed development will include approximately 26 single family detached homes inside a gated community which includes a park for use by those living in the project. The average lot size will be over 5,000 square feet.

The entire south side of the proposed project is next to property owned by the County of Kings. I live in the immediate neighborhood and have been made aware of the proposed project by Alejandro Clark, developer of the project. I believe that the proposed project will bring value and a welcome change to our community.

Thank you.

Sincerely,

Rich Cornwell





PLACE d' BEAUMONT

HANFORD, CALIFORNIA

The rationale behind this development was to create an enclosed neighborhood that will allow the occupants a walking environment with an outdoor recreational activities facility. The lighted Bocce court will provide an opportunity for neighbors to interact in a low level of competition. The fire pit will provide a warming element for cooler evenings.

The Clark family wanted a French Cottage influence in the designs of the units and the varied elevations. The Architecture borrows from the cottages of Provence in the design of the roofs and wall textures. The low walls that create an entry courtyard give a layered perspective as one approaches the front porch. The walls provide a change of texture to the overall design and will give a realistic use of the materials instead of faux veneers applied to the front walls of the houses.

The units have 9' ceilings that add to the spacious feeling of the great rooms. The two story 'C' units have a 12' ceiling in the great rooms with a 10' arched top window to reinforce the French influence.

There are three floor plans. 'A' three bedroom, 1516 sq.ft. 'B' 4 bedroom, 1777 sq.ft. 'C' two story 4 bedroom 2118 sq.ft.

The houses are located on the lots with an 18' setback to the garage. This setback allows a large Pickup or SUV to park within the property boundaries.

T-Squared Architects

2555 W. San Jose Ave.

Fresno, CA 93711

559-222-3992

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on Tuesday, January 9, 2018 at 7:00 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

Vesting Tentative Tract Map 924: A request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-1 Low-Density Residential Zone District with a Planned Unit Development overlay.

Planned Unit Development No. 2017-01: A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduced lot sizes, reduced setbacks, and a reduced street width for a private street.

Location: The project is located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 011-320-115).

Based on an Initial Study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment with the incorporation of mitigation measures. A Mitigated Negative Declaration has been prepared for the project. You may review the Mitigated Negative Declaration, Initial Study, proposed mitigation measures, reference material, and any comments received on the Mitigated Negative Declaration at the City of Hanford, 317 N. Douty Street, Hanford, CA 93230.

COMMENT PERIOD: December 15, 2017- January 4, 2018 [20 day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by January 4, 2018 and/or to appear at the hearing described above to present testimony, in regard to the above-listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle de Silva, at the above-listed address.

If you challenge any action or decision regarding the project described in this notice in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City prior to, or at, the public hearing.

For further information, contact the Hanford Community Development Department at (559) 585-2580 or 317 N. Douty Street, Hanford, California, 93230.

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

Publish: Friday, December 15, 2017

Attachment: Exhibit G - Environmental Assessment (Tentative Tract 924 and Planned Unit Development No. 2017-01)

MITIGATED NEGATIVE DECLARATION NO. 2017-13**Project Title:** Vesting Tentative Tract 924 and Planned Unit Development No. 2017-01**File Number:** TT 924 (504.0526) and PUD 2017-01 (509.0094)**State Clearinghouse Number:** n/a**Lead Agency:** City of Hanford**Responsible Agency:** N/A**Applicant:** Village @ Hanford Square, LLC
(c/o Daniel Bailey)
480 E. Bogert Trail
Palms Springs, CA**Property Owner(s):** Hanford Southport, LLC
(c/o Gary Gavin)
14908 Gavan Vista Rd
Poway, CA**Project Description:****Vesting Tentative Tract Map 924:** A request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-1 Low-Density Residential Zone District with a Planned Unit Development overlay.**Planned Unit Development No. 2017-01:** A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduced lot sizes, reduced setbacks, and a reduced street width for a private street.**Location:** The project is located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 010-321-115).**Attachments:**

Initial Study	(X)
Environmental Checklist	(X)
Maps	(X)
Mitigation Measures	(X)
Letters	(X)

Environmental Assessment: The Initial Study for the project is available for public review at the City of Hanford Community Development Department, 317 N. Douty St., Hanford CA.**Declaration of No Significant Effect:** The City of Hanford has completed the preparation of an initial study for the project described above. The initial study did not identify any potentially significant environmental effects that would result from the proposed project. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

- The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

This Mitigated Negative Declaration has been prepared by the City of Hanford Community Development Department in accordance with the California Environmental Quality Act of 1970, as amended.

Contact Person: Gabrielle de Silva

Phone: (559) 585-2578

Signature: Gabrielle de Silva

Date: December 14, 2017

Review Period: December 15, 2017- January 4, 2018 [20 day comment period]

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2017-13

Prepared For

Clark Development Group, LLC

Tentative Tract 924 and Planned Unit Development No. 2017-01

Prepared By

The City of Hanford

December 14, 2017

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the Project. This MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the CEQA Guidelines.

The City of Hanford prepared a General Plan Update and certified a Program level Environmental Impact Report (EIR) on April 18, 2017. The CEQA Guidelines Section 15168 states that subsequent activities must be examined in the light of the program EIR to determine if the later activity would have effects that were not examined in the program EIR. Consistent with 15165, if a project is not otherwise statutorily or categorically exempt from CEQA, an Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore why it does not require the preparation of an EIR. According to the CEQA Guidelines Section 15070, a negative declaration shall be prepared when either:

- 1) The initial study show there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- 2) The Initial Study identified potentially significant effects, but:
 - a) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - b) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If the Initial Study reveals that there may be a significant effect upon the environment, but those effects can be avoided or reduced to a less than significant level with revisions to the project plan and/or mitigation measures, and the applicant agrees to the revision and/or mitigation measures, the lead agency may prepare a mitigated negative declaration.

PROJECT DESCRIPTION:

The project has two components. **Vesting Tentative Tract Map 924:** A request to subdivide a 4.19-acre parcel into 2 residential lots in the R-L-12 Low-Density Residential Zone District with a Planned Unit Development overlay.

Planned Unit Development No. 2017-01: A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduce lot sizes, reduced setbacks, and a reduced street width for a private street. **Location:** The project is located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 010-320-115).

ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Hanford Land Use Element Zoning Ordinance, and Climate Action Plan contain policies and regulations and measures that are designed to mitigate impacts to a level of non-significance. Environmental measures are methods, measures, standard regulations or practices that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlying authority, they may be applied before, during, or after construction of the project. Environmental measures are also commonly listed as conditions of approval. The City Municipal Code and other agencies currently contain measures that assist to mitigate environmental impacts. Mitigation measures have been included in the environmental assessment that will mitigate any potential impacts to a level of less than significant.

In addition, a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update. The project is being developed consistent with the land use designation that was evaluated in the 2017 General Plan EIR. The General Plan Update and EIR are herein incorporated by reference.

including Resolution 17-20-R. Other documents used in the preparation of this environmental assessment are listed as sources and also incorporated by reference.

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The proposed General Plan Amendment and Rezone are consistent with the policy of the General Plan and Zoning Ordinance. The change in designation from office to high-density residential on a portion of the property is consistent with the surrounding area.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the projects, Tentative Tract 924 and Planned Unit Development No. 2017-01, in accordance with the California Environmental Quality Act (CEQA), the State CEQ Guidelines, and the City of Hanford Municipal Code. The IS/MND for the proposed Project is tiered from the 2035 General Plan Update Environmental Impact Report (EIR) (SCH No. 2015041024), certified by the City Council on April 15, 2017, for which a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update.

The Proposed IS/MND analyzed the Project's potential impacts with regard to the following environmental topical areas: (1) aesthetics, (2) agriculture and forest resources, (3) air quality, (4) biological resources, (5) cultural resources, (6) geology and soils, (7) greenhouse gas emissions, (8) hazards and hazardous materials, (9) hydrology and water quality, (10) land use and planning, (11) mineral resources, (12) noise, (13) population and housing, (14) public services, (15) recreation, (16) transportation/traffic, and (17) utilities and services systems.

The proposed Project, as analyzed in the IS/MND, incorporates all relevant General Plan policies, standards and Mitigation Measures (MMs), as adopted by the 2035 General Plan EIR for purposes of determining environmental impacts of Project implementation. Based on the Project-specific analysis presented in the IS/MND it was determined that the Project in each topical area would have either no impact, a less than significant impact, impacts that could be mitigated to a less than significant level or that project impacts were adequately analyzed in the 2035 General Plan Update EIR. The IS/MND concluded that the proposed Project would have no impact or a less than significant Project-specific impact in the following topical areas: Biological Resources, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, and Population and Housing.

Further, it was concluded that the proposed Project would have less than significant cumulative impacts with mitigation measures. The initial study utilized the full build out of the General Plan Planning Area as the area for consideration of cumulative impacts. Significant and unavoidable impacts to Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) were identified with the full build out of the General Plan Planning Area. These impacts were analyzed in the 2035 General Plan EIR and determined to be a significant and unavoidable impact associated with implementation of the 2035 General Plan, of which the Project is a part and consistent with. A Statement of Overriding Considerations for these significant unavoidable impacts was adopted by the City Council as part of the approval of the 2035 General Plan Update. The proposed Project is consistent with and implements the General Plan and would not result in any new impacts that cannot be mitigated to less than significant levels, nor would it increase the severity of any previously identified impacts. Therefore, the Statement of Overriding Considerations is re-affirmed for the proposed Project and a Mitigated Negative Declaration is the recommended appropriate environmental document for the proposed Project, in accordance with CEQA.

CONSULTATION

Pre-consultation was sent to the interested agencies on November 20, 2017. Responses were received from the following:

1. Consultation from David Kemp of the Southern California Gas Company (November 20, 2017)
2. Consultation from Sheriff David Robinson of Kings County Sheriff Department (November 21, 2017) – no environmental comments
3. Consultation from Arnaud Marjollet and Brian Clements of the San Joaquin Valley Air Pollution Control District (November 27, 2017).
4. Consultation from Gerry Mulligan of the Hanford Elementary School District (November 28, 2017).
5. Consultation from Michael Navarro of the Department of Transportation (December 11, 2017).

SOURCES – hereunto annexed and incorporated by reference

2010 Urban Water Management Plan. (2011, June 11). *City of Hanford* -

California Building Standards Code 2016 (Title 24, California Code Regulations). *Codes*.

City of Hanford 2035 General Plan Update (2017).

City of Hanford General Plan Update, 2035 – Environmental Impact Report. (2017). Hanford, California.

City of Hanford Storm Drainage Water Master Plan (1995, August)

City of Hanford Public Works Construction Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

County Important Farmland Data Information. Department of Ag (2012)

Final Staff Report – Climate Change Action Plan: Addressing GHG Emission Impacts under CEQA. (2009, December 1)
San Joaquin Valley Air Pollution Control District Climate Change Action Report.

San Joaquin Valley Air Pollution Control District Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI)
Revised March 19, 2015.

San Joaquin Valley Air Pollution Control District Small Project Analysis Level (SPAL)

Hanford Municipal Code (Hanford, California). (2017). *Hanford Municipal Code*.

United States Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map for Hanford (Communi
Panel Number 06031C 0185C, June 16, 2009)

Final Regional Climate Action Plan (May 28, 2014)

Per-Consultation Letters Received:

Consultation from David Kemp of the Southern California Gas Company (November 20, 2017)

Consultation from Sheriff David Robinson of Kings County Sheriff Department (November 21, 2017) – not environment
comments

Consultation from Arnaud Marjollet and Brian Clements of the San Joaquin Valley Air Pollution Control District (Novemb
27, 2017).

Consultation from Gerry Mulligan of the Hanford Elementary School District (November 28, 2017).

Consultation from Michael Navarro of the Department of Transportation (December 11, 2017).

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2017-13

1. Project Title: Vesting Tentative Tract 924 and Planned Unit Development No. 2017-01
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address: n/a
4. Contact Person/Phone Number: Gabrielle de Silva
Associate Planner
Community Development Department
(559) 585-2578
5. Project Location: The project is located south of Greenfield Avenue at the end of Fitzgerald Lane (APN 010-320-115).
6. Project Sponsor's Name/Address: Clark Development Group
448 E. Fargo Avenue
Hanford, CA 93230
7. General Plan Designation: Low-Density Residential
8. Zoning: R-L-12 Low-Density Residential
9. Description of the Project:

Vesting Tentative Tract Map 924: A request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-12 Low Density Residential Zone District with a Planned Unit Development overlay.

Planned Unit Development No. 2017-01: A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, reduced lot size, reduced setbacks, and a reduced street width for a private street.
10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	R-L-12	Low-Density Residential	Residential
East	R-L-12	Low-Density Residential	Residential
South	PF	Public Facility	County Courthouse and Jail
West	R-L-12	Low-Density Residential	Residential

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
N/A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that a "Potentially significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| ☒ Aesthetics | ☐ Agriculture Resources | ☒ Air Quality |
| ☐ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☒ Green House Gas Emissions | ☒ Hazards & Hazardous Materials | ☒ Hydrology/Water Quality |
| ☒ Land Use/Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population/Housing | ☒ Public Services | ☒ Recreation |
| ☒ Transportation/Traffic | ☒ Utilities/Service Systems | ☒ Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment. A **NEGATIVE DECLARATION WILL BE PREPARED**.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION WILL BE PREPARED**.
- ☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

FOR: CITY OF HANFORD

Gabrielle de Silva
 Gabrielle de Silva
 Associate Planner
 City of Hanford

December 14, 2017
 DATE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

ENVIRONMENTAL SETTING:**SCENIC VISTAS AND CORRIDORS**

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.

SCENIC HIGHWAYS

According to the California Scenic Highway Mapping System, there are no adopted Scenic Highways within the planning area. (Caltrans 2015).

VISUAL CHARACTER

Hanford is located in the northern portion of Kings County and has a total area of 16.6 square miles, all of which is flat land not covered by water. The only natural watercourse is Muscle 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.

The Planning Area consists of urban agricultural, and grassland habitat areas located in transitional zone in the Central Valley between the flat valley floor and the Sierra Nevada foothills to the east. Hanford is surrounded by productive agricultural land, much of which is encumbered by Williamson Act contracts that prohibit development.

LIGHT AND GLARE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The majority of the City includes existing sources of daytime glare and nighttime lighting and illumination. Significance Criteria The Project may result in significant impacts to aesthetics if it substantially affects the view of a scenic corridor, vista or view open to the public, cause's substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences. Checklist Discussion: a) No Impact – the site is vacant and there are no scenic vistas present. Therefore, development of the project, as proposed, would have no impact. b) Less than Significant Impact – There are no designated State Scenic Highways, as identified by the California Scenic Highway Mapping System within the City's General Plan Study area. There are also no rock outcroppings within the Study Area. The City does have an ordinance protecting trees in Chapter 12.12 Street Trees and Shrubs of the Municipal Code. The projects would be consistent with the tree ordinance. The projects would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway and impacts would be less than significant. c) Less than Significant Impact with Mitigation Incorporation– Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. Being a planned unit development, elevations have been submitted and would become a condition of development. The elevations submitted for the project are detailed and propose French style. The project would be required to provide development consistent with the approved elevations. (MM Aesthetics 1) The project will also be held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics. d) Less than Significant Impact with Mitigation Incorporation– The development is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.39.030 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls (MM Aesthetics 2) Mitigation Measures: MM Aesthetics 1: That the applicant develop the project consistent with the approved elevations for the project. MM Aesthetics 2: That the projects would be subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare. Conclusion: Impacts to aesthetics are anticipated to be less than significant after mitigation.				
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
(Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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:

- No Impact – The project is located within an area listed as Urban and Built-Up Land on the Department of Conservation website. Urban and built-up land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Until May 2017, there were structures on-site, which were demolished under FY17-1555. Therefore, the project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural impacts.
- Less than significant impact - The project does not conflict with any agricultural zoning. The properties are not enrolled in a Williamson Act contract.
- 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	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 – None.				

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Air Quality:

Climatological/Topological Factors

The San Joaquin Valley's topography and meteorology provide ideal conditions for trapping air pollution for long periods of time and producing harmful levels of air pollutants, including ozone and particulate matter. Low precipitation levels, cloudless days, high temperatures, and light winds during the summer in the San Joaquin Valley are conducive to high ozone levels resulting from the photochemical reaction of oxides of nitrogen (NOX) and volatile organic compounds (VOC). Inversion layers in the atmosphere during the winter can trap emissions of directly emitted particulate matter less than 2.5 microns (MN2.5) and PM2.4 precursors (such as NOX and sulfur dioxide [SO2]) within the San Joaquin Valley for several days, accumulating to unhealthy levels.

The region also houses the State's major arteries for good and people movement, Interstate 5 to the west and State Route 99 through the Central Valley, thereby attracting a large volume of vehicular traffic. Another compounding factor is the region's historically high rate of population growth compared to other regions of California. Increased population typically results in an even greater increase in vehicle activity and more consumer product use, leading to increased emissions of air pollution, including NOX. In fact, mobile sources account for about 80% of the Valley's total NOX emissions inventory. Since NOX is a significant precursor for both ozone and PM2.5, reducing NOX from mobile sources is critical for progressing the Valley towards attainment of ozone and PM2.4 standards.

The geography of mountainous areas to the east, west, and south, in combination with long summers and relatively short winters, contributes to local climate episodes that prevent the dispersion of pollutants. Transport, as affected by wind flows and inversions, also plays a role in the creation of air pollution.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The climate of the SJV is modified by topography. This creates climatic conditions that are particularly conducive to air pollution formation. The SJV is surrounded by mountains on three sides and open to the Sacramento Valley and the San Francisco Bay Area to the north. Hanford is located in the southern end of the San Joaquin Valley Air Basin. San Joaquin Valley Air Basin The SJVAB is in the southern half of California's Central Valley and is approximately 250-miles long and averages 35-miles wide. The San Joaquin Valley is bordered by the Sierra Nevada Mountains to the east, the Coast Ranges to the west, and the Tehachapi mountains to the south. There is a slight downward elevation gradient from Bakersfield in the southeast end to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California's Central Valley. The bowl shaped topography inhibits movement of pollutants out of the Valley. The SJV is in a Mediterranean Climate Zone. Mediterranean Climates Zones occur on the west coast and are influenced by a subtropical high-pressure cell most of the year. Mediterranean Climates are characterized by sparse rainfall, which occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100 degrees Fahrenheit in the Valley. The subtropical high-pressure cell is strongest during spring, summer, and fall and produces subsiding air, which can result in temperature inversions in the Valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversion (1,500 to 3,000 square feet). Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the 30s degrees F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few 100 feet. Wind Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and transporting the pollution to other locations. The region's topographic features restrict air movement and channel the air mass toward the southeastern end of the Valley. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east. A secondary, but significant, summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons. San Joaquin Valley Air Basin Monitoring The SJVAB consists of eight counties, from San Joaquin County to the north to Kern County in the South. The closest monitoring station to the Study Area is located at Hanford's South Irwin Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide. The SJVAB is nonattainment for ozone (1 hour and 8 hour) and particulate matter. In accordance with the Federal Clean Air Act (FCAA), EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem. The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010. Maximum Pollutant Levels at Hanford's South Irwin Street Monitoring Station				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation			Less Than Significant Impact	No Impact
Pollutant	Time Avg.	2012 Max.	2013 Max.	2014 Max.	National Standards	State Standards	
Ozone (O3)	1 hour	0.109 ppm	0.104 ppm	0.108 ppm	NA	0.009 ppm	
Ozone (O3)	8 hour	0.094 ppm	0.098 ppm	0.0904 ppm	0.075 ppm	0.070 ppm	
Carbon Monoxide (CO)	8 hour	0.033 ppm	*	*	9.0 ppm	9.0 ppm	
Nitrogen Dioxide (NO2)	1 hour	0.056 ppm	0.058 ppm	0.050 ppm	100 ppm	0.18 ppm	
Nitrogen Dioxide (NO2)	Annual Average	0.009 ppm	0.010 ppm	0.010 ppm	0.053 ppm	0.030 ppm	
Particulates (PM 10)	24 hour	128.0 µg/m3	177.0 µg/m3	131.3 µg/m3	150 µg/m3	50 µg/m3	
Particulates (PM 10)	Federal Annual Arithmetic Mean	40.3 µg/m3	50.3 µg/m3	47.8 µg/m3	NA µg/m3	20 µg/m3	
Particulates (PM 2.5)	24 hour	64 µg/m3	128.7 µg/m3	96.7 µg/m3	35 µg/m3	NA	
Particulates (PM 10)	Federal Annual Arithmetic Mean	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3	12 µg/m3	

Notes:

NA = Not Applicable (there is no standard for this pollutant)

* = There was insufficient data available to determine the value

ppm = parts per million

µg/m3 = microgram per cubic meter

Attainment Status

Air quality impacts from proposed projects within Hanford are controlled through policies and provisions of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In order to demonstrate that a project would not cause further air quality degradation in either of the SJVAPCD's plan to improve air quality within the air basin or federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for ozone and PM10. The SJVAPCD is required to submit a "Rate of Progress" document to ARB that demonstrates past and planned project toward reaching attainment for all criteria pollutants. The CCAA requires air pollution control districts with severe or extreme air quality problems to provide a 5% reduction in non-attainment emissions per year. The Air Quality Attainment Plans prepared for the SJV by the SJVAPCD complies with this requirement.

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, reduces, or controls air contaminants, except those specifically exempted by the SJVAPCD, are required to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010). Additionally, best available control technology is required on specific types of stationary equipment and are required to offset both stationary source emission increases along with increases in cargo carrier emissions if the specified threshold levels are exceeded (SJVAPCD Rule 2201, 4.7.1). Through this mechanism, all stationary sources within the Study Area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.

Existing Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Air pollutant emissions generated from projects constructed under the implementation of the General Plan would be required to adhere to SJVAPCD rules and regulations and therefore, would not exceed SJVAPCD thresholds.

Odor

The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown below along with a reasonable distance from the source within which, the degree of odors could possibly be significant. Information presented in the table will be used as a screening level of analysis for potential odor sources for new development as a result of implementation of the General Plan.

Type of Facility	Distance
Wastewater Treatment Facility	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 mile
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operation (e.g., auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Asbestos

New development's construction phase may cause asbestos to become airborne due to construction activities. In order to control naturally-occurring asbestos dust, new development can use some of the following control actions to reduce the release of airborne asbestos fibers:

- Water wetting or road surfaces;
- Rinse vehicles and equipment;
- Wet loads of excavated materials; and
- Cover loads of excavated materials

Project Impacts

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The SJVAB often exceeds the State and national ozone stands and if the new development as a result of the General Plan Update emits a substantial quantity of ozone precursors, it may contribute to an exceedance of the ozone standard. The SJVAB is also in nonattainment for State PM10 air quality standards and in nonattainment for State and federal PM2.5 air quality standards. Therefore, substantial project emissions may contribute to an exceedance for these pollutants.

District Rule 2201, the New and Modified Stationary Source Review (NSR), is a major component of the SJVAPCD's attainment strategy as it relates to growth. It applies to new and modified stationary sources of air pollution. The SJVAPCD's attainment plans demonstrate that project-specific emissions below the SJVAPCD's offset thresholds would have a less-than-significant impact on air quality. Thus the SJVAPCD concludes that use of the NSR Offset thresholds as the consistency in significance determinations within the environmental review

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation			Less Significant Than	No Impact
process and is applicable to both stationary and non-stationary emission sources.						
Project Type	Pollutant/Precursor Emission (tons/year)					
	CO	NOX	ROG	SOX	PM10	PM2.5
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15
Short-term (construction) emissions						
Construction-related impacts are expected to be temporary in nature and can generally be reduced to a less-than-significant level through the use of mitigation measures and through compliance with applicable existing City, county, State and SJVAPCD regulations for reducing construction-related emissions. The SJVAPCD's Regulation VIII is applied to all construction sites and would constitute sufficient measures to reduce air quality impacts to a level considered less than significant.						
Long-term (operational) emissions						
Operational emissions are emitted from two main sources:						
1) small, distributed sources known as area sources and						
2) motor vehicles known as mobile sources.						
All new development and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including Rule 9510 (indirect source review) and Regulation VIII (Fugitive Dust Prohibitions). Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer Based Trip Reduction). Individual projects would require a project-level analysis to determine necessary mitigation strategies. As appropriate, the City of Hanford would require the implementation of the above-notated mitigation strategy intended to avoid or reduce the significant impacts identified.						
Short-term (construction) emissions						
Fugitive dust control rules:						
- Rule 8011 – Fugitive dust administrative requirements for control of fine particulate matter - Rule 8021 – Fugitive dust requirements for the control of fine particulate matter from construction, demolition, excavation, extraction, and earthmoving activities. - Rule 8071 – Fugitive dust requirements for the control of fine particulate matter from vehicle and/or requirement parking, shipping, receiving, transfer, fueling, and service areas one acre or larger						
Further, the new development should include the following local municipal code requirements:						
- Water sprays or chemical suppressants must be applied to all unpaved roads to control fugitive emissions - All access roads and parking areas must be covered with asphalt-concrete paving						
Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant						
Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant.						

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The following measures from the Guide for Assessing and Mitigation Air Quality Impacts are required to be implemented at construction sites for all new development built during the planning cycle of the General Plan Update: - All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. - All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. - With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demotion. - When materials are transported offsite, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained. - All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. - Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. - Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. Long-Term (operational) emissions Long-term emissions from new development are generated by mobile source (vehicle) emissions and area sources such as water heaters and lawn maintenance equipment. Future development projects in the City of Hanford would be subject to the SJVAPCD's Indirect Source Review (ISR) program. The purpose of the SJVAPCD's ISR Program is to reduce emissions of NOX and PM10 from new development projects. Further, all new developments and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including the ISR rule and Regulation VIII. Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer based trip reduction). <i>The project would not expose sensitive receptors to substantial pollutant concentrations.</i> Sensitive receptors are those individuals who are sensitive to air pollution, which may include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The Air District considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. The six criteria pollutants include ozone, CO, NO2, SO2, particulate matter, and Pb. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats. The SJVAPCD has determined that any project would perform an ambient air quality analysis when construction activities or operational activities exceed the 100 pound per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Exempt small development projects include:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
- Residential projects with 50 dwelling units or less - Commercial projects with 2,000 square feet or less - Light industrial projects with 25,000 square feet or less - Heavy Industrial projects with 100,000 square feet or less - Medical Office projects with 20,000 square feet or less - General Office projects with 39,000 square feet or less - Educational projects with 9,000 square feet or less - Government projects with 10,000 square feet or less - Recreational projects with 20,000 square feet or less - Transportation or Transit projects with construction exhaust emissions of 2 tons of NOX or PM10 or less				

Pre-Consultation

Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on November 27, 2017, through use of CEQA Connected, which is a web-based system designed to assist state and local agencies to streamline the CEQA commenting process during the early consultation, CEQA Connected provides comments related to air quality impacts, potential rules and regulations, and potential air quality improvements/mitigation measures based on the project description. Through CEQA Connected, an official comment letter is provided after inputting the project information. A copy of the pre-consultation letter received through CEQA Connected is attached to this initial study. Comments were provided, as follows:

"The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of single family with a total of 26 dwelling units (Project), located South of Greenfield Avenue at the end of Fitzgerald Lane (APN 010-320-115), in Hanford, CA. the District offers the following comments:

1. Significance Impact for Criteria Pollutants – The Project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that Project specific criteria pollutant emissions would have no significant adverse impact on air quality.

2. District Rule 9510 (Indirect Source Review) – at full build-out, the Project will not be equal to or exceed 50 residential dwelling units. Therefore, the Project is not subject to District Rule 9510.

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees. Information about how to comply with District Rule 9510 can be found online at <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

3. Regulation VIII (Fugitive PM10 Prohibitions) – the Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm

4. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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identify other District rules or regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888 or e-mail SBA@valleyair.org. Current www.valleyair.org/rules/1ruleslist.htm.

a. Cleaner Off-Road Construction Equipment – This measure is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.

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 located 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 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 (VERA) – 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. 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."

A copy of the District's comments has been provided to the project proponent.

Checklist Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- a) Less than Significant Impact - 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.
- 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 proponent is subject to Regulation VIII, however. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm.
- 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 proponent is subject to Regulation VIII, however. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm.
- 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 north, east and west, where residential development is located; 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 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: The project proponent is subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008)
<http://www.arb.ca.aqs>;

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 sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

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;

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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. 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 – the site has already been developed previously as residential. The site does				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
not have value as a habitat for 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 US Fish and Wildlife Service.				
b)	No Impact – the site does not contain any riparian habitat or other sensitive natural community.			
c)	No Impact – the site is not identified as a federally protected wetland.			
d)	Less than significant impact - The project would not interfere 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 wildlife nursery sites. There is not natural habitat remains within the project area.			
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 project pertains to land that has no value as natural habitat; therefore, 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.			

Conclusion: The site is within an urban area of the City and contains no natural, undisturbed areas for habitat. The project would have a less than significant cumulative impact for biological resources.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017)

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

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 Wimalche people. Only one village for the Wimalche and two for the Nutunutu have been described. The Wimalche village of Ugonia was located north of the Kings River, 7 miles below Laton. The Nutunutu village of Cheou was across the river 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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 sheepherder'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.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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: - Clark Center for Japanese and Art and Culture, 15770 10th Avenue - Temple Theater, 514 Visalia Street - Fox Theater - Kings Art Center, 605 N. Douty Street - Hanford Civic Auditorium, 400 N. Douty Street - 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). In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment. Thresholds of significance				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The project would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
- Disturb any human remains, including those interred outside of formal cemeteries
- 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 project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.
- b) **Less than Significant Impact with Mitigation Measures** – 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.
- c) **Less than Significant Impact** - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature.
- d) See B.

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.

Conclusion:

The incorporation of mitigation measures requested from the Tachi Yokut Tribe will reduce the impacts of development on Cultural Resources.

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.

VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 with Mitigation Incorporation -				
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 with Mitigation Measures – 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 with Mitigation Measures – 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 with Mitigation Measures – 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 with Mitigation Measures – 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 with Mitigation Measures: 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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proposed.

Mitigation Measures:

MM Geology 1: That the development of the project comply with the applicable General Plan policies, as well as the California Building Code.

MM Geology 2: That a geotechnical and soil studies be prepared as required by the Building Official (if applicable).

MM Geology 3: that the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.

Conclusion

The project will not result in significant impacts to geophysical conditions with mitigation measures in place, therefore the impact is considered less than significant, cumulatively.

Source(s): General Plan and General Plan EIR (2017);

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Kings County and the City of Hanford

Climate change regulations require the City to take action to reduce emissions under its jurisdiction and influence. The countywide Regional Climate Action Plan (CAP) is a separate action through KCAG that was adopted by the City on May 27, 2014. The Kings County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the San Joaquin Valley Blueprint are also incorporate policy into the General Plan. This strategy of integrating regional planning documents help Hanford identify land use, transportation, and related policy measures and investments that could reduce GHGs from passenger cars and light-duty trucks, as part of the development of a SCS in compliance with Senate Bill 375.

Commercial and residential space heating and cooling comprise a large share of direct energy use in Kings County. Other major energy users include agricultural production and industrial facilities. In Kings County, automobiles and commercial vehicles are the largest energy consumers in the transportation sector.

Global Climate Change

Climate change is a change in the average weather of the Earth that may be measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historic records of temperature changes occurring in the past, such as during previous ice ages.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG needed to stabilize global temperatures and climate change impacts. The IPCC predicted that global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius to 6.4 degrees C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios.

Increased Temperatures and Extreme Heat events

Climate change is expected to lead to an increase in ambient average air temperatures with greater increases

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
expected in summer than in winter months. Larger temperature increases are anticipated in inland communities, as compared to the CA coast. The potential health impacts from sustained and significantly higher than average temperatures include heat stroke heat exhaustion, and the exacerbation of existing medical conditions such as cardiovascular and respiratory diseases diabetes, nervous system disorders, emphysema, and epilepsy. Increased temperatures also pose a risk to human health when coupled with high concentrations of ground-level ozone and other air pollutants, which may lead to increased rates of asthma and other pulmonary diseases. Other impacts related to increased temperatures and heat waves include: - Increased urban "heat island" effect – urban heat islands are especially dangerous because they are both hotter during the day and do not cool down at night, increasing the risk of heat-related illness - Reduced freezing events –reduced freezes could lead to increase incidence of disease as vectors and pathogens do not die off. In addition, fewer events of freezing would impact CA's food production and indirectly the food supply in Kings County. - Increased energy demand for air conditioning and refrigeration Greenhouse Gases Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. of the radiation reflected back toward space, GHG's will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth's surface would be about 61 degrees cooler. This phenomenon is known as the greenhouse effect. Many scientists believe that emissions from human activities – such as electricity generation, vehicle emissions, and farming and forestry practices have elevated GHGs in the atmosphere beyond naturally-occurring concentrations, contributing to global climate change. The six primary GHGs are: - Carbon dioxide (CO₂), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned - Methane (CH₄), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion. - Nitrous oxide (N₂O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning - Hydroflourocarbons (HFCs), primarily used as refrigerants - Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes - Sulfur hexafluoride (SF₆), primarily used in electrical transmission and distribution systems There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions. Significance Criteria The project would have a significant impact on GHG emissions if it would: - Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or - Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs Checklist Discussion a. Less than Significant Impact - The project complies with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b. Less than Significant Impact – The project is consistent with the policies of the General Plan, which consists of numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meet 10 of the 12 Smart Growth Principles cited in the San Joaquin Valley Blueprint.				
Conclusion				
The project is consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level.				
Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan				
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create 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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
Environmental Setting				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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– that the routine use of a residence does not involve the routine transport, use, or disposal of hazardous materials.
- b) See a.
- c) Less than Significant Impact- there is a school within a ¼ mile radius of the project site; however, 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.
- d) No 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 public airport/airstrip therefore there is no

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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impact.

- f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact.
- g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development. This plan is consistent with the policy of the General Plan, therefore, impacts are considered less than significant.
- h) 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, therefore, the impact is considered less than significant.

Conclusion

The impact from hazards and hazardous materials are expected to be less than significant.

Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) 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 (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)?	☐	☐	☒	☐
c) 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?	☐	☒	☐	☐
d) 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?	☐	☒	☐	☐
e) 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?	☐	☒	☐	☒
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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 micromhos 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.

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 with Mitigation Measures –

- **Construction:** potential impacts on water quality arise from erosion and sedimentation are expected to be localized and temporary during construction of new development. All new development that disturb more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- **Operation:** New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in that runoff to the maximum extent practical. The City Building Division would review and approve grading plans and site development requirements for the new development, when a physical project is proposed.
- b) **Less than Significant Impact** –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) See a.
- d) **Less than Significant Impact with Mitigation Measures** – with the approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, new development operations would not substantial increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
- e) **Less than Significant Impact with Mitigation Measures and impact fee payment** – new development would be required to undergo a site development requirements approval process with the City Building Division that would include developing necessary stormwater drainage improvements to sufficiently capture and treat polluted runoff. New development would also be required to pay a stormwater system development fee. This development fee is required for all new development in order to pay the cost of capital improvements for the City of Hanford stormwater system.
- f) 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) See g.
- 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.

Mitigation Measures:

Conclusion:

MM Hydrology 1: All new development that disturb more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs.

MM Hydrology 2: New development would be required to implement appropriate minimum control measures (MCMs)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements.

MM Hydrology 3: New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.

MM Hydrology 4: New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.

Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to hydrology and water quality are considered less than significant.

Source: 2017 General Plan, 2017 General Plan Update, Hanford Storm Water Master Plan, State of California Department of Water Resources

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☒	☐
b) 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?	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

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.

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

- Less than significant impact – the project proposes to develop 26 residential lots and an associated open-space park on a vacant parcel surrounded by residential development and bordered to the south by the Kings County jail and courthouse. The project will not physically divide an established community as the project pertains to a vacant lot.
- Less than significant impact with mitigation measures-** The project is consistent with the policy in the General Plan. The project requires the approval of a planned unit development, in order to deviate from the standards of the R-L-12 Low-Density Residential Zone District for lot size, lot width, street frontage, street width, and setbacks. With the approval of a planned unit development, the proposed project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation and environmental effect.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- 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.

Mitigation Measures:

MM Land use and Planning 1: That a planned unit development be approved by the approving body in order to deviate from the standards of the R-L-12 Low-Density Residential Zone District.

Conclusion

The project is being developed consistent with the General Plan, specifically the Land Use Element and will not have significant impacts to Land Use and Planning with the approval of a planned unit development.

XI. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

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

XII. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise	☐	☒	☐	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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

- Del Monte Foods
- Penny-Newman Milling Company
- Kings Waste and Recycling Authority Solid Waste Disposal Site
- Agricultural production
- Kings Speedway

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 with Mitigation Incorporation** – the project would not result in exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies. Short-term noise-related impacts would be temporary in nature, require compliance with applicable regulations, and policies of the General Plan further ensure that construction-related impacts would be attenuated to the greatest extent feasible.
- b) **Less than Significant with Mitigation Incorporation** – Ambient vibration levels in residential areas are typically 50 VdB, which is well below human perception. The operation of heating/air conditioning systems and slamming of doors produce typical indoor vibrations that are noticeable to humans. Construction activity can result in ground vibration, depending upon the types of equipment uses. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that would damage structures, but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Vibration levels from various types of construction equipment measured at 50 ft are as follows:

Type of equipment	Sound Levels Measured (dBA of 50 ft)
Pumps	77
Dozers	85
Tractor	84
Front-End Loaders	80
Hydraulic Backhoe	80
Hydraulic Excavators	85
Graders	85
Air Compressors	80
Trucks	84

Construction activities would be temporary in nature and are expected to occur during normal daytime working hours. Construction is limited to the hours of 7 a.m. to 10 p.m. in order to mitigate impacts from ground vibration.

- c) **Less than Significant** – full build out of the General Plan would possibly result in a maximum increase of 2

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. d) Less than Significant with Mitigation Incorporation - A temporary increase in ambient noise would occur in association with construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, construction would be limited to the hours of 7 a.m. to 10 p.m. e) Less than Significant Impact - The project is approximately 2.03 miles away from airport and will not be impacted by the public airport. f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact. Conclusion The project would create temporary construction noise, but the impact of noise will be mitigated to a point that is considered less than significant with required conditions of the development of the property. Mitigation Measures: MM Noise 1: Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible. MM Noise 2-3: Construction is limited to the hours of 7 a.m. to 10 p.m. Source: 2017 General Plan Update, 2017 General Plan Update EIR				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Environmental Setting				
Population				
The estimated population on January 1, 2013, was 55,122. It is estimated that the General Plan Update could result in a population increase of 47,367 people in 2035 for an estimated total population of 102,489.				
Housing				
In 2013, there were 17,867 housing units in the Study Area. It is estimated that the implementation of the General Plan could result in 15,633 additional housing units in 2035 for an estimated total number of 33,520 housing units.				
Employment				
In 2014, there were 20,900 jobs in the planning area. It is estimated that the implementation of the General Plan could result in 33,308 additional jobs in 2035 for an estimated total number of 54,208 jobs.				
Jobs-Housing Balance				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Jobs-housing balance is achieved by increasing opportunities of people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. SCAG uses the jobs-housing balance as a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs rich area.

Significance Criteria

The project may result in significant impact if it induces substantial growth, displaces a large number of people, or contributes to a job housing imbalance.

Checklist Discussion

- Less than significant impact – The project will induce population growth in the area by proposing 26 residential dwellings, which using the average household size, 3.11 persons per unit, yields 81 persons. This project is consistent with the density allowed in the General Plan, which planned for population growth. This project is considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth.
- No Impact - The project will not result in displacement of housing. The property is currently vacant.
- No Impact - The project will not result in displacement of people.

Conclusion

Less than significant impact - The project will not result in a significant impact to population and housing.

Source: 2017 General Plan Update, 2017 General Plan Update EIR

XIV. PUBLIC SERVICES --

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☒	☐	☐
Parks?	☐	☒	☐	☐
Other public facilities?	☐	☐	☒	☐

Environmental Setting

The City of Hanford currently has two fire stations located within the north central and south central portions of the Study Area. These two stations protect approximately 16.5 square miles. Station 1 is located at 350 W. Grangeville Blvd and covers the city limits north of SR 198 and station 2 is located at 10533 Houston Avenue and covers the city limits south of SR 198. In addition, two properties have been purchase for future fire stations. The City currently owns

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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sites at Centennial Drive and Berkshire Lane and 12th Avenue and Woodland Drive, which have been planned for future fire stations. The 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 gang and drug issues. The HPD's actual average response times are 6:30 minutes for Priority 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.

Consultation – School District

Gerry Mulligan with the Hanford Elementary School District provided the following comment:

"I received the Vesting Tentative Tract 924 and Planned Unit Development No. 2017-01. The children living in the proposed project area in grades K-6 would be in Simas Elementary School area of attendance and children in grades 7-8 would be in the Woodrow Wilson Junior High School area of attendance.

Student enrollment at current Hanford Elementary School District schools is over capacity. The District must build additional schools if new residential development continues. The District currently has no future school sites. While we do approve the Vesting Tentative Tract No. 924, Planned Unit Development No. 2017-01 we respectfully request the City of Hanford to consider schools in the approval of future development.

Analysis: The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. Further, a) Notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code, or any other provision of state or local law, the following provisions shall be the exclusive methods of considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property or any change of governmental

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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organization or reorganization, as defined in Section 56021 or 56073:

(1) Section 17620 of the Education Code.

(2) Chapter 4.7 (commencing with Section 65970) of Division 1 of Title 7.

(b) The provisions of this chapter are hereby deemed to provide full and complete school facilities mitigation and notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code , or any other provision of state or local law, a state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization, as defined in Section 56021 or 56073, on the basis that school facilities are inadequate.

Consultation – Kings County Sheriff Department

Consultation was received from Sheriff David Robinson, stating:

"As the neighboring property occupant to the south, I just want all involved to be aware the property lies adjacent to the Kings County Jail property. We house minimum and maximum security inmates. We also will have our future headquarters building located on this property. Future plans for our lot include inmate exercise programs, inmate outdoor programs and activities inmate housing, employee parking and other future building or activities not yet known. 24/7 365 employee and inmate activities. Future chain-link or other types of fencing with secure razor wire at the top of the fencing. Lighting that will operate from dusk till dawn 365 days per year. We will have staff and vehicles that provide perimeter security multiple times per day. Lights and sirens, emergency generator operations.

As far as the project goes, I am ok with the plans, but would suggest notice be made to the above items for future reference and request any fencing requirements be made to not allow easy traversing over from one side to the other in either direction."

Analysis: Staff has shared the comments of the Sheriff with the project proponent, as requested. The request for razor wire fencing on the residential properties does not meet the City standard. Razor wire is prohibited in the City limits.

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) **(FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – the increase in population as a result of a physical project for the area will increase demands on the HFD to provide fire protection and emergency services. The development will be subject to Fire Impact fees in order to mitigate the effect of the project on Fire services.
- b) **(POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – the increase in population as a result of a physical project for the area will increase demands on the HPD to provide law enforcement services. The development will be subject to Police Impact fees in order to mitigate the effect of the project on Police services.
- c) **(SCHOOLS) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** - The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees in order to mitigate the effect of the project on schools.

d) (PARKS) Less than Significant Impact with Mitigation Measures – See Recreation.

e) (OTHER) Less than significant impact – Libraries – there is not a requirement or standard for the number or size of a library based on a city's population. Policies encourage residents to utilize the library's resources. Therefore, a significant impact is not anticipated.

Mitigation Measures:

MM Public Services 1: That the development of the project will be subject to Fire Impact Fees.

MM Public Services 2: That the development of the project will be subject to Police Impact fees.

MM Public Services 3: That the development of the project will be subject to School Impact Fees.

Conclusion

The project can be served by existing public services. Impact fees will be required of development.

Sources: 2017 General Plan and General Plan Update

XV. RECREATION --

a) Would the project 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?	☐	☒	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

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 recreational 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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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City.

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 with Mitigation Measures** – The City would be able to utilize the Quimby Act and AB 1600 as a funding mechanism for parkland acquisition along with the General Plan Update and Park Master Plan for guidance and priorities. As permitted in the Quimby Act, local jurisdictions can require the dedication of land for parks and or the payment of in-lieu fees for purchase of parkland. The development is subject to park impact fees.
- b) **Less than Significant Impact**– the project includes a 6,638 sq. ft. paseo/open space amenity for use by the residence of the planned development. The open-space would not have an adverse physical effect on the environment, as this is considered an implementation of the General Plan Policy L33, which states, "Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonuses." The project would additionally be subject to park impact fees.

Mitigation Measures

MM Recreation 1: that the development is required to pay Park Impact fees.

Conclusion: The project would have a less than significant impact on recreation with the incorporation of mitigation measures.

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) 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?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
equipment)?				
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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 high 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.

Consultation

During Pre-Consultation, the City received the following comment from Michael Navarro of the Department of Transportation:

"The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Based on the information provided, Caltrans has the following comment consistent with the State's smart mobility goals and support a vibrant economy and sustainable communities:

1.) Per the Kings County Regional Bicycle Plan, Greenfield Avenue appears to be a Class II Bike Route along the project frontage. 12th Avenue appears to be a Class III Bike Route.

Caltrans seeks to reduce new vehicle miles traveled and therefore recommends the project proponent explore appropriate measures to minimize or mitigate transportation impacts through smart mobility and multimodal design by

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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improving pedestrian, bike, and transit services or infrastructure."

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 with Mitigation Measures – The development proposes a street with a width of 33 feet, which is not to the standard of the Engineering Division. Since the street does not meet the standard the developer will be responsible for the m of the street through a Home Owners Association, as the City will not accept a sub-standard street. The requirement for a Home Owners Association will mitigate the impact to a less than significant level. The project has been evaluated and will be conditioned to ensure effectiveness of the circulation system.
- b) See a.
- c) Less than Significant - 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 2.03 miles northwest from the nearest municipal airport.
- d) Less than Significant Impact- the development has been reviewed by the various departments to ensure hazardous features are not incorporated into the project.
- e) Less than Significant Impact – the development has been reviewed by the various departments and fire truck access to and through the development has been verified. The applicant has provided the accurate turning radius to accommodate emergency access.
- f) See a.

Conclusion

The site has been evaluated for traffic-related impacts, with the incorporation of City standards for development, the project will have a less than significant impact on traffic.

Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
facilities, the construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☐

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,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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 demined 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 Kettlman 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.

Consultation Received

David Kemp of the Southern California Gas Company provided consultation, stating, "the Southern California Gas Company would like to request that all private street (s), including at least 5 feet into the proposed lots on both sides of said street (s), be dedicated as a Public Utility Easement to facilitate our future gas main and service installation.

Public Works is requiring a six ft. public utility easement for the project (which is standard practice).

Discrepancy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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

- Less than significant - the City's Wastewater Treatment Facility is currently up-to-date with all wastewater treatment requirements set forth by the Central Valley Regional Water Quality Control Board. The City's WWTF would continue to comply with the requirements set forth by the Central Valley Regional Water Quality Control Board, as required by law.
- Less than Significant –Under the General Plan Update it was determined that planned improvements and expansion development through various goals and policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth for the foreseeable future.
- Less than Significant – The project has been reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval.
- Less than Significant with Mitigation Measures** - Future population growth in the area would create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tulare Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2035. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update.
- No Impact. The project will not require a determination by a wastewater agency.
- 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.
- Less than Significant impact with Mitigation Measures** – that the future project be required to comply with all statutes and regulations related to solid waste.

Mitigation Measure:

Mitigation Measure Utilities 1: That any future development would be required to implement water conservation measures.

Mitigation Measure Utilities 2: that the future project be required to comply with all statutes and regulations related to solid waste.

Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with compliance with all statutes and regulations related to water usage and solid waste.

Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or	☐	☐	☒	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
a) Less than Significant - Based on the analysis provided in the initial study, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals. b) Less than Significant with Mitigation Incorporation- Based on the analysis provided, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects. c) Less than Significant with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.				

Gabrielle de Silva
Associate Planner

Date
December 14, 2017

This section addresses the project's potential to contribute to cumulative impacts in the region, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.

Cumulative Setting

The cumulative setting for the proposed project area includes the expansion of the Kings County Jail and this project.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - Impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and past projects.

Agriculture and Forest Resources

Less than Significant- the proposed project and future jail expansion are not in an area designated as prime farmland. Therefore, impacts to agriculture are not cumulatively considerable. Additionally, a right to farm disclosure must be recorded on properties within 1 mile of agricultural operations, which are permitted in the County.

Air Quality

Less than Significant with Mitigation Incorporation – The proposed project and future jail expansion will not create or result in any significant air quality impacts. Effects to air quality from this project will be mitigated with standards from the SJVAPCD for dust control.

Biological Resources

Less than Significant – the project area and surrounding project area contains no natural and undisturbed areas that may be considered habitat.

Cultural Resources

Less than Significant with Mitigation Incorporation – the Tachi Yokut Tribe was consulted for this project, in accordance with AB 52. No concerns were cited. As a general condition of approval, mitigation measures, that the applicant enter into a burial treatment plan with the Tribe and that if sensitive resources are discovered, construction halt and the proper officials be contacted, will mitigate cultural resources impacts to a less than significant level

Geology and Soils

Less than Impact with Mitigation Measures - The effect of this project and the jail expansion (and future development of the proposed project on geology and soils would be mitigated by compliance with the CBC, a geotechnical and soil studies (if required), and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – the projects would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO₂ eq by 2020, the construction-related GHG emissions of the project would be considered less than significant.

The operational emission from the projects would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant.

Hazards and Hazardous Materials

Less than Significant – The projects are not expected to have a significant impact as a result of hazards or hazardous materials.

Hydrology/Water Quality

Less than Significant with Mitigation Incorporation – the projects will be developed in accordance with City requirements specific to hydrology and water quality. Mitigations have been required on a project by project basis.

Land Use Planning and Population

Less than Significant -The projects are being developed consistent with the General Plan policy. This project and existing projects in the area have been developed consistent with the General Plan.

Mineral Resources

No Impact - there are no known mineral resources in the City.

Noise

Less than Significant with Mitigation Incorporation- this project and future existing projects within the area are required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise would be mitigated through the limitation of hours construction is permitted (between 7 a.m. and 10 p.m.).

Population and Housing

Less than Significant - The future jail expansion may have an indirect impact on population and housing through job creation associated with the jail. The development of residences has the potential to impact population and induce growth into the area. Both uses are considered an implementation of the General Plan.

Public Services

Less than Significant with Payment of Impact Fees to Mitigate Effect -The residential project is subject to impact fees to mitigate the effect on public services. The jail expansion is an extension of public services.

Recreation

Less than Significant with Payment of Impact Fees to Mitigate Effect - development of residences will impact recreation facilities, however, the impact will be mitigated through the payment of park impact fees. The jail expansion will not have an effect on recreation.

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect – Traffic improvements in the area will result in a LOS D or above in year 2035, with the proposed future develop of the project site and surrounding planned projects. The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The project will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required.

Utilities and Service Systems

Less than Significant with Mitigation Incorporation – Impacts to utilities and services are considered less than significant with compliance with existing State and local water conservation measures. This project and future projects in the area have been accounted for and can be served by the City's utilities and service systems.

Diana Black

From: Kemp, David L <DKemp@semprautilities.com>
Sent: Monday, November 20, 2017 12:00 PM
To: Diana Black
Cc: Larco, Johnathan A
Subject: RE: Request for Comments, Vesting Tentative Tract 924, Planned Unit Development No. 2017-01

Good Morning, the Southern California Gas Company would like to request that all private street (s), including at least feet into the proposed lots on both sides of said street (s), be dedicated as a Public Utility Easement to facilitate our future gas main and service installation.

Thank you for the opportunity to respond, and please feel free to contact me if you have any questions. David Kemp, P.P.A. Visalia base

From: Diana Black [mailto:DBlack@cityofhanfordca.com]
Sent: Monday, November 20, 2017 9:14 AM
To: 9-1-1 Dispatch (rachel.ortiz@co.kings.ca.us) <rachel.ortiz@co.kings.ca.us>; AMERICAN AMBULANCE <tcook@americanambulance.com>; AT&T <slicbox@att.com>; AT&T - Frank Robles <frank.robles@att.com>; Tom Webb <TWebb@cityofhanfordca.com>; CALTRANS <gail.miller@dot.ca.gov>; CHAMBER OF COMMERCE <hanfordchamber@comcast.net>; COMCAST <galenraymond@comcast.net>; DEPT OF WATER RESOURCES <gshumway@water.ca.gov>; DRAINAGE DISTRICT <info5@waterboards.ca.gov>; Samantha Long <SLong@cityofhanfordca.com>; Susan Martinez <SMartinez@cityofhanfordca.com>; Chris Ekk <CEkk@cityofhanfordca.com>; HANFORD ELEMENTARY SCHOOL DISTRICT <jbaker@hesd.k12.ca.us>; HJUUSD <wfishbough@hjuhsd.org>; HJUUSD-Silva <csilva@hjuhsd.org>; KINGS CO ASSESSOR'S OFFICE <karen.kimberger@co.kings.ca.us>; KINGS CO BOARD OF REALTORS <admin@kcbor.com>; KINGS CO HEALTH <troy.hommerding@co.kings.ca.us>; KINGS CO HEALTH <lee.johnson@co.kings.ca.us>; KINGS CO PLANNING <chuck.kinney@co.kings.ca.us>; KINGS CO PUBLIC WORKS <mike.hawkins@co.kings.ca.us>; MAIN STREET HANFORD <shelly@mainstreethanford.com>; PEOPLE'S DITCH <ahemans.peoplesditch@yahoo.com>; PG&E <r3hd@pge.com>; John Doyel <JDoyel@cityofhanfordca.com>; REFUSE <wsmith@cityofhanfordca.com>; SCE <david.loftin@sce.com>; SC <william.harper@sce.com>; SJVAPCD <CEQA@valleyair.org>; Kemp, David L <DKemp@semprautilities.com>; SO CAL GAS CO <ajalvarez@semprautilities.com>; TACHI TRIBE <sbrum@tachi-yokut-nsn.gov>; TACHI TRIBE <hfranco@tachi-yokut-nsn.gov>; Mike Cosenza <MCosenza@cityofhanfordca.com>
Subject: [EXTERNAL] Request for Comments

Please review the attached information and submit comments by Wednesday, December 13, 2017 at 5:00 p.m.

Diana Black

Development Services Technician
 City of Hanford Planning Division
 317 N. Douty Street
 Hanford, CA 93230
 (559) 585-4768
 FAX: (559) 583-1633
 TDD/TYY, Dial 711

This email originated outside of Sempra Energy. Be cautious of attachments, web links, or requests for information.

Gabrielle deSilva

From: Robinson, Dave [David.Robinson@co.kings.ca.us]
Sent: Tuesday, November 21, 2017 1:58 PM
To: Gabrielle deSilva
Cc: Kinney, Chuck; McAlister, Kevin; Campbell, Rebecca
Subject: Vesting Tentative Tract 924 Planned unit development no. 2017-01

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Gabrielle,

I am providing comment as requested.

As the neighboring property occupant to the south. I just want all involved to be aware the property lies adjacent to the Kings County Jail property. We house minimum and maximum security inmates. We also will have our future headquarters building located on this property. Future plans for our lot include inmate exercise programs, inmate outdoor programs and activities, inmate housing, employee parking and other future building or activities not yet known. 24/7 365 employee and inmate activities. Future chain-link or other types of fencing with secure razor wire at the top of the fencing. Lighting that will operate from dusk till dawn 365 days per year. We will have staff and vehicles that provide perimeter security multiple times per day. Lights and sirens, emergency generator operations.

As far as this project goes, I am ok with the plans, but would suggest notice be made to the above stated items for future reference and request any fencing requirements be made to not allow easy traversing over from one side to the other either direction.

Thank you. Dave

Sheriff David Robinson



County of Kings
 1444 W. Lacey Blvd
 Hanford, CA. 93230
 559-584-1431 ext. 2795

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipients(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication. Kings County Sheriff's Office.

Attachment: Exhibit G - Environmental Assessment (Tentative Tract 924 and Planned Unit Development No. 2017-01)



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



November 27, 2017

Gabrielle de Silva
City of Hanford
317 N. Douty Street
Hanford, CA 93230

Project: Tentative Tract 924 and Planned Unit Development No. 2017-01

District CEQA Reference No: 182-20170001

Dear Ms. de Silva:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of single family with a total of 26 dwelling units (Project), located at South of Greenfield Avenue at the end of Fitzgerald Lane (APN 010-320-115). in Hanford, CA. The District offers the following comments:

1. Significance Impact for Criteria Pollutants - The Project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that Project specific criteria pollutant emissions would have no significant adverse impact on air quality.
2. District Rule 9510 (Indirect Source Review) - At full build-out, the Project will not be equal to or exceed 50 residential dwelling units. Therefore, the Project is not subject to District Rule 9510.

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

Sayed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org

www.healthyairliving.com

Attachment: Exhibit G - Environmental Assessment (Tentative Tract 924 and Planned Unit Development No. 2017-01)

3. Regulation VIII (Fugitive PM10 Prohibitions) - The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021 - Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm
4. Other District Rules and Regulations - The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888 or e-mail SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.
 - a. Cleaner Off-Road Construction Equipment - This measure is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.
 - b. Improve Walkability Design - This measure is to improved 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 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 (VERA) - 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. 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 call the District's Technical Services staff at (559) 230-6000 or e-mail ceqa@valleyair.org. When calling or emailing the District, please reference District CEQA number 182-20170001 .

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

Hanford Elementary School District

November 28, 2017



714 N. White Street
P.O. Box 1067
Hanford, CA 93232

(559) 585-3600

Superintendent
Joy C. Gabler

Governing Board
Robert "Bobby" Garcia
Jeff Garner
Lupe Hernandez
Timothy L. Revious
Greg Strickland

Gabrielle de Silva
Community Development Department
City of Hanford
317 N. Douty Street
Hanford, CA 93230

Dear Ms. de Silva,

I received the **Vesting Tentative Tract 924, Planned Unit Development No. 2017-01**. The children living in the proposed project area in grades K – 6 would be in the Simas Elementary School area of attendance and children in grades 7 - 8 would be in the Woodrow Wilson Junior High School area of attendance.

Student enrollment at current Hanford Elementary School District schools is over capacity. The District must build additional schools if new residential development continues. The District currently has no future school sites. While we do approve the Vesting Tentative Tract No. 924, Planned Unit Development No. 2017-01 we respectfully request the City of Hanford to consider schools in the approval of future development.

If you have questions, please don't hesitate to call me at (559) 585-3628.

Sincerely,

Gerry Mulligan,
Director of Facilities and District Operations

GM:jb



Attachment: Exhibit G - Environmental Assessment (Tentative Tract 924 and Planned Unit Development No. 2017-01)

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 445-5868

FAX (559) 445-4088

TTY 711

www.dot.ca.gov



Serious drought.
Help save water!

December 11, 2017

06-KIN-198-R17.23

2135-IGR/CEQA

Vesting Tentative Tract 924

Planned Unit Development No. 2017-01

Ms. Gabrielle de Silva
City of Hanford Community Development
317 North Douty Street
Hanford, CA 93230

Dear Ms. Silva:

Thank you for the opportunity to review Vesting Tentative Tract 924 and Planned Unit Development No. 2017-01. The project proposes to subdivide a 4.19-acre parcel into 26 residential lots in a Low-Density Residential Zone District. The request also includes a deviation from Hanford Municipal Code standards to allow a 26-lot gated community with common areas, increased density, reduced setbacks, and reduced street width. The project is located south of Greenfield Avenue at the end of Fitzgerald Lane, approximately 1 mile north of the State Route (SR) 198 and 12th Avenue interchange.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Based on the information provided, Caltrans has the *following comment* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Per the Kings County Regional Bicycle Plan, Greenfield Avenue appears to be a Class II Bike Route along the project frontage. 12th Avenue appears to be a Class III Bike Route.

Caltrans seeks to reduce new vehicle miles traveled and therefore recommends the project proponent explore appropriate measures to minimize or mitigate transportation impacts through smart mobility and multimodal design by improving pedestrian, bike, and transit services or infrastructure.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Attachment: Exhibit G - Environmental Assessment (Tentative Tract 924 and Planned Unit Development No. 2017-01)

Ms. Silva
December 11, 2017
Page 2

If you have any questions, please feel free to contact Kevin Lum, Transportation Planner, at (559) 488-4260.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Navarro', with a large, stylized loop at the end.

Michael Navarro, Acting Chief
Transportation Planning - South

Tentative Tract 924 and Planned Unit Development No. 2017-01
Mitigation Measures
Mitigated Negative Declaration 2017-13

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project may potentially substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant develops the project consistent with the approved elevations for the project.	Developer
MM Aesthetics 2	The project could potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the physical development of the project site would be subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan? The project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non attainment under an applicable federal or state ambient air quality	That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District

	standard?		
MM Air Quality 2:	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project proponent is subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm .	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe
GEOLOGY AND SOILS			
MM Geology 1:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction.	That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards

MM Geology 2:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - landslides.	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The physical development of the project site would be required to comply with applicable federal, state, and local regulations related to hazardous materials.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially 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	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

	off-site?		
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration 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?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	
NOISE			
MM Noise 1:	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?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public	The project may result in substantial adverse	The project will be subject to fire impact fees.	Developer to pay

Facilities 1:	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)		
MM Public Facilities 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to police impact fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will be subject to School Impact Fees.	Developer to pay
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical	That the development is required to pay Park Impact fees.	City to require; developer to provide or pay

	deterioration of the facility would occur or be accelerated?		
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the development is required to implement water conservation measures	City to require and ensure compliance; developer and future occupants to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statutes related to solid waste?	That the development is required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

Tentative Tract 924 and Planned Unit Development 2017-01

San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	26.00	Dwelling Unit	8.44	46,800.00	82

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	7			Operational Year	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - no demo required

Demolition -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	1/12/2018	2/9/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	1/27/2018
tblProjectCharacteristics	OperationalYear	2014	2019
tblWoodstoves	NumberCatalytic	8.44	0.00
tblWoodstoves	NumberNoncatalytic	8.44	0.00

2.0 Emissions Summary

2.1 Overall Construction**Unmitigated 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																
2018	0.3398	3.0224	2.3575	3.5100e-003	0.1674	0.1872	0.3546	0.0865	0.1754	0.2618	0.0000	309.2955	309.2955	0.0756	0.0000	310.8828
2019	0.4795	0.3698	0.3368	5.4000e-004	2.2300e-003	0.0216	0.0239	6.0000e-004	0.0203	0.0209	0.0000	47.0509	47.0509	0.0121	0.0000	47.3039
Total	0.8193	3.3922	2.6943	4.0500e-003	0.1697	0.2088	0.3785	0.0871	0.1956	0.2827	0.0000	356.3464	356.3464	0.0876	0.0000	358.1867

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																
2018	0.3398	3.0224	2.3575	3.5100e-003	0.1674	0.1872	0.3546	0.0865	0.1754	0.2618	0.0000	309.2952	309.2952	0.0756	0.0000	310.8825
2019	0.4795	0.3698	0.3368	5.4000e-004	2.2300e-003	0.0216	0.0239	6.0000e-004	0.0203	0.0209	0.0000	47.0508	47.0508	0.0121	0.0000	47.3039
Total	0.8193	3.3922	2.6942	4.0500e-003	0.1697	0.2088	0.3785	0.0871	0.1956	0.2827	0.0000	356.3460	356.3460	0.0876	0.0000	358.1863
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational Unmitigated Operational

	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					
Area	0.2338	2.2500e-003	0.1941	1.0000e-005		1.8500e-003	1.8500e-003		1.8400e-003	1.8400e-003	0.0000	11.5787	11.5787	5.3000e-004	2.1000e-004	11.6538
Energy	4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	96.7905	96.7905	3.3500e-003	1.2800e-003	97.2587
Mobile	0.1849	0.6747	2.2008	4.8600e-003	0.2731	0.0103	0.2834	0.0734	9.4600e-003	0.0828	0.0000	366.9077	366.9077	0.0109	0.0000	367.1362
Waste						0.0000	0.0000		0.0000	0.0000	6.2623	0.0000	6.2623	0.3701	0.0000	14.0342
Water						0.0000	0.0000		0.0000	0.0000	0.5374	3.6927	4.2302	0.0554	1.3400e-003	5.8078
Total	0.4228	0.7125	2.4100	5.1000e-003	0.2731	0.0150	0.2881	0.0734	0.0142	0.0876	6.7997	478.9696	485.7693	0.4402	2.8300e-003	495.8907

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
	tons/yr										MT/yr					
Area	0.2338	2.2500e-003	0.1941	1.0000e-005		1.8500e-003	1.8500e-003		1.8400e-003	1.8400e-003	0.0000	11.5787	11.5787	5.3000e-004	2.1000e-004	11.6538
Energy	4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	96.7905	96.7905	3.3500e-003	1.2800e-003	97.2587
Mobile	0.1849	0.6747	2.2008	4.8600e-003	0.2731	0.0103	0.2834	0.0734	9.4600e-003	0.0828	0.0000	366.9077	366.9077	0.0109	0.0000	367.1362
Waste						0.0000	0.0000		0.0000	0.0000	6.2623	0.0000	6.2623	0.3701	0.0000	14.0342
Water						0.0000	0.0000		0.0000	0.0000	0.5374	3.6927	4.2302	0.0554	1.3400e-003	5.8070
Total	0.4228	0.7125	2.4100	5.1000e-003	0.2731	0.0150	0.2881	0.0734	0.0142	0.0876	6.7997	478.9696	485.7693	0.4402	2.8300e-003	495.8898

3.0 Construction Detail

Construction Phase

	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	12/31/2017	5	0	
2	Site Preparation	Site Preparation	1/27/2018	2/9/2018	5	10	
3	Grading	Grading	2/10/2018	3/9/2018	5	20	
4	Building Construction	Building Construction	3/10/2018	1/25/2019	5	230	
5	Paving	Paving	1/26/2019	2/22/2019	5	20	
6	Architectural Coaling	Architectural Coaling	2/23/2019	3/22/2019	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 94,770; Residential Outdoor: 31,590; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

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
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	9.00	3.00	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	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2018

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0215	0.2280	0.1812	2.0000e-004		0.0118	0.0118	0.0109	0.0109	0.0109	0.0000	17.8705	17.8705	5.5600e-003	0.0000	17.9873
Total	0.0215	0.2280	0.1812	2.0000e-004	0.0903	0.0118	0.1022	0.0497	0.0109	0.0605	0.0000	17.8705	17.8705	5.5600e-003	0.0000	17.9873

3.3 Site Preparation - 2018

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	2.6000e-004	3.4000e-004	3.3200e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5969	0.5969	3.0000e-005	0.0000	0.5975
Total	2.6000e-004	3.4000e-004	3.3200e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5969	0.5969	3.0000e-005	0.0000	0.5975

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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0215	0.2280	0.1812	2.0000e-004		0.0118	0.0118	0.0109	0.0109	0.0109	0.0000	17.8705	17.8705	5.5600e-003	0.0000	17.9873
Total	0.0215	0.2280	0.1812	2.0000e-004	0.0903	0.0118	0.1022	0.0497	0.0109	0.0605	0.0000	17.8705	17.8705	5.5600e-003	0.0000	17.9873

3.3 Site Preparation - 2018

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	2.6000e-004	3.4000e-004	3.3200e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5969	0.5969	3.0000e-005	0.0000	0.5975
Total	2.6000e-004	3.4000e-004	3.3200e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5969	0.5969	3.0000e-005	0.0000	0.5975

3.4 Grading - 2018

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					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0300	0.3107	0.2400	3.0000e-004		0.0172	0.0172	0.0158	0.0158	0.0158	0.0000	27.1530	27.1530	8.4500e-003	0.0000	27.3305
Total	0.0300	0.3107	0.2400	3.0000e-004	0.0655	0.0172	0.0827	0.0337	0.0158	0.0495	0.0000	27.1530	27.1530	8.4500e-003	0.0000	27.3305

3.4 Grading - 2018

Unmitigated Construction Off-Site

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	
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	4.4000e-004	5.7000e-004	5.5300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9948	0.9948	5.0000e-005	0.0000	0.9958	
Total	4.4000e-004	5.7000e-004	5.5300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9948	0.9948	5.0000e-005	0.0000	0.9958	

Mitigated Construction On-Site

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	
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	0.0300	0.3107	0.2400	3.0000e-004		0.0172	0.0172	0.0158	0.0158	0.0158	0.0000	27.1529	27.1529	8.4500e-003	0.0000	27.3304	
Total	0.0300	0.3107	0.2400	3.0000e-004	0.0655	0.0172	0.0827	0.0337	0.0158	0.0495	0.0000	27.1529	27.1529	8.4500e-003	0.0000	27.3304	

3.4 Grading - 2018

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	4.4000e-004	5.7000e-004	5.5300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9948	0.9948	5.0000e-005	0.0000	0.9958
Total	4.4000e-004	5.7000e-004	5.5300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9948	0.9948	5.0000e-005	0.0000	0.9958

3.5 Building Construction - 2018

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	0.2816	2.4540	1.8497	2.8300e-003		0.1577	0.1577	0.1482	0.1482	0.1482	0.0000	249.7920	249.7920	0.0611	0.0000	251.0757
Total	0.2816	2.4540	1.8497	2.8300e-003		0.1577	0.1577	0.1482	0.1482	0.1482	0.0000	249.7920	249.7920	0.0611	0.0000	251.0757

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

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
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
Vendor	3.3200e-003	0.0251	0.0428	7.0000e-005	2.0600e-003	4.3000e-004	2.4900e-003	5.9000e-004	3.9000e-004	9.8000e-004	0.0000	6.5913	6.5913	5.0000e-005	0.0000
Worker	2.7800e-003	3.5900e-003	0.0350	9.0000e-005	7.5900e-003	6.0000e-005	7.6500e-003	2.0200e-003	5.0000e-005	2.0700e-003	0.0000	6.2971	6.2971	3.1000e-004	0.0000
Total	6.1000e-003	0.0287	0.0778	1.6000e-004	9.6500e-003	4.9000e-004	0.0101	2.6100e-003	4.4000e-004	3.0500e-003	0.0000	12.8884	12.8884	3.6000e-004	0.0000

Mitigated Construction On-Site

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
Off-Road	0.2816	2.4540	1.8497	2.8300e-003		0.1577	0.1577		0.1482	0.1482	0.0000	249.7917	249.7917	0.0611	0.0000
Total	0.2816	2.4540	1.8497	2.8300e-003		0.1577	0.1577		0.1482	0.1482	0.0000	249.7917	249.7917	0.0611	0.0000

3.5 Building Construction - 2018

Mitigated Construction Off-Site

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
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	3.3200e-003	0.0251	0.0428	7.0000e-005	2.0600e-003	4.3000e-004	2.4900e-003	5.9000e-004	3.9000e-004	9.8000e-004	0.0000	6.5913	6.5913	5.0000e-005	0.0000	6.5925
Worker	2.7800e-003	3.5900e-003	0.0350	9.0000e-005	7.5900e-003	6.0000e-005	7.6500e-003	2.0200e-003	5.0000e-005	2.0700e-003	0.0000	6.2971	6.2971	3.1000e-004	0.0000	6.3035
Total	6.1000e-003	0.0287	0.0778	1.6000e-004	9.6500e-003	4.9000e-004	0.0101	2.6100e-003	4.4000e-004	3.0500e-003	0.0000	12.8884	12.8884	3.6000e-004	0.0000	12.8960

3.5 Building Construction - 2019

Unmitigated Construction On-Site

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	
Off-Road	0.0223	0.1992	0.1626	2.5000e-004		0.0122	0.0122	0.0115	0.0115	0.0115	0.0000	22.2417	22.2417	5.4100e-003	0.0000	22.3553	
Total	0.0223	0.1992	0.1626	2.5000e-004		0.0122	0.0122	0.0115	0.0115	0.0115	0.0000	22.2417	22.2417	5.4100e-003	0.0000	22.3553	

3.5 Building Construction - 2019

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	2.6000e-004	2.0500e-003	3.5600e-003	1.0000e-005	1.9000e-004	4.0000e-005	2.2000e-004	5.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.5831	0.5831	0.0000	0.0000	0.5832
Worker	2.3000e-004	2.9000e-004	2.8400e-003	1.0000e-005	6.8000e-004	0.0000	6.9000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5466	0.5466	3.0000e-005	0.0000	0.5471
Total	4.9000e-004	2.3400e-003	6.4000e-003	2.0000e-005	8.7000e-004	4.0000e-005	9.1000e-004	2.3000e-004	3.0000e-005	2.8000e-004	0.0000	1.1297	1.1297	3.0000e-005	0.0000	1.1304
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	0.0223	0.1992	0.1626	2.5000e-004		0.0122	0.0122		0.0115	0.0115	0.0000	22.2416	22.2416	5.4100e-003	0.0000	22.3553
Total	0.0223	0.1992	0.1626	2.5000e-004		0.0122	0.0122		0.0115	0.0115	0.0000	22.2416	22.2416	5.4100e-003	0.0000	22.3553
MT/yr																

3.5 Building Construction - 2019**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	2.6000e-004	2.0500e-003	3.5600e-003	1.0000e-005	1.9000e-004	4.0000e-005	2.2000e-004	5.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.5831	0.5831	0.0000	0.0000	0.5832
Worker	2.3000e-004	2.9000e-004	2.8400e-003	1.0000e-005	6.8000e-004	0.0000	6.9000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5466	0.5466	3.0000e-005	0.0000	0.5471
Total	4.9000e-004	2.3400e-003	6.4000e-003	2.0000e-005	8.7000e-004	4.0000e-005	9.1000e-004	2.3000e-004	3.0000e-005	2.8000e-004	0.0000	1.1297	1.1297	3.0000e-005	0.0000	1.1304

3.6 Paving - 2019**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	0.0143	0.1494	0.1437	2.2000e-004		8.0900e-003	8.0900e-003		7.4500e-003	7.4500e-003	0.0000	20.0395	20.0395	6.3400e-003	0.0000	20.1726
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0143	0.1494	0.1437	2.2000e-004		8.0900e-003	8.0900e-003		7.4500e-003	7.4500e-003	0.0000	20.0395	20.0395	6.3400e-003	0.0000	20.1726

3.6 Paving - 2019

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	4.0000e-004	5.1000e-004	4.9900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9589	0.9589	5.0000e-005	0.0000	0.9599
Total	4.0000e-004	5.1000e-004	4.9900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9589	0.9589	5.0000e-005	0.0000	0.9599

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	0.0143	0.1494	0.1437	2.2000e-004		8.0900e-003	8.0900e-003	7.4500e-003		7.4500e-003	0.0000	20.0394	20.0394	6.3400e-003	0.0000	20.1726
Paving	0.0000					0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0143	0.1494	0.1437	2.2000e-004		8.0900e-003	8.0900e-003	7.4500e-003		7.4500e-003	0.0000	20.0394	20.0394	6.3400e-003	0.0000	20.1726

3.6 Paving - 2019

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	4.0000e-004	5.1000e-004	4.9900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9589	0.9589	5.0000e-005	0.0000	0.9599
Total	4.0000e-004	5.1000e-004	4.9900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9589	0.9589	5.0000e-005	0.0000	0.9599

3.7 Architectural Coating - 2019

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	0.4393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5578
Total	0.4419	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5578

3.7 Architectural Coating - 2019 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	5.0000e-005	7.0000e-005	6.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1279	0.1279	1.0000e-005	0.0000	0.1280
Total	5.0000e-005	7.0000e-005	6.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1279	0.1279	1.0000e-005	0.0000	0.1280

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	0.4393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5578
Total	0.4419	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5578

3.7 Architectural Coating - 2019**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	5.0000e-005	7.0000e-005	6.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1279	0.1279	1.0000e-005	0.0000	0.1280
Total	5.0000e-005	7.0000e-005	6.6000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1279	0.1279	1.0000e-005	0.0000	0.1280

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

	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	0.1849	0.6747	2.2008	4.8600e-003	0.2731	0.0103	0.2834	0.0734	9.4600e-003	0.0828	0.0000	366.9077	366.9077	0.0109	0.0000	367.1362
Unmitigated	0.1849	0.6747	2.2008	4.8600e-003	0.2731	0.0103	0.2834	0.0734	9.4600e-003	0.0828	0.0000	366.9077	366.9077	0.0109	0.0000	367.1362

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Single Family Housing	248.82	262.08	228.02	717,913	717,913
Total	248.82	262.08	228.02	717,913	717,913

4.3 Trip Type Information

	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
Land Use									
Single Family Housing	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.410451	0.062677	0.156337	0.175823	0.050909	0.007832	0.019714	0.103223	0.001781	0.001574	0.006464	0.000909	0.002306

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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																
Electricity Mitigated						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	55.5941	55.5941	2.5600e-003	5.3000e-004	55.8117
Electricity Unmitigated						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	55.5941	55.5941	2.5600e-003	5.3000e-004	55.8117
NaturalGas Mitigated	4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003	2.8800e-003	2.8800e-003	2.8800e-003	0.0000	41.1963	41.1963	7.9000e-004	7.6000e-004	41.4470
NaturalGas Unmitigated	4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003	2.8800e-003	2.8800e-003	2.8800e-003	0.0000	41.1963	41.1963	7.9000e-004	7.6000e-004	41.4470

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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		
Land Use	kBTU/yr	tons/yr																MT/yr	
Single Family Housing	771990	4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.1963	41.1963	7.9000e-004	7.6000e-004	41.4470		
Total		4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.1963	41.1963	7.9000e-004	7.6000e-004	41.4470		

5.2 Energy by Land Use - NaturalGas

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																	
MT/yr																	
Single Family Housing	771990	4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.1963	41.1963	7.9000e-004	7.6000e-004	41.4470
Total		4.1600e-003	0.0356	0.0151	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	41.1963	41.1963	7.9000e-004	7.6000e-004	41.4470

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Single Family Housing	194272	55.5941	2.5600e-003	5.3000e-004	55.8117
Total		55.5941	2.5600e-003	5.3000e-004	55.8117

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Single Family Housing	194272	55.5941	2.5600e-003	5.3000e-004	55.8117
Total		55.5941	2.5600e-003	5.3000e-004	55.8117

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.2338	2.2500e-003	0.1941	1.0000e-005		1.8500e-003	1.8500e-003		1.8400e-003	1.8400e-003	0.0000	11.5787	11.5787	5.3000e-004	2.1000e-004	11.6538
Unmitigated	0.2338	2.2500e-003	0.1941	1.0000e-005		1.8500e-003	1.8500e-003		1.8400e-003	1.8400e-003	0.0000	11.5787	11.5787	5.3000e-004	2.1000e-004	11.6538

Unmitigated

SubCategory	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	
Architectural Coaling	0.0439					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	0.1828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Hearth	1.1400e-003	0.0000	6.0000e-005	0.0000		7.9000e-004	7.9000e-004		7.8000e-004	7.8000e-004	0.0000	11.2634	11.2634	2.2000e-004	2.1000e-004	11.3319	
Landscaping	5.9400e-003	2.2500e-003	0.1940	1.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	0.3154	0.3154	3.1000e-004	0.0000	0.3219	
Total	0.2338	2.2600e-003	0.1941	1.0000e-005		1.8500e-003	1.8500e-003		1.8400e-003	1.8400e-003	0.0000	11.5787	11.5787	5.3000e-004	2.1000e-004	11.6538	

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
tons/yr																
MT/yr																
Consumer Products	0.1828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.1400e-003	0.0000	6.0000e-005	0.0000		7.9000e-004	7.9000e-004		7.8000e-004	7.8000e-004	0.0000	11.2634	11.2634	2.2000e-004	2.1000e-004	11.3319
Landscaping	5.9400e-003	2.2500e-003	0.1940	1.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	0.3154	0.3154	3.1000e-004	0.0000	0.3219
Architectural Coating	0.0439					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.2338	2.2500e-003	0.1941	1.0000e-005		1.8500e-003	1.8500e-003		1.8400e-003	1.8400e-003	0.0000	11.5787	11.5787	5.3000e-004	2.1000e-004	11.6538

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
MT/yr				
Mitigated	4.2302	0.0554	1.3400e-003	5.8070
Unmitigated	4.2302	0.0554	1.3400e-003	5.8078

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1 694 / 1 06796	4 2302	0 0554	1 3400e-003	5 8078
Total		4.2302	0.0554	1.3400e-003	5.8078

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1 694 / 1 06796	4 2302	0 0554	1 3400e-003	5 8070
Total		4.2302	0.0554	1.3400e-003	5.8070

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.2623	0.3701	0.0000	14.0342
Unmitigated	6.2623	0.3701	0.0000	14.0342

8.2 Waste by Land UseUnmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	30.85	6.2623	0.3701	0.0000	14.0342
Total		6.2623	0.3701	0.0000	14.0342

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	30.85	6.2623	0.3701	0.0000	14.0342
Total		6.2623	0.3701	0.0000	14.0342

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET

RECEIVED JAN 08 2018



MAYOR
DAVID G. AYERS
VICEMAYOR
SUE SORENSEN
COUNCIL MEMBERS
MARTIN DEVINE
FRANCISCO RAMIREZ
JUSTIN MENDES
CITY MANAGER
DARREL L. PYLE
CITY ATTORNEY
ROBERT M. DOWD

December 19, 2017

PROJECT REVIEW - CONSULTATION NOTICE

For: Tentative Tract 924 and Planned Unit Development No. 2017-01

The Community Development Department of the City of Hanford is requesting your comments regarding Tentative Tract 924 and Planned Unit Development No. 2017-01:

Project Description

Vesting Tentative Tract Map 924: A request to subdivide a 4.19-acre parcel into 26 residential lots in the R-L-12 Low-Density Residential Zone District with a Planned Unit Development overlay.

Planned Unit Development No. 2017-01: A request to deviate from the standards of the Hanford Municipal Code for the R-L-12 Low-Density Residential Zone District to allow a 26-lot gated community with common open space areas, increased density, reduced setbacks, and a reduced street width.

The project is located south of Greenfield Avenue at the intersection of Fitzgerald Lane (APN 010-320-115).

Based on an Initial Study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment with the incorporation of mitigation measures. A Mitigated Negative Declaration has been prepared for the project. A public hearing pertaining to the project will be held by the City of Hanford Planning Commission on January 9, 2018 at 7:00 p.m. in the Council Chambers of the Civic Auditorium, 400 N. Douty Street. You may review the Mitigated Negative Declaration, Initial Study, mitigation measures, reference material and any comments received on the Mitigated Negative Declaration at City of Hanford, 317 N. Douty Street, Hanford, CA 93230.

Recommendations or suggestions for changes or mitigation measures requested by agencies having jurisdiction by law over natural resources affected by the project must be accompanied by a proposed reporting or monitoring program for those changes or measures in accordance with Public Resources Code Section 21081.6. It is requested that your comments, if any, be transmitted to this office by January 3, 2018 via mail to the address above or emailed to gdesilva@cityofhanfordca.com. Failure to comment will indicate approval of the project and no additional information will be sent to you. If you have any questions or concerns regarding this project please call me at (559) 585-2580.

Sincerely,

COMMUNITY DEVELOPMENT DEPARTMENT

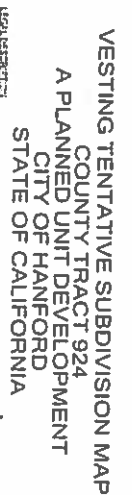
Gabrielle de Silva

Gabrielle de Silva, Associate Planner

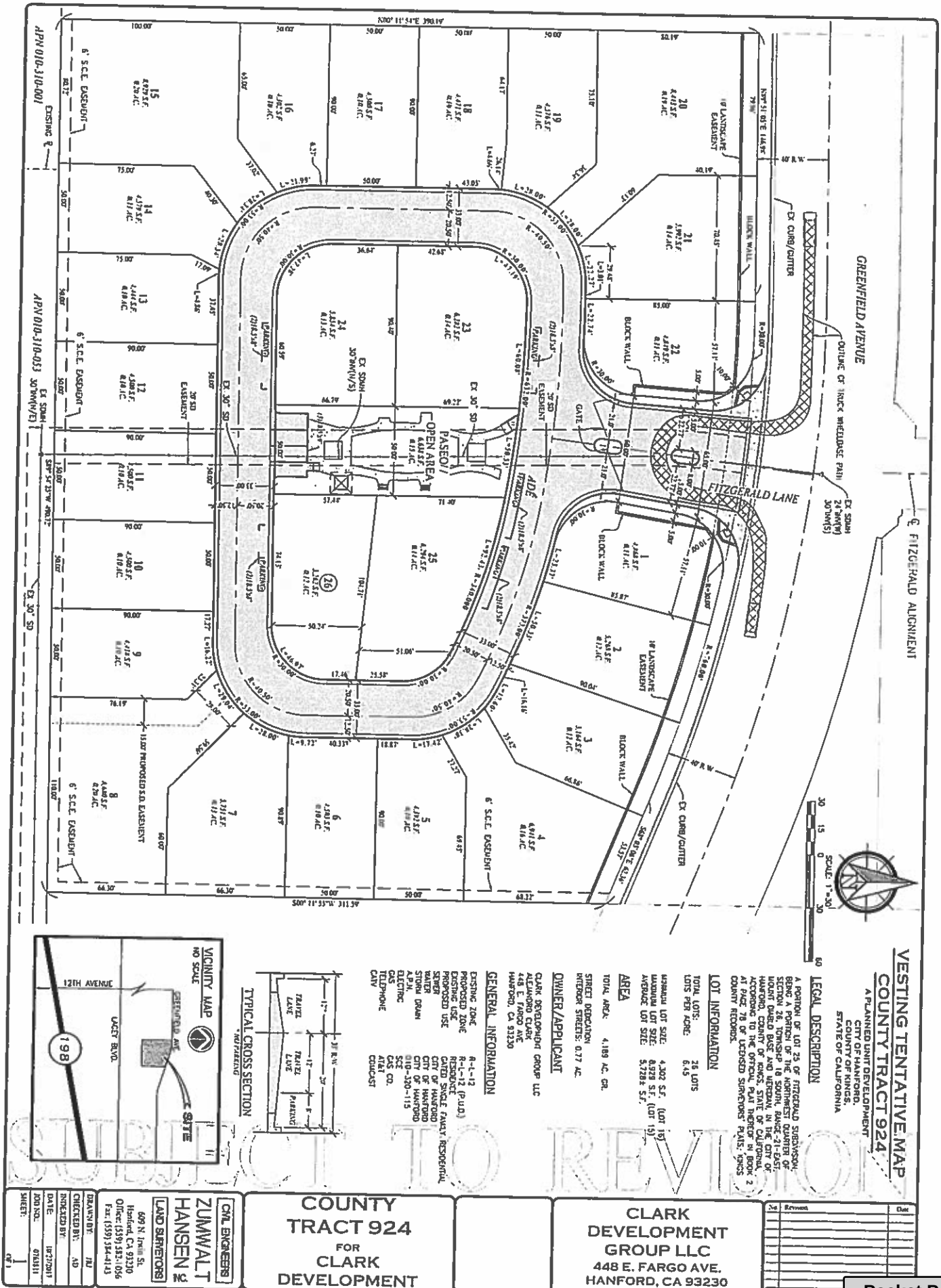
I ☒ do ☐ do not have comments regarding this Project

Mark Pedreiro *KART* *1/3/18*
Signature Agency Date

KART WOULD LIKE CONSIDERATION FOR A BUS STOP. A SECTION OF SIDEWALK 7' WIDE FROM CURB TO BACK OF SIDEWALK, AT 7'x8' WE CAN FIT A SIGN + BENCH + MEET 4' CLEARANCE.



T-SQUARED ARCHITECTS
2555W. SAN JOSE AVE
FRESNO, CA 93711
559-222-3992





AGENDA STAFF REPORT

MEETING DATE: 1/9/2018

AGENDA SECTION:

SUBJECT:

Finding of General Plan Consistency for the sale of two portions of APN 011-090-004 located at the northwest corner of 12th and Woodland Drive and finding of ambiguity clarification pertaining to land use and zoning on the two remnant properties.

1RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Find that in accordance with Section 17.06.050(B) and (D), that where the boundary line for the future fire station property will be relocated, the remnant portions are determined to be the same land use designation and zone designation as the adjacent property as follows:
 - a. Property 1: Land Use - Neighborhood Commercial; Zoning - NC
 - b. Property 2: Land Use - Medium Density Residential; Zoning - RM-2
2. Find the sale of the two remnant properties consistent with the 2035 General Plan, in accordance with Government Code Section 65402.

RECOMMENDED MOTION

I move to approve Resolution 18-01 making the following findings:

1. That in accordance with Section 17.06.050, the Planning Commission determines that where the boundary line will be relocated, the remnant properties will be designated the adjacent land use and zoning.
2. That the sale of two remnant portions of APN 011-090-004 is consistent with the General Plan, in accordance with Government Code Section 65402.

BACKGROUND

On December 5, 2017 the City Council of the City of Hanford initiated the process of declaring two remnant portions of the parcel located at the northwest corner of 12th and Woodland Drive as surplus. The parcel is the site of the future fire station. The two remnant properties are not needed for the development of the fire station. Property 1 as shown on the attached map, is not developable as a stand alone parcel and is proposed to be sold to the adjacent property owner to the north. Property 2 will be processed as surplus and offered to other public agencies and if there are no interested agencies, will be auctioned off.

The Zoning Ordinance contains Section 17.06.050 that allows for the Planning Commission to make an interpretation of the Zoning Map when there is an ambiguity. In this circumstance the entire parcel is zoned PF or Public Facility. Once the property line moves there will be a strip of public facility on the north and west sides that does not follow a property line. Staff is recommending that the Planning Commission consider the circumstances, the location on the zone map, the purposes and objectives of the zoning ordinance and the applicable policies in the General Plan and determine that the land use and zoning follow the future property lines. Exhibits have been provided to show the existing land use and zoning and future land use and zoning.

California Government Code Section 65402 requires that the disposition of real property that was originally acquired by the City for a public purpose be reviewed by the Planning Commission for determination as to whether the sale conforms to the City's adopted General Plan.

FISCAL IMPACT:

ATTACHMENTS:

Resolution 18-01

Exhibit - Property Aerial, GP and Zoning

RESOLUTION NO. 2018-01

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
HANFORD DECLARING A FINDING OF GENERAL PLAN
CONSISTENCY FOR THE SALE OF TWO PORTIONS OF APN 011-090-
004 LOCATED AT THE NORTHWEST CORNER OF 12TH AND
WOODLAND DRIVE AND FINDING OF AMBIGUITY CLARIFICATION
PERTAINING TO LAND USE AND ZONING ON THE TWO REMNANT
PROPERTIES..**

At regular meeting of the Planning Commission of the City of Hanford duly called and held on January 9, 2018, it was moved by Commissioner _____, and seconded by Commissioner _____, and carried that the following resolution be adopted:

WHEREAS, Property 1 and 2, as shown on the attached Exhibit, of the property located at the northwest corner of 12th Avenue and Woodland Drive (APN 011-090-004) were purchased for a future fire station and after the design of the fire station, both Property 1 and 2 are not needed or required for public purpose; and,

WHEREAS, the State of California Government Code Sections 54220 to 54232 establish requirements for the disposition of surplus land owned by local agencies, including but not limited to a local agency's responsibility to make written offers to sell the property to various state, county and local entities and a local agency's right to sell the property at fair market value.

WHEREAS, in accordance with the State of California Government Code 65402 the Planning Commission is required to find the disposition of real property is consistent with the Hanford General Plan; and,

WHEREAS, in accordance with Section 17.06.050, the Planning Commission may determine that where the boundary line will be relocated, the remnant properties will be designated the adjacent land use and zoning.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds the following:

1. Find that in accordance with Section 17.06.050(B) and (D), that where the boundary line for the future fire station property will be relocated, the remnant portions are determined to be the same land use designation and zone designation as the adjacent property as follows:
 - a. Property 1: Land Use - Neighborhood Commercial; Zoning - NC
 - b. Property 2: Land Use - Medium Density Residential; Zoning - RM-2
2. Find the sale of the two remnant properties consistent with the 2035 General Plan, in accordance with Government Code Section 65402.

Passed and Adopted at a regular meeting of the Planning Commission of the City of Hanford held on January 9, 2018, by the following vote:

AYES:	Council Member	_____
NOES:	Council Member	_____
ABSTAIN:	Council Member	_____
ABSENT:	Council Member	_____

ATTEST: _____

PROPERTY 1 & 2 APN 011-090-004

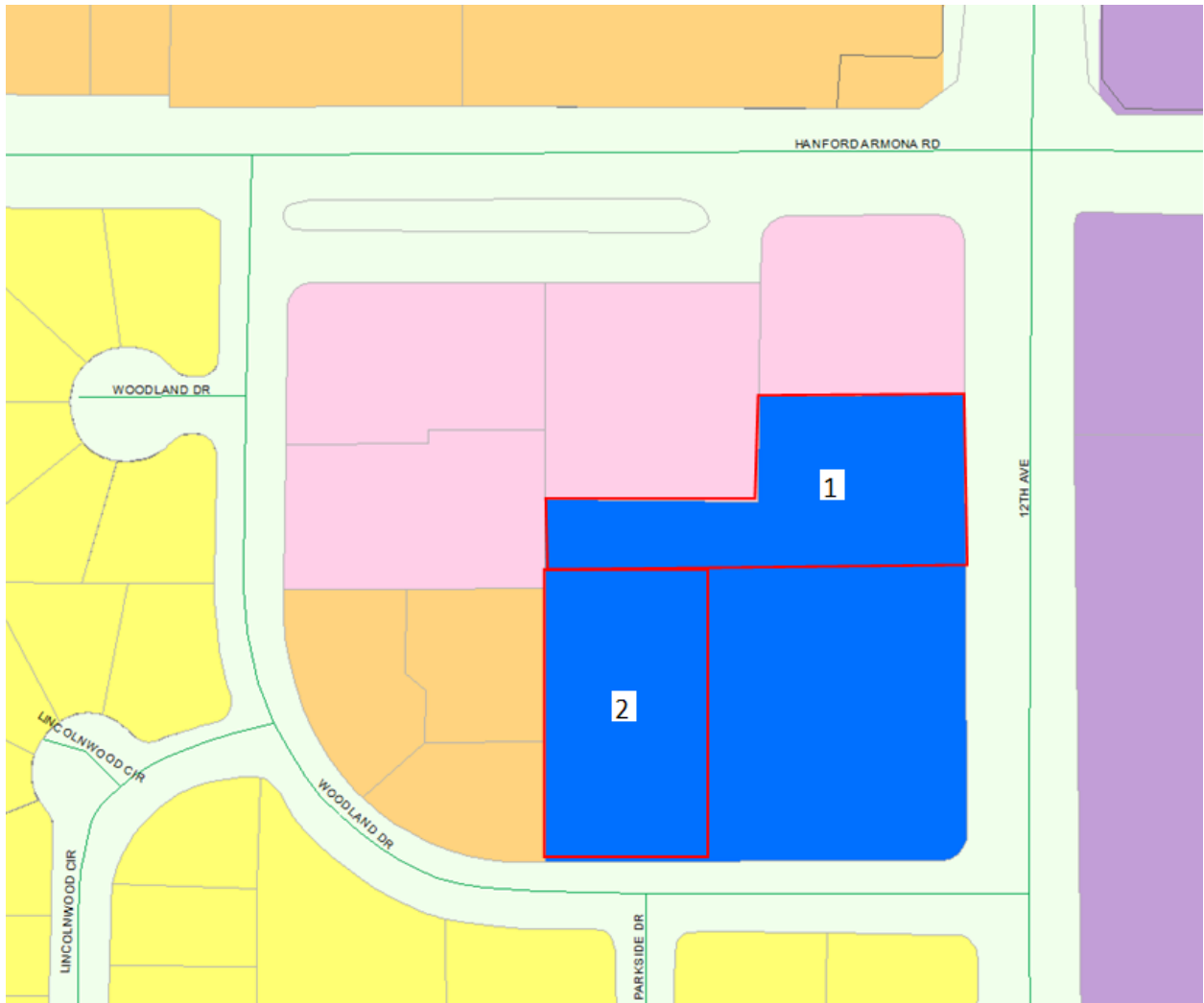
Site Aerial and Proposed Parcel Split



Attachment: Exhibit - Property Aerial, GP and Zoning (Finding of Conformity)

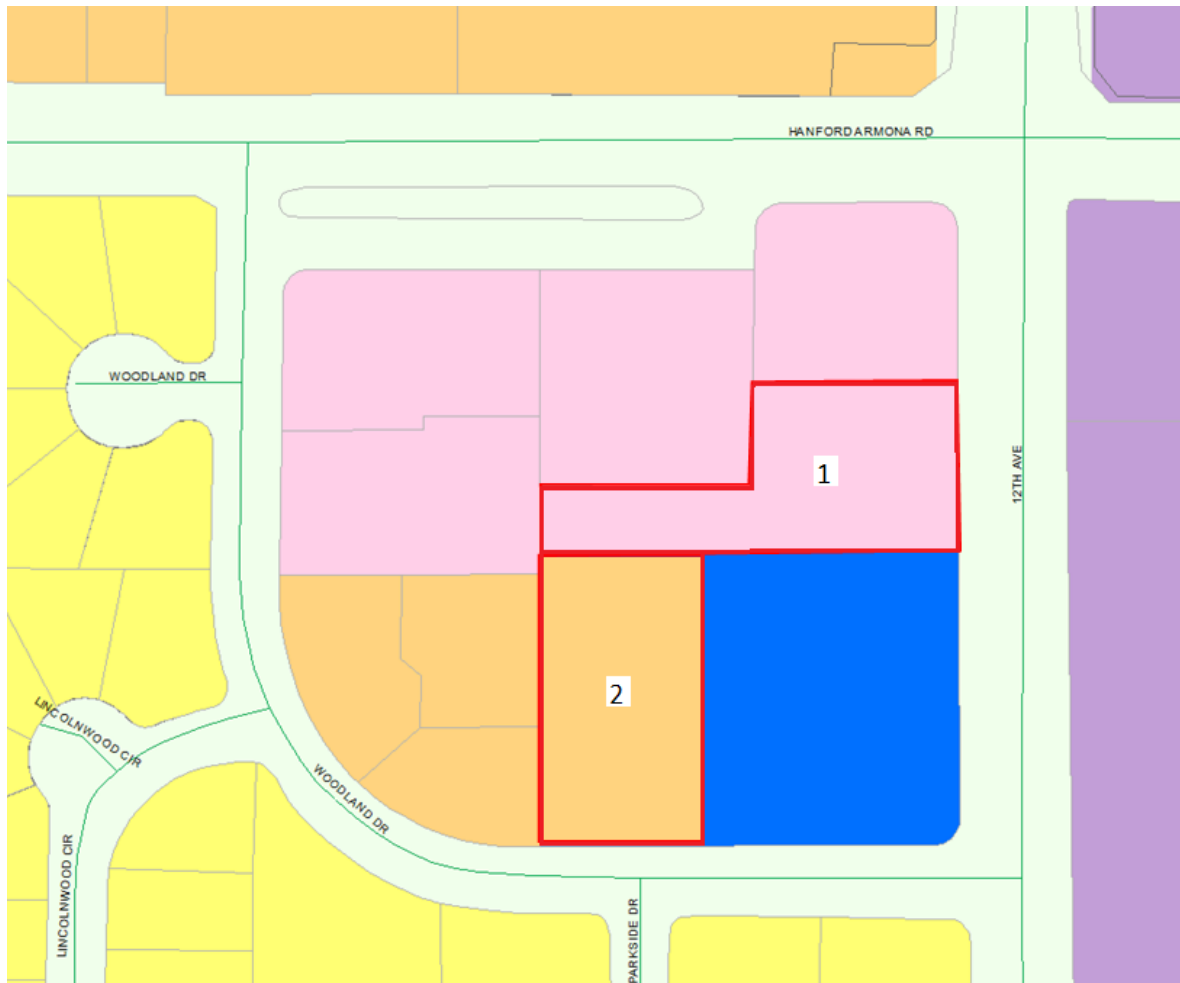
Existing General Plan Designation:

1. Public Facilities
2. Public Facilities



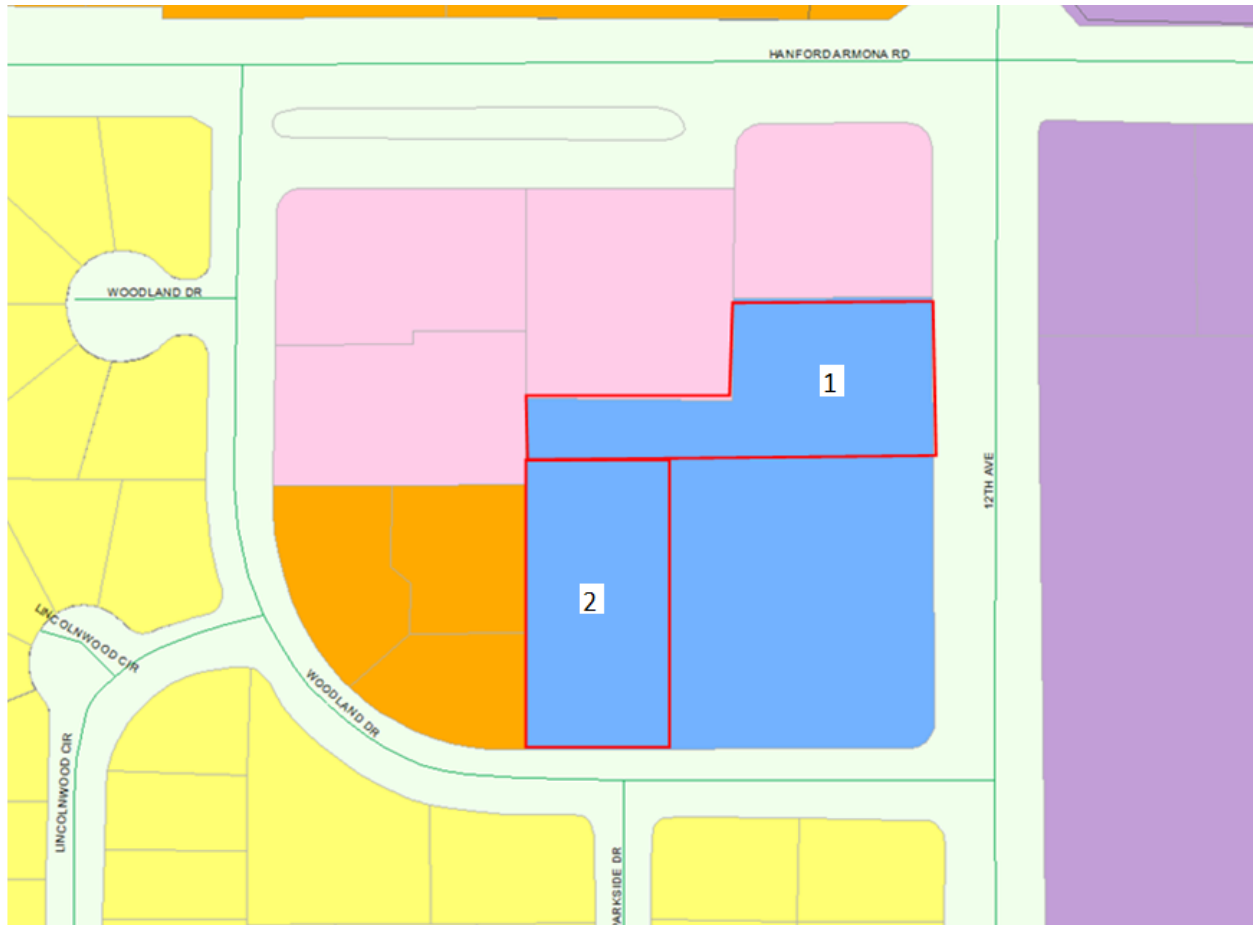
Proposed General Plan Designation:

1. Neighborhood Commercial
2. Medium-Density Residential



Existing Zoning:

1. PF Public Facility
2. PF Public Facility



Proposed Zoning:

1. C-N Neighborhood Commercial
2. R-M Medium-Density Residential

