

AGENDA

PLANNING COMMISSION

of the

CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, March 13, 2018

CALL TO ORDER

ROLL CALL

INVOCATION

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.*

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.

Approval of the February 13, 2018 Minutes

PUBLIC HEARING

Rezone No. 2017-04: A request to rezone approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential. Vesting Tentative Tract 922: A request to subdivide 49.64 acres into 194 residential lots in an area proposed to be zoned R-L-5 Low-Density Residential. Mitigated Negative Declaration No. 2018-03: request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. The project is located north of Stagecoach Drive and Mustang Drive, east of 13th Avenue, west of Centennial Drive (APN 009-030-135, -145, and -147).

GENERAL BUSINESS

Finding of General Plan Consistency for the sale of 16.96 acres zoned I-H (Heavy Industrial), located at the northeast corner of 11th Avenue and Energy Street. (APN 018-242-077)

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: 3/13/2018	AGENDA SECTION:
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SUBJECT:

Approval of the February 13, 2018 Minutes

RECOMMENDATION:

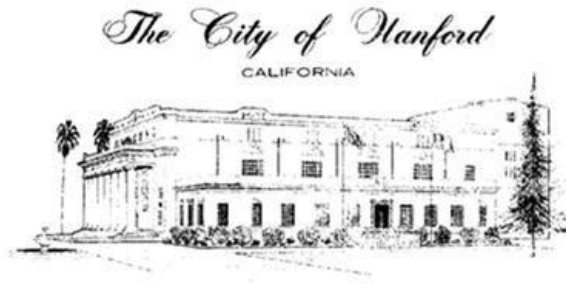
Approve the February 13, 2018 Minutes.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

02-13-18 PC Minutes



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, February 13, 2018

CALL TO ORDER

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		Present	
Jacob Sanchez		Present	

INVOCATION

Bryan Vickers, Worship Pastor, Koinonia Church

FLAG SALUTE

Commissioner HAM led the flag salute.

PUBLIC COMMENT

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There were no public 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.

Approval of the Minutes of the January 9, 2018 Meeting

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

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

PUBLIC HEARING

Vesting Tentative Tract 916: A request to subdivide 7.14 acres into 18 residential lots in the R-L-12 Low-Density Residential zone district. The project is located east of 12th Avenue, south of Bristol Lane (APN 009-050-024, -046, -047, and -063).

Chairperson PADEN opened the Public Hearing and called for the Staff Report. Associate Planner de Silva presented the staff report, recommended approval of the project, and invited questions of staff. There were no questions.

Chairperson PADEN opened Public Comment at 7:07 p.m.

FAVOR

Alex Dwiggins, of Zumwalt-Hansen, representing the developer, reviewed staff's findings, invited questions, and encouraged support of the project.

Developer Scott Daley, of Daley Homes, thanked staff and noted that Daley Homes has done business in Hanford for several years. They look forward to bringing more nice homes into the City. He invited questions and requested support of the project.

OPPOSED

Eddie Reed, neighbor to the project, was not opposed to building the houses. He was concerned about opening Bristol Lane from 12th to Fitzgerald, because it is an S-turn.

Dominic Massey, lives on Bristol, right next to the proposed wall. He is also concerned about the open traffic on that street. There are children in that area, and drivers speed through there. He feels that it will be unsafe if Bristol is open all the way through. He is not opposed to building the houses.

Chairperson PADEN closed Public Comment and opened questions of staff. Director Doyel answered questions regarding traffic calming measures and payment for street improvements.

Chairperson PADEN closed the Public Hearing at 7:17 p.m. and called for a motion.

Motion by Commissioner DOUGLAS, seconded by Commissioner SANCHEZ, to adopt Resolution 2018-05, approving Vesting Tentative Tract 916. Motion carried by the following roll call vote:

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

GENERAL BUSINESS

None.

DIRECTOR'S COMMENTS

Director Mata reported that the cannabis Conditional Use Permits will start coming before the Commission in the next couple months. City Council approved the Bicycle and Pedestrian Plan and the first phase of construction for the bicycle paths.

The Planners Institute will be April 4-6. She is checking to see if there are funds for that and asked that those who have already attended please allow those who have not to go. She asked that anyone interested in attending send her an email. She would like to send one or two commissioners, if possible.

COMMISSIONERS' ITEMS OF INTEREST

Commissioner HAM will attend a meeting in Lemoore February 14, regarding the Kings County Bicycle Plan.

Commissioner JOHNSTON asked what is being done outside the Bastille. Director Doyel responded that they are removing the bricks, which had become uneven and were causing trip hazards. They will be pouring concrete, which will be stamped and colored. It will also be thicker, to accommodate trucks.

Commissioner DOUGLAS noted that they started taking down the old firehouse today.

Chairperson PADEN reminded the Commissioners that Form 700's must be submitted to the City Clerk by April 2.

Director Mata mentioned that staff can provide a map to each of the new commissioners, showing 500' radius from properties they own or have interest in. Contact staff to request.

ADJOURNMENT

Chairperson PADEN adjourned the meeting at 7:25 p.m.

Respectfully submitted,

Diana Black
 Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 3/13/2018	AGENDA SECTION:
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SUBJECT:

Rezone No. 2017-04: A request to rezone approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential. Vesting Tentative Tract 922: A request to subdivide 49.64 acres into 194 residential lots in an area proposed to be zoned R-L-5 Low-Density Residential. Mitigated Negative Declaration No. 2018-03: request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. The project is located north of Stagecoach Drive and Mustang Drive, east of 13th Avenue, west of Centennial Drive (APN 009-030-135, -145, and -147).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report
Resolution No. 2018-06
Resolution No. 2018-07
Exhibit A - Vesting Tentative Tract 922
Exhibit B - Environmental
APN Information

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, March 13, 2018**

PROJECT: **Rezone No. 2017-04:** A request to rezone approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential.

Vesting Tentative Tract 922: A request to subdivide 49.64 acres into 194 residential lots in an area proposed to be zoned R-L-5 Low-Density Residential.

Mitigated Negative Declaration No. 2018-03: request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

LOCATION: The project is located north of Stagecoach Drive and Mustang Drive, east of 13th Avenue, and west of Centennial Drive (APN 009-030-135, -145, and -147).

PLANNER: Gabrielle de Silva, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission

1. Recommend adoption of Mitigated Negative Declaration No. 2018-03 for the project to the City Council.
2. Adopt Resolution No. 2018-06, recommending approval of Rezone No. 2017-04 to the City Council.
3. Adopt Resolution No. 2018-07, recommending approval of Vesting Tentative Tract 922 to the City Council.

RECOMMENDED MOTION

1. I move to recommend adoption of Mitigated Negative Declaration No. 2018-03 for the project to the City Council.
2. I move to adopt Resolution No. 2018-06, recommending approval of Rezone No. 2017-04 to the City Council.
3. I move to adopt Resolution No. 2018-07, recommending approval of Vesting Tentative Tract 922 to the City Council.

PROJECT DESCRIPTION

Rezone No. 2017-04

The project is a request to rezone approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential.

Vesting Tentative Tract 916

The project is a request to subdivide 49.64 acres into 194 residential lots in an area proposed to be zoned R-L-5 Low-Density Residential.

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

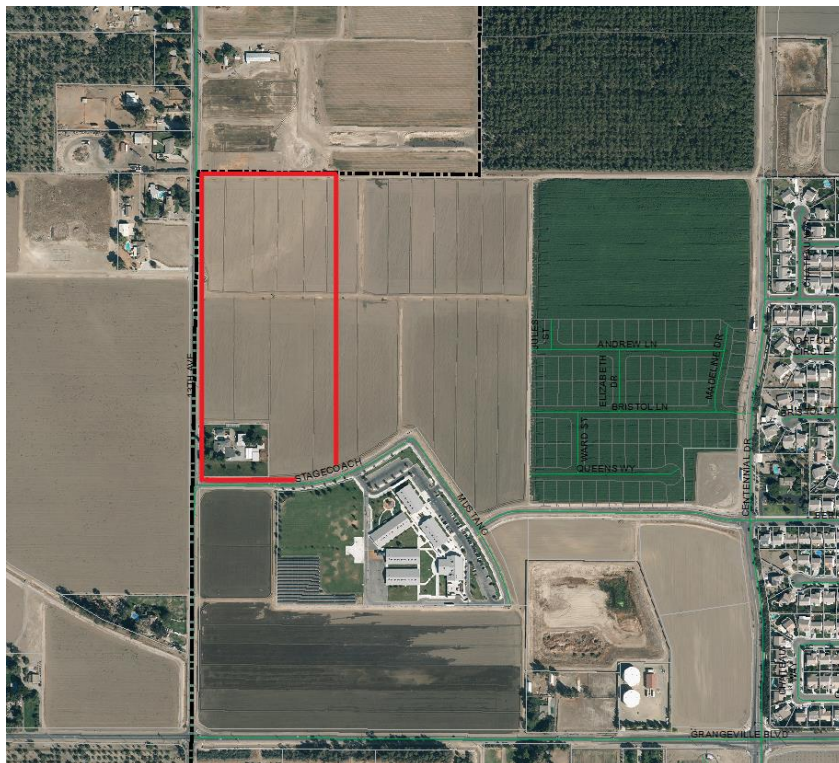
BACKGROUND INFORMATION

Project Location

The project is located north of Stagecoach Drive and Mustang Drive, east of 13th Avenue, west of Centennial Drive.

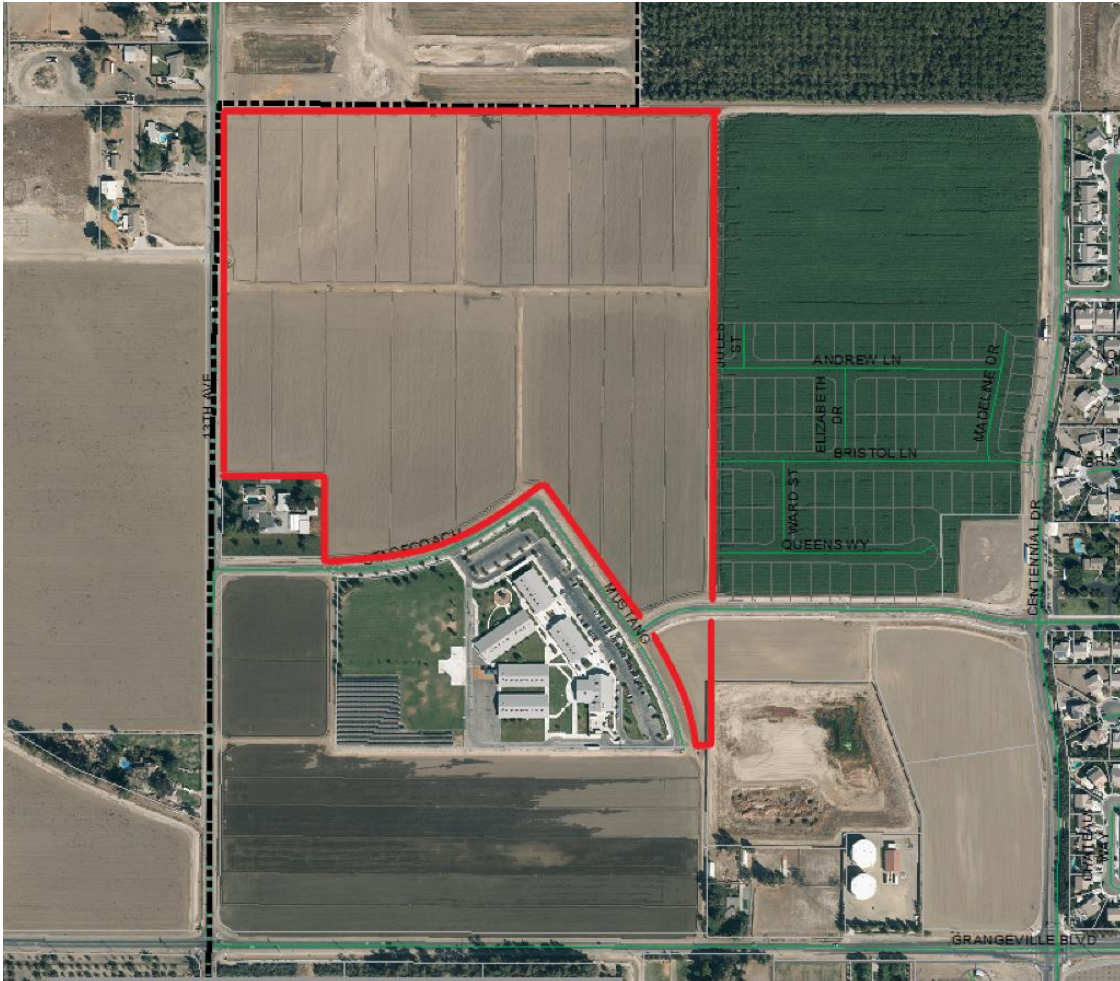
The rezone applies to APN 009-030-145 and a portion of 009-030-147, outlined in red below.

Figure 1 – Aerial
Rezone No. 2017-04



The vesting tentative tract applies to APN 009-030-135 and -147, outlined in red below.

Figure 2: Aerial
Vesting Tentative Tract 922



Existing Land Use

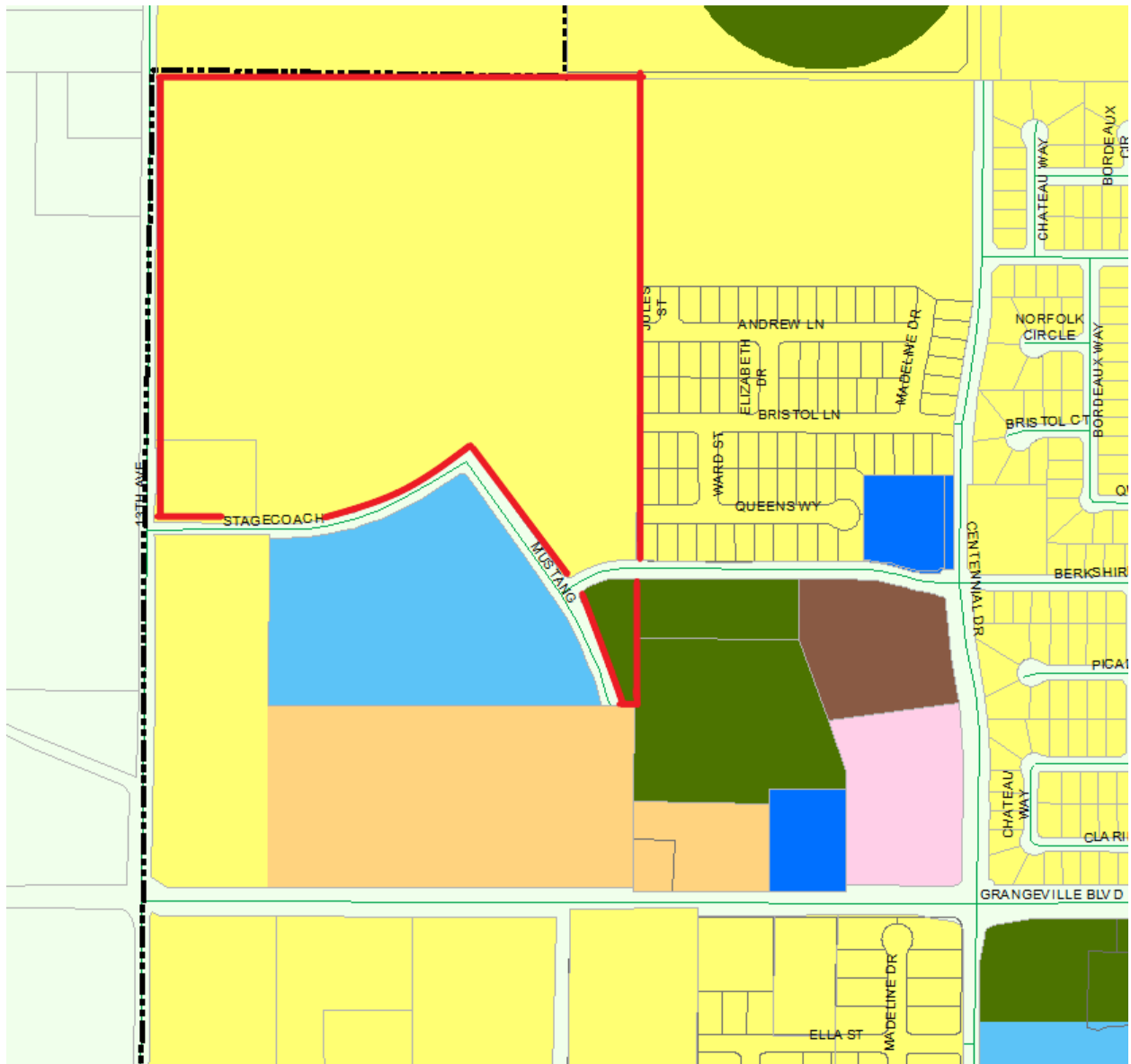
The majority of the project area is comprised of vacant land, there is one large-lot residence on APN 009-030-145. Although included in the rezone application, the large lot residence is labeled as “not a part” on the subdivision map.

General Plan and Zoning Designation

The site is designated by the General Plan as Low-Density Residential and Public Facility (Figure 3) and presently zoned R-L-12 Low-Density Residential, R-L-5 Low-Density Residential, and P-F Public Facility (Figure 4). A General Plan designation of Low-Density Residential allows a density range between two and 10 units per acre. 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.

Figure 3: General Plan Designation

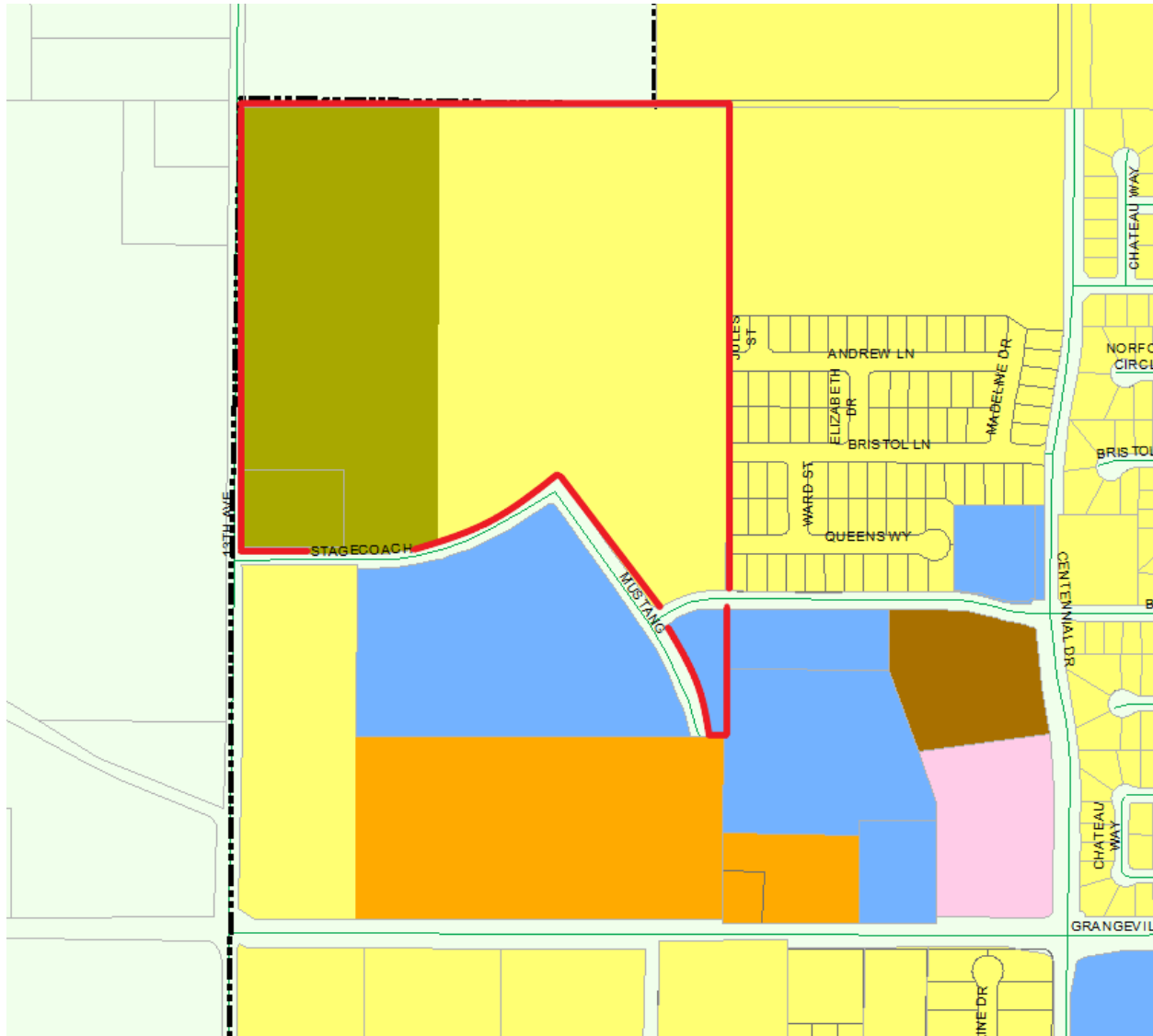
Low-Density Residential and Open Space



Attachment: Staff Report (Rezoning No. 2017-04 and Vesting Tentative Tract 922)

Figure 4: Zoning Designation - R-L-12 and R-L-5 Low-Density Residential and P-F Public Facility

(Property outlined in red)

**Adjacent Land Use and Zoning:**

	Land Use	Zoning	General Plan Designation
North:	Vacant and Residential	County AL-10	Low-Density Residential
South:	School	P-F	Public Facility
East:	Residential	R-L-5	Low-Density Residential
West:	Agriculture	County AL-10	Not within GP

Project Description

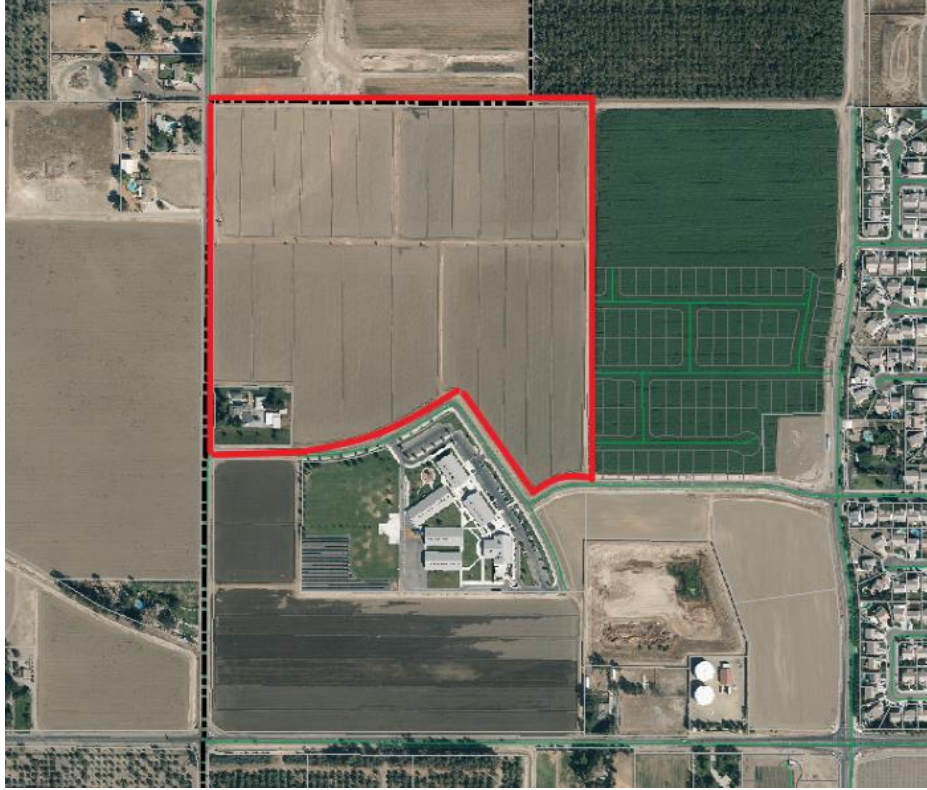
Rezone No. 2017-04

The applicant requests to change the designation on approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential.

Background

Under Annexation No. 151, the area outlined below (Figure 5) was annexed into the City and pre-zoned R-1-6, in accordance with the Low-Density Residential General Plan designation for the area and R-L-12, in accordance with the Very Low-Density Residential designation. Under the previous General Plan, a 1/8-mile Very-Low Density Residential buffer was required along the city limits, in order to provide a transition between the rural County designation and the urban residential designation of the City. With the elimination of the Very-Low Density Residential designation in the General Plan adopted April 24, 2017, it was anticipated, the area's zoning would be reflective of the Low-Density Residential land use designation and be zoned R-L-5 Low-Density Residential. However, due to the timing of the annexation's approval by the Local Area Formation Commission (LAFCO), the General Plan Update maps did not reflect the change in zoning. Annexation No. 151 was approved by LAFCO on March 22, 2017. Unfortunately, changing the map was not feasible, since on March 14, 2017, the Planning Commission had already recommended approval of the General Plan update to the City Council. This rezone request is primarily a clean-up item, due to the timing circumstance.

Figure 5: Aerial of Annexation 151



The property located at APN 009-030-145 and a portion of 009-030-147 are currently zoned R-L-12 Low-Density Residential, in accordance with the General Plan designation for the property, Low-Density Residential.

Figure 6: Current Zoning
R-L-12 Low-Density Residential

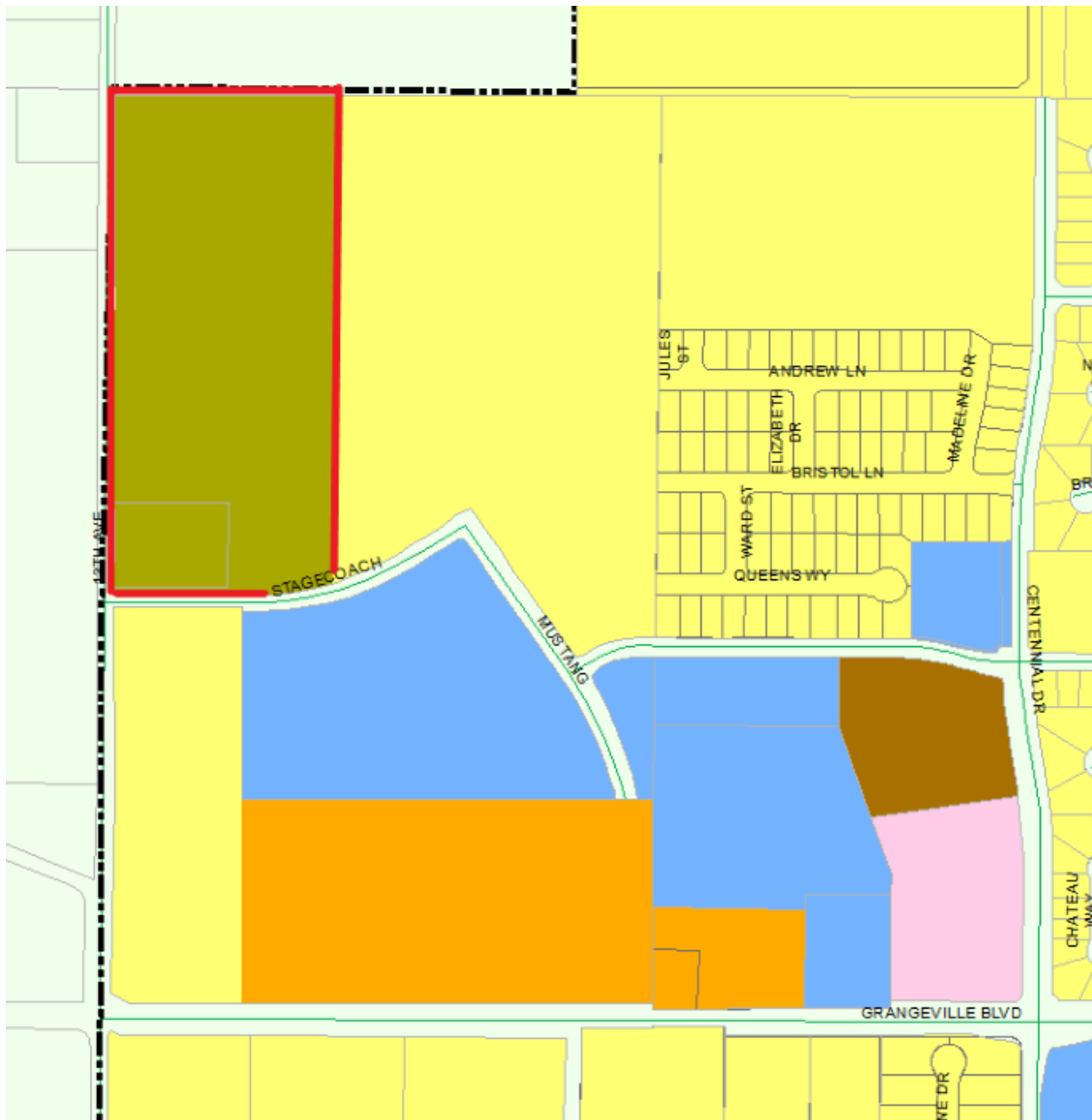
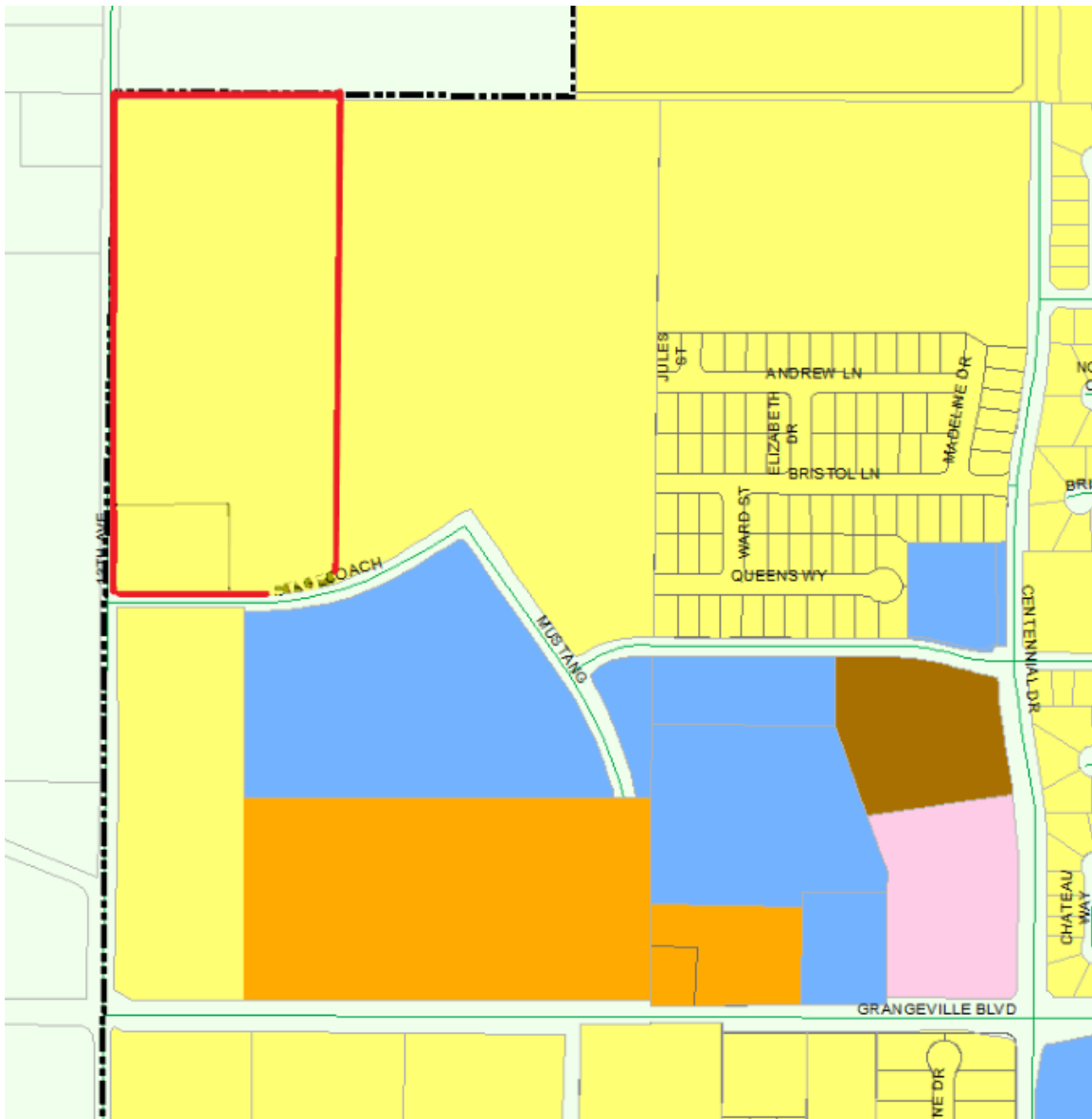


Figure 7: Zoning Proposed under Rezone No. 2017-04
R-L-5 Low-Density Residential



The rezone of the 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential is consistent with the General Plan designation for the property, Low-Density Residential.

The project is consistent with the goals, policies, and objectives of the General Plan, specifically, the following sections:

Goal L8: Provide a range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

Goal L9: Provide distinctive neighborhoods that preserve and enhance the quality of life for residents.

Policy L18 Compatibility with Surrounding Neighborhoods

Ensure that new development is compatible with existing and surrounding neighborhoods.

Policy L19 Minimum and Maximum Residential Densities

Establish minimum and maximum density ranges for each residential zone in the Zoning Ordinance that are consistent with the planned densities of each residential land use designation.

Policy L27 Mix of Densities in Neighborhoods

Encourage mixing of residential densities and lot sizes within neighborhoods.

Policy L29: Agriculture

Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protest from nearby property owners.

Policy L31 Purpose of the Low-Density Residential Land Use Designation.

Establish the Low-Density Residential land use designation to provide mainly single family development on lot sizes typically found in urban settings.

Policy L32 Typical Uses in the Low-Density Residential Land Use Designation

Define the uses allowed in the Low Density Residential land use designation to include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed, when made compatible with the residential nature of the neighborhood.

Policy L33 Size of Lots in the Low-Density Residential Land Use Designation

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.

Vesting Tentative Tract 922:

The project is a request to subdivide 49.64 acres into 194 residential lots in in an area proposed to be zoned R-L-5 Low-Density Residential.

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

Project applicable to: APN 009-030-147 and 009-030-135

Total Area: 49.64 acres

Number of Lots: 194 residential lots

Number of Dwelling Units: 194

Units per acre: 3.89 units per acre

Potential population increase: 3.11 persons per household x 194 households = 603 persons

Lot Sizes

Smallest	Largest	Average	Required in R-L-5
5,050 sq. ft.	18,307 sq. ft.	7,482 sq. ft.	5,000 sq. ft.

All proposed lots meet or exceed minimum depth, width, and area requirements of the R-L-5 Low-Density Residential Zone District.

Lot Area

The tentative tract features lots which meet and exceed the standard lot size of the R-L-5 Low-Density Residential zone district, which is 5,000 square feet. The smallest lot in the subdivision is 5,050 square feet. The average lot size is 7,482 square feet.

Density

The density of the subdivision is 3.89 units per acre, which is within the allowable density range prescribed by the General Plan for the Low-Density Residential zone district, which is between two and 10 units per acre.

Lot Frontage

All lots within the subdivision meet and exceed the required 40 feet of lot frontage minimum in the R-L-5 Low-Density Residential zone district. The majority of lots in the subdivision have between 50 and 60 feet of lot frontage.

Lot Width and Depth

In the R-L-5 Low-Density Residential zone district, the minimum lot width is 50 feet for interior lots and 60 feet for corner lots. The applicant's proposal meets the requirement, with the majority of lots between 50 and 60 feet wide. In the R-L-5 Low-Density Residential zone district, the minimum lot depth is 90 feet. The applicant meets the required depth for all lots.

Streets/Circulation

Street improvements include the following:

- Construction of residential streets within the subdivision to City Street Standard ST-32;
- Development of 13th Avenue as a major arterial in conformance to City Street Standard ST-17 and ST-18;

- Development of Devon Street as a major collector, in conformance with City Standards ST-17 and ST-23;
- Development of North Mustang Drive as a collector, in conformance with City Standards ST-17 and ST-26;
- Construction of the north side of West Stagecoach Drive as a minor collector street, in conformance with City Standard ST-17 and ST-26;
- Construction of West Berkshire Lane as a minor collector street, in conformance with City Standard ST-17 and ST-26;

Backup Parkway Improvements

The developer will design and construct a minimum six-foot high decorative masonry block wall and landscaping/irrigation system improvements along the development frontages 13th Avenue, Devon Street, West Stagecoach Drive, North Mustang Drive, and West Berkshire Lane for lots backing onto said streets.

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will extend the existing sewer within West Stagecoach Drive to 13th Avenue.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. All drainage from the subdivision will be retained in the retention basin shown on the subdivision map. The basin expansion will be required to be constructed in conformance with City Standards and the entrance to the basin will be relocated to North Mustang Drive.

Water System

The developer's engineer will provide a Water System Master Plan, complete with calculations for the entire subdivision, prior to recording a subdivision final map for the development. A minimum 12-inch diameter water main and appurtenances will be required to be extended within the future alignment of North Mustang Drive, from West Stagecoach Drive to Devon Street, and within Devon Street, from the eastern limits of the subdivision to 13th Avenue, and within 13th Avenue, from West Stagecoach Drive to Devon Street. The developer will be required to extend existing water within West Stagecoach Drive to 13th Avenue.

Easements and Dedications

All easements will be designated on the final subdivision 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 Engineering Division. A 10-foot utility and landscape easement will be provided along 13th Avenue, Devon Street, North Mustang Drive, West Stagecoach Drive, and West Berkshire Lane. A six-foot public utility and landscape easement will be provided along all residential streets.

FINDINGS FOR APPROVAL

Rezone No. 2017-04

Pursuant to Section 17.86.030, before a zone change may be approved, all of the following findings shall be made by the reviewing authority:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and this title;

Analysis: That Rezone No. 2017-04 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistency with Goal L8 and L9, Policy L18, L19, L27, L29, L31, L32, and L33.

2. That the amendment would not be detrimental to the public health, safety, or welfare of the community;

Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program.

3. That the amendment would maintain the appropriate balance of land uses within the City;

Analysis: That the rezone is consistent with the General Plan, for which the land use balance was evaluated and established. The rezone of the property from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential is consistent with the General Plan designation for the area, Low-Density Residential.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding land uses.

Analysis: That the R-L-5 Low-Density Residential zoning proposed would be compatible with the existing surrounding R-L-5 Low-Density Residential zones surrounding the property to the east and south and the AL-10 Limited Agricultural 10 district to the north and west. As a mitigation measure, the property located at APN 009-030-147, to be developed under Vesting Tentative Tract 922, is required to have a right-to-farm provision recorded with the recording of the final subdivision map(s) to ensure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.

Tentative Tract Map 922:

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:

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,050 square feet. The average lot size is 7,482 square feet.

2. Design Finding:

ANALYSIS: That the design or improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,050 square feet. The average lot size is 7,482 square feet.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for low-density residential-type development, proposed under Vesting Tentative Tract 922, in accordance with the General Plan and Zoning designation for the property, R-L-5 Low-Density Residential development.

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 3.89 dwelling units per acre.

5. Environmental Finding:

ANALYSIS: That an initial study/environmental assessment 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. 2018-03 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2018-03, and mitigation measures required of development are attached as **Exhibit B**.

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 for Tentative Tract 922 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.

ENVIRONMENTAL ASSESSMENT

That an initial study/environmental assessment 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. 2018-03 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2018-03, and mitigation measures required of development are attached as **Exhibit B**.

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. Comments were received from the following agencies:

1. Kings County Community Development Agency, Planning Division
2. Department of Public Health, Division of Environmental Health Services
3. San Joaquin Valley Air Pollution Control District

Responses to comments are addressed within the initial study and are as follows:

Kings County Community Development Agency, Planning Division

During pre-consultation, Alex Hernandez, of the Kings County Community Development Agency, Planning Division, provided the following, "The properties involved in the project are within the City of Hanford and borders the unincorporated area of Kings County, to the North and the West of the subject properties, the zoning is Limited Agricultural (AL-10).

The Kings County Board of Supervisors has adopted a "Right to Farm" Ordinance, which among the other things declares that normal and usual farming operations and activities are not a nuisance. The ordinance requires that in unincorporated areas, activities such as rezoning, land divisions, zoning permits, building permits (for new residences), and transfers of property must be accompanied by recording a notice and disclosure statement. A copy of the County's "Right to Farm" Ordinance, which applies to the unincorporated area of the County is provided for your information.

Neighboring residents should be prepared for the inherent and potential inconveniences and discomforts often associated with normal and usual agricultural activities and operations. They should also be aware that the County will not take any nuisance abatement actions against any normal and usual farming operations." The letter is attached to this initial study.

Analysis: As a mitigation measure, the developer is required to record a right-to-farm provision with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.

Department of Public Health, Division of Environmental Health Services

During pre-consultation, Troy Hommerding, of the Kings County Department of Public Health provided the following:

- a) *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.
- b) If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at <http://cers.calepa.ca.gov> within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process.
- c) Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.

Analysis: As a mitigation measure, effective dust control must be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents.

San Joaquin Valley Air Pollution Control District

Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on February 15, 2018, 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 was 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 194 dwelling units (Project), located at The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-145, -147 and 009-370-145) in Hanford, CA.

The District offers the following comments:

1. Significance Impact for Annual Criteria Pollutants Emissions - The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons

per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO_x), 15 tons per year of particulate matter of 10 microns or less in size (PM₁₀), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM_{2.5}). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

2. District Rule 9510 (Indirect Source Review) - At full build-out, the Project will be equal to or exceed 50 residential dwelling units. Therefore, the District concludes that the Project is 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. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.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 District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.
5. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: <http://www.valleyair.org/cegaconnected/aqimeasures.aspx>.
 - 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 $\frac{1}{4}$ 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.

Analysis: the following conditions are incorporated as mitigation measures in order to address the comments provided by the San Joaquin Valley Air Pollution Control District.

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.

MM Air Quality 3: The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval.

PUBLIC COMMENTS

Noticing of the project was published in the newspaper on February 16, 2018 and mailed to property owners within 500 feet of the project site on February 15, 2018. The initial study and notice of intent to adopt a mitigated negative declaration was made available to the public for a 20-day comment period, from February 16, 2018 to March 8, 2018. No public comments have been received, as of the date of the preparation of this staff report.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend adoption of Mitigated Negative Declaration No. 2018-03 for the project to the City Council.
2. Adopt Resolution No. 2018-06, recommending approval of Rezone No. 2017-04 to the City Council.
3. Adopt Resolution No. 2018-07, recommending approval of Vesting Tentative Tract 922 to the City Council.

RESOLUTION NO. 2018-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF REZONE NO. 2017-04. THE PROJECT IS A REQUEST TO CHANGE THE ZONING DESIGNATION FOR THE PROPERTY LOCATED AT APN 009-030-145 and a portion of 009-030-147 FROM R-L-12 LOW-DENSITY RESIDENTIAL TO R-L-5 LOW-DENSITY RESIDENTIAL, IN ACCORDANCE WITH THE GENERAL PLAN. THE PROJECT IS LOCATED NORTH OF STAGECOACH DRIVE AND MUSTANT DRIVE, EAST OF 13TH AVENUE, AND WEST OF CENTENNIAL DRIVE

At a regular meeting of the City of Hanford Planning Commission duly called and held on March 13, 2018, on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Rezone No. 2017-04, a request to rezone approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential for the property located at APN 009-030-145 and a portion of 009-030-147, as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on March 13, 2018; and

WHEREAS, the City of Hanford Planning Commission considered the rezone, in accordance with Section 17.86 of the Hanford Municipal Code, at its regularly scheduled meeting on March 13, 2018; and,

WHEREAS, the City of Hanford Planning Commission considered the evidence presented in the staff report and testimony presented during the public hearing; and,

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2018-03, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2018-03 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED that the City of Hanford Planning Commission, in accordance with Section 17.86.030 of the Hanford Municipal Code, recommends approval to the City Council of Rezone No. 2017-04, based upon the following findings and on the evidence presented:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and this title;

Analysis: That Rezone No. 2017-04 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistency with Goal L8 and L9, Policy L18, L19, L27, L29, L31, L32, and L33.

2. That the amendment would not be detrimental to the public health, safety, or welfare of the community;

Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program.

3. That the amendment would maintain the appropriate balance of land uses within the City;

Analysis: That the rezone is consistent with the General Plan, for which the land use balance was evaluated and established. The rezone of the property from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential is consistent with the General Plan designation for the area, Low-Density Residential.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding land uses.

Analysis: That the R-L-5 Low-Density Residential zoning proposed would be compatible with the existing surrounding R-L-5 Low-Density Residential zones surrounding the property to the east and south and the AL-10 Limited Agricultural 10 district to the north and west. As a mitigation measure, the property located at APN 009-030-147, to be developed under Vesting Tentative Tract 922, is required to have a right-to-farm provision recorded with the recording of the final subdivision map(s) to ensure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.

PASSED AND ADOPTED at a regular meeting of the City of Hanford 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 Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 13th day of March 2018.

Darlene R. Mata

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2018-06 (Rezone No. 2017-04 and Vesting Tentative Tract 922)

**Tentative Tract 922 and Rezone No. 2017-04
Mitigation Measures
Mitigated Negative Declaration 2018-03**

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 developer develop the project consistent with the Hanford Municipal Code and Tree Ordinance	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
MM Air Quality 3	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 standard?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval.	Developer
MM Air Quality 4	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 standard?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf . Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	

	standard?		
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?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could 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	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer

	environment?		
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 off-site?	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
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 Facilities 1:	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. (Fire)	The project will be subject to fire impact fees.	Developer to pay
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	The project will be subject to police impact fees.	Developer to pay

	facilities. (Police)		
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 deterioration of the facility would occur or be accelerated?	That the development is required to pay Park Impact fees.	City to require; developer to provide or pay
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	That the development is required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

	solid waste?		
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RESOLUTION NO. 2018-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF VESTING TENTATIVE TRACT 922. THE PROJECT IS A REQUEST TO SUBDIVIDE 49.64 ACRES INTO 194 RESIDENTIAL LOTS IN AN AREA TO BE ZONED R-L-5 LOW-DENSITY RESIDENTIAL. THE PROJECT IS LOCATED NORTH OF STAGECOACH DRIVE AND MUSTANT DRIVE, EAST OF 13TH AVENUE, AND WEST OF CENTENNIAL DRIVE (APN 009-030-135 AND 009-030-147).

At a regular meeting of the City of Hanford Planning Commission duly called and held on March 13, 2018, on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Vesting Tentative Tract 922, a request to subdivide 49.64 acres into 194 residential lots in an area proposed to be zoned R-L-5 Low-Density Residential, as shown in **Exhibit A**, located at APN 009-030-135 and -147, was presented to the Hanford City Planning Commission on March 13, 2018; and

WHEREAS, the City of Hanford Planning Commission considered the tentative tract map, in accordance with Section 1604.010 of the Hanford Subdivision Ordinance and Section 66474 of the Subdivision Map Act, at its regularly scheduled meeting on March 13, 2018; and,

WHEREAS, the City of Hanford Planning Commission considered the evidence presented in the staff report and testimony presented during the public hearing; and,

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2018-03, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies;

WHEREAS, the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2018-03 was prepared consistent with CEQA and City of Hanford Environmental Guidelines; and

WHEREAS, all mitigation measures cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B**, shall also be conditions of development; and

THEREFORE BE IT RESOLVED that the City of Hanford Planning Commission, in accordance with Section 16.04.010 of the Hanford Subdivision Ordinance and Section 66474 of the Hanford Subdivision Ordinance, recommends approval to the City Council of Vesting Tentative Tract 922, based upon the following findings and the evidence presented:

1. Consistency Finding:

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,050 square feet. The average lot size is 7,482 square feet.

2. Design Finding:

ANALYSIS: That the design or improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,050 square feet. The average lot size is 7,482 square feet.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for low-density residential-type development, proposed under Vesting Tentative Tract 922, in accordance with the General Plan and Zoning designation for the property, R-L-5 Low-Density Residential development.

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 3.89 dwelling units per acre.

5. Environmental Finding:

ANALYSIS: That an initial study/environmental assessment 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. 2018-03 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2018-03, and mitigation measures required of development are attached as **Exhibit B**.

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 for Tentative Tract 922 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.

THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission recommends approval of Vesting Tentative Tract 922 to the City Council, 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 Associate Planner Gabrielle de Silva at (559)585-2578
Concerning questions that you may have on the conditions listed below:

General:

- ☒ That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
- ☒ That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.
- ☒ That the final map be submitted to the City Engineer and Community Development Department for compliance with the Tentative Subdivision Map approval prior to recording the final map.
- ☒ That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
- ☒ That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
- ☒ That Vesting Tentative Tract 922 be developed consistent with the approved tentative tract map, attached as **Exhibit A**.
- ☒ That the tentative tract is subject to the mitigations cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B**.

Zoning:

- ☒ That all requirements of the R-L-5 Low-Density Residential district shall apply.

Dwelling Units per Lot (Section 17.10.050)

- ☒ That not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit, in accordance with Section 17.60.030 of the Hanford Municipal Code.

Coverage (Section 17.10.060)

- ☒ That the maximum overage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.

Building Setback Area (Section 17.10.070)

- ☒ That no structure shall be placed within a building setback area.
- ☒ The front building setback area shall be 15 feet from the front lot line for livable space and 20 feet for garages, carports, and other non-livable building space.
- ☒ That the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet.
- ☒ The rear building setback area shall be increased by 10 feet for buildings over one-story high.
- ☒ That where there is a landscape easement with a wall or fence on the street side of the lot the side yard setback area shall be measured from the easement area instead of the side lot line.

Distance between Structures (Section 17.10.080)

- ☒ The minimum distance between structures shall be 10 feet, except as provided by the building code.

Height of Structures (Section 17.10.090)

- ☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

- ☒ That the width of a driveway and any paved area shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways, the paved area of these driveways shall not exceed 50% of the front building setback area.
- ☒ That on corner lots, the driveway shall be located on the side of the lot adjacent to the interior lot line.

- ☒ That on key lots, the driveway shall be located on the side of the lot, which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Usable Open Space (Section 17.10.150)

- ☒ That each lot shall provide for a usable open space area of a minimum 400 feet that is a minimum 15 feet wide.

Landscaping (Section 17.10.160)

- ☒ That landscaping be provided in accordance with Section 17.52 Landscape Standards of the Hanford Municipal Code.
- ☒ That except for driveways and approved parking areas all yard areas and setback areas visible from the street shall be landscaped with live plant materials and ornamentation common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.
- ☒ That two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two shall be planted 12 feet (no greater or no less) from the face of the front lot line street curb.
- ☒ That there shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.
- ☒ That all species of trees shall be selected from a list approved by the City Parks and Recreation Commission.
- ☒ That each lot owner within Tentative Tract 916 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and land area along the street-side of their lot. The parkway is defined as that land area located between the street curb and the public sidewalk.

Environmental Requirements:

- ☒ That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA-certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
- ☒ That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
- ☒ That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

- ☒ That construction equipment is muffled and construction activities be limited to the hours between 7:00 a.m. to 10:00 p.m., Monday through Friday, unless the construction is within the enclosed structure or approved by the Community Development Department.

- ☒ That noise from fixed mechanical equipment, when measured at the property line, meets the standard of the Hanford Noise Element.

Rooftop Equipment HMC Section 17.50.100

- ☒ That all elevator housing and mechanical equipment located on the roof of any building shall be screened from adjacent views and contained within a completely enclosed penthouse or portion of the same building having walls and roofs with construction and appearance similar to the building.

Outdoor Lighting Standards HMC Section 17.50.140

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.
- ☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.
- ☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

- ☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:
- ☒ Standard window and door awnings
 - ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

- ☒ That the appropriate dust-control practices of the San Joaquin Valley Air Pollution Control District shall be implemented.
- ☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.
4. That all landscaping requires permits and must meet requirements at time of installation.

ENGINEERING DIVISION

Contact Assistant Engineer Samantha Long at (559)585-2556
Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, culverts and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.

3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Utilities and Engineer Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.
3. That all proposed landscape/public utility easements, located as shown on the tentative subdivision map, shall be dedicated to the City and be delineated on the final subdivision map. Landscape/public utility easement shall meet or exceed the following minimum widths:
 - a.) 13th Ave— Ten feet
 - b.) Devon Street – Ten feet
 - c.) N. Mustang Drive – Ten feet
 - d.) W. Stagecoach Drive – Ten feet
 - e.) W. Berkshire Lane – Ten feet
 - f.) All residential streets – Six feet

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map, unless modified herein.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing onto 13th Ave, Devon Street, W. Stagecoach Drive, N. Mustang Drive, and W. Berkshire Lane shall be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.

2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:
 - a. 13th Ave shall be developed as an major arterial street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 13th Avenue, from W. Stagecoach Drive to the northern limits of subdivision, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between W. Stagecoach Drive and the north boundary of subdivision (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction on the east side of 13th Avenue, including pavement reconstruction of existing roadway if applicable, plus a 16 foot wide concrete curbed and landscaped raised median with a protected southbound left turn lane at Devon Street and Stagecoach Drive, and a minimum 12 foot Southbound travel lane and a 4 foot paved shoulder west of the median, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required.
 - b. Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 8.0.
 2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction south of the centerline, plus a 12 foot westbound travel lane and 4 foot paved shoulder north of the centerline, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).
 3. A left-hand turn pocket will be required for southbound traffic to Devon Street.
 - c. N. Mustang Drive shall be developed as a collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 7.0.
 2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.

- d. Construction of the north side of W. Stagecoach Drive shall be completed in conformance with City Standards ST-17 and ST-26 as a "Minor Collector Street" from N. Mustang Drive to the west boundary of the subdivision. A left-hand turn pocket will be required for southbound traffic to W. Stagecoach Drive.
 - e. Construction of the W. Berkshire Lane shall be completed in conformance with City Standards ST-17 and ST-26 as a "Minor Collector Street" from east boundary of the subdivision to N. Mustang Drive.
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer.
 4. That a traffic signal be installed at the intersection of 13th Ave and Devon Street at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision. ***Based on the findings identified in the project Traffic Signal Warrant Study prepared by the firm of Peter's Engineering Group, a traffic signal will not be required to be installed at the intersection of 13th Avenue and Devon Street with the development of the subdivision.***
 5. That the developer shall attempt to acquire additional street right-of-way along the "Existing Residence" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.
 6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 13th Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing 13th Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 13th Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvements and the reconstruction of the existing 13th Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Utilities and Engineer Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Utilities and Engineer' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 13th Avenue, Devon Street, W. Stagecoach Drive, N. Mustang Drive, and W. Berkshire Lane for lots backing onto said streets:

- a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Utilities and Engineer and Community Development Departments.
 - b. A 4 1/2 foot wide meandering detached sidewalk along the development frontages of 13th Avenue, Devon Street, W. Stagecoach Drive, N. Mustang Drive, and W. Berkshire Lane.
 - c. Landscaping and irrigation system improvements along the development frontages of 13th Avenue, Devon Street, W. Stagecoach Drive, N. Mustang Drive, and W. Berkshire Lane. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Utilities and Engineer, Parks & Recreation, and Community Development Departments.
2. That all species of trees and plants shall be selected from a list approved by the City's Parks and Recreation Commission.
 3. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All new irrigation electrical and control cabinets shall be mounted into the masonry wall per City Standards.
 4. That a covenant including each residential lot within the subdivision and requiring care and maintenance of local street park strip landscape improvements along the individual lot frontage(s) by the homeowners thereof shall be recorded concurrent with the final map.

Neighborhood Park Improvements:

1. That the developer shall consult with City Parks & Recreation and Utilities and Engineering staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, decorative landscaping and irrigation system improvements, drinking fountains, park benches, decorative security lights and trash receptacles. The developer shall retain the services of a licensed landscape architect to design all park facility improvements.
2. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. Developer shall submit competitive bid cost proposals to substantiate cost for reimbursable items for City Public Utilities and Engineering department review and approval prior to beginning construction. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That the developer shall extend existing sewer within W. Stagecoach to 13th Ave.
3. That the developer may be entitled to a refund for sewer main over-sizing in accordance with City Municipal Code Section 13.08. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Utilities and Engineering Department for review and approval. The developer shall submit competitive bid proposals to substantiate costs for sewer main over-sizing for City Utilities and Engineering Department review and approval prior to beginning construction.
4. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.08 for sewer system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said sewer system improvements for Public Utilities and Engineering Department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 12 inch diameter water main and appurtenances shall be extended within the future alignment of N. Mustang Drive, from W. Stagecoach Drive to Devon Street, and within Devon Street, from the eastern limits of subdivision to 13th Avenue, and within 13th Ave, from W. Stagecoach Drive to Devon Street. Improvements shall conform to the City's water master plan.

3. That the developer shall extend existing water within W. Stagecoach to 13th Ave.
4. That the developer may be entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Utilities and Engineer Department for review and approval. The developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Utilities and Engineer Department review and approval prior to beginning construction.
5. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Utilities and Engineer Department review and approval prior to beginning construction.
6. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping located along the property frontages of 13th Avenue, Devon Street, W. Stagecoach Drive, N. Mustang Drive, and W. Berkshire Lane located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision interior street lighting and decorative fencing.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof. Fee payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Fee payable with each building permit.
5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14 or any revisions thereof. Fee payable with each building permit.

7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16 or any revisions thereof. Fee payable with each building permit.
8. That development is subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable prior to recording of subdivision final map.
9. That development is subject to a 12th Avenue Sanitary Sewer area of benefit district assessment fee as required by City Ordinance No. 92-03 or any revisions thereof, if applicable. Fee shall be payable prior to recording of final subdivision map.

PASSED AND ADOPTED at a regular meeting of the City of Hanford 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 Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 13th day of March 2018.

Darlene R. Mata

Vesting Tentative Tract 922
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Exhibit A
Vesting Tentative Tract 922

Attachment: Resolution No. 2018-07 [Revision 1] (Rezone No. 2017-04 and Vesting Tentative Tract 922)

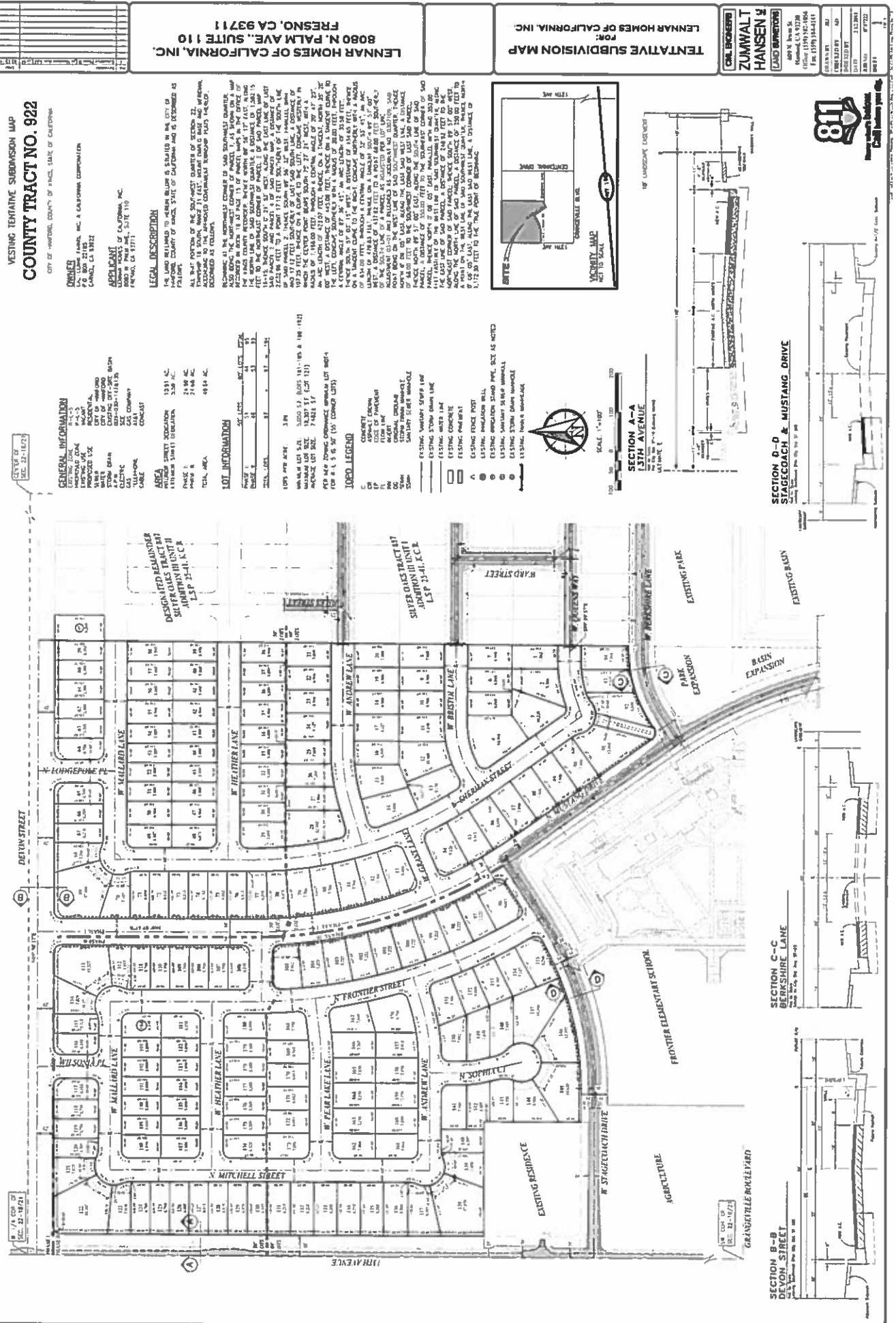


Exhibit B
Mitigation Monitoring and Reporting Program

**Tentative Tract 922 and Rezone No. 2017-04
Mitigation Measures
Mitigated Negative Declaration 2018-03**

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 developer develop the project consistent with the Hanford Municipal Code and Tree Ordinance	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?		Developer
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, Extractions, 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 .	
MM Air Quality 3	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 standard?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval.	Developer
MM Air Quality 4	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 standard?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesib/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf . Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	

	standard?		
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?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could 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	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer

	environment?		
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 off-site?	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
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 Facilities 1:	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. (Fire)	The project will be subject to fire impact fees.	Developer to pay	
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	The project will be subject to police impact fees.	Developer to pay	

	facilities. (Police)		
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 deterioration of the facility would occur or be accelerated?	That the development is required to pay Park Impact fees.	City to require; developer to provide or pay
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	That the development is required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

	solid waste?			
--	--------------	--	--	--

VESTING TENTATIVE SUBDIVISION MAP
COUNTY TRACT NO. 922

CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA

OWNER

CAL-CLARK FARMS, INC. A CALIFORNIA CORPORATION
P.O. BOX 22118
CARMEL, CA 93922

APPLICANT

LENNAR HOMES OF CALIFORNIA, INC.
8080 N. PALM AVE., SUITE 110
FRESNO, CA 93711

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE APPROVED GOVERNMENT TOWNSHIP PLATS THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER, ALSO BEING THE NORTHWEST CORNER OF PARCEL 1, AS SHOWN ON A MAP RECORDED IN BOOK 16 AT PAGE 15 OF PARCEL MAPS IN THE OFFICE OF THE KINGS COUNTY RECORDER; THENCE NORTH 89° 56' 17" EAST, ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1,582.15 FEET TO THE NORTHEAST CORNER OF PARCEL 2 OF SAID PARCEL MAP 16-15; THENCE SOUTH 0° 21' 52" WEST, ALONG THE EAST LINE OF LAST SAID PARCEL 2 AND PARCEL 4 OF SAID PARCEL MAP, A DISTANCE OF 2,032.96 FEET TO A POINT 17.12 FEET SOUTHERLY OF THE SOUTH LINE OF SAID PARCEL 2; THENCE SOUTH 89° 56' 32" WEST, PARALLEL WITH AND 17.12 FEET SOUTHERLY OF LAST SAID SOUTH LINE, A DISTANCE OF 107.25 FEET; THENCE ON A CURVE TO THE LEFT, CONCAVE WESTERLY IN WHICH THE CENTER POINT BEARS SOUTH 75° 27' 21" WEST, WITH A RADIUS OF 1,166.00 FEET, THROUGH A CENTRAL ANGLE OF 20° 47' 20", AN ARC LENGTH OF 423.07 FEET; THENCE, ON A TANGENT, NORTH 35° 20' 00" WEST, A DISTANCE OF 445.08 FEET; THENCE ON A TANGENT CURVE TO THE LEFT, CONCAVE SOUTHERLY WITH A RADIUS OF 20.00 FEET, THROUGH A CENTRAL ANGLE OF 87° 36' 45", AN ARC LENGTH OF 30.58 FEET; THENCE SOUTH 57° 03' 15" WEST, A DISTANCE OF 134.65 FEET; THENCE ON A TANGENT CURVE TO THE RIGHT, CONCAVE NORTHERLY WITH A RADIUS OF 834.00 FEET, THROUGH A CENTRAL ANGLE OF 32° 53' 45", AN ARC LENGTH OF 478.83 FEET; THENCE ON A TANGENT SOUTH 89° 57' 00" WEST, A DISTANCE OF 437.62 FEET TO A POINT 68.00 FEET SOUTHERLY OF THE SOUTH LINE OF A PARCEL AS ADJUSTED PER LOT LINE ADJUSTMENT 03-01 AND RECORDED AS DOCUMENT NO. 0307109, SAID POINT BEING ON THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH 0° 08' 05" EAST, ALONG THE LAST SAID WEST LINE, A DISTANCE OF 68.00 FEET TO THE SOUTHWEST CORNER OF LAST SAID PARCEL; THENCE NORTH 89° 57' 00" EAST, ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 350.00 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL; THENCE NORTH 0° 08' 05" EAST, PARALLEL WITH AND 350.00 FEET EASTERLY OF THE WEST LINE OF SAID SOUTHWEST QUARTER, ALONG THE EAST LINE OF SAID PARCEL, A DISTANCE OF 248.92 FEET TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE SOUTH 89° 57' 00" WEST, ALONG THE NORTH LINE OF SAID PARCEL, A DISTANCE OF 350.00 FEET TO A POINT ON THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH 0° 08' 05" EAST, ALONG THE LAST SAID WEST LINE, A DISTANCE OF 1,172.30 FEET TO THE TRUE POINT OF BEGINNING.

LENNAR HOMES OF CALIFORNIA, INC.
8080 N. PALM AVE., SUITE 110
FRESNO, CA 93711

TENTATIVE SUBDIVISION MAP
FOR:
LENNAR HOMES OF CALIFORNIA, INC.

CIVIL ENGINEERS

ZUMWALT
HANSEN &
LAND SURVEYORS

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

DRAWN BY: JRJ
CHECKED BY: AD
INDEXED BY:
DATE: 2/12/2018
JOB NO.: 0747222
SHEET: 1 OF 1

GENERAL INFORMATION

EXISTING ZONE R-L-5
PROPOSED ZONE R-L-5
EXISTING USE VACANT
PROPOSED USE RESIDENTIAL
SEWER CITY OF HANFORD
WATER CITY OF HANFORD
STORM DRAIN EXISTING OFF-SITE BASIN
A.P.N. 009-030-147&135
ELECTRIC SCE
GAS GAS COMPANY
TELEPHONE AT&T
CABLE COMCAST

AREA

INTERIOR STREET DEDICATION: 10.91 AC.
EXTERIOR STREET DEDICATION: 5.58 AC.

PHASE I: 24.98 AC.
PHASE II: 24.66 AC.

TOTAL AREA: 49.64 AC.

LOT INFORMATION

	50' LOTS	60' LOTS	TOTAL
PHASE I:	51	44	95
PHASE II:	46	53	99
TOTAL LOTS:	97	+ 97	= 194

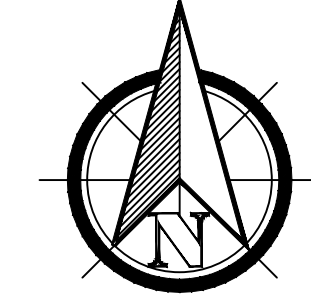
LOTS PER ACRE: 3.89

MINIMUM LOT SIZE: 5,050 S.F. (LOTS 181-185 & 188-192)
MAXIMUM LOT SIZE: 18,307 S.F. (LOT 121)
AVERAGE LOT SIZE: 7,482± S.F.

PER NEW ZONING ORDINANCE MINIMUM LOT WIDTH
FOR R-L-5 IS 50' (55' CORNER LOTS)

TOPO LEGEND

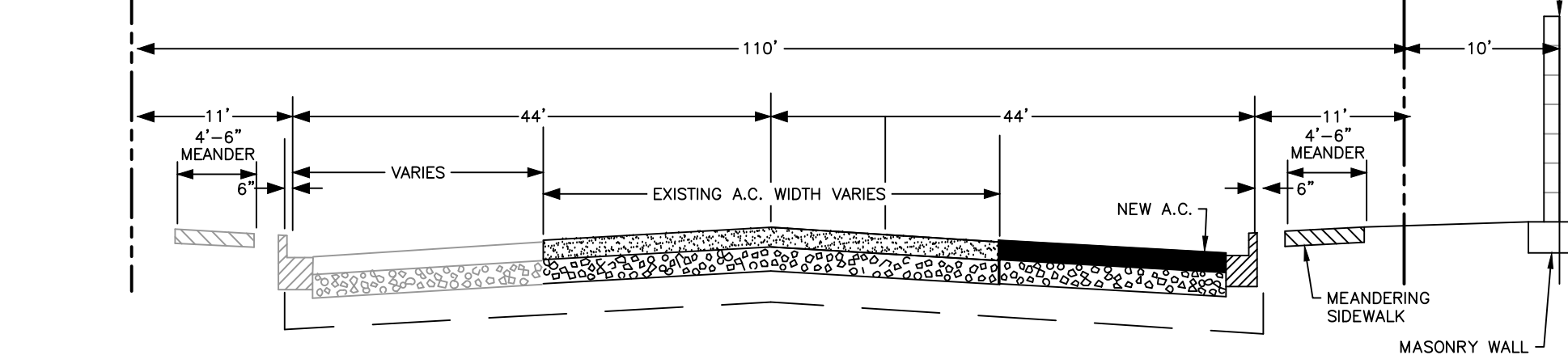
- C CONCRETE
- CR ASPHALT CROWN
- EP EDGE OF PAVEMENT
- FL FLOW LINE
- INV INVERT
- OG ORIGINAL GROUND
- SDM STORM DRAIN MANHOLE
- SSMH SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- EXISTING CONCRETE
- EXISTING PAVEMENT
- EXISTING FENCE POST
- EXISTING IRRIGATION WELL
- EXISTING IRRIGATION STAND PIPE, SIZE AS NOTED
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING TIMBER BARRICADE



SCALE: 1"=100'
100 50 0 100 200

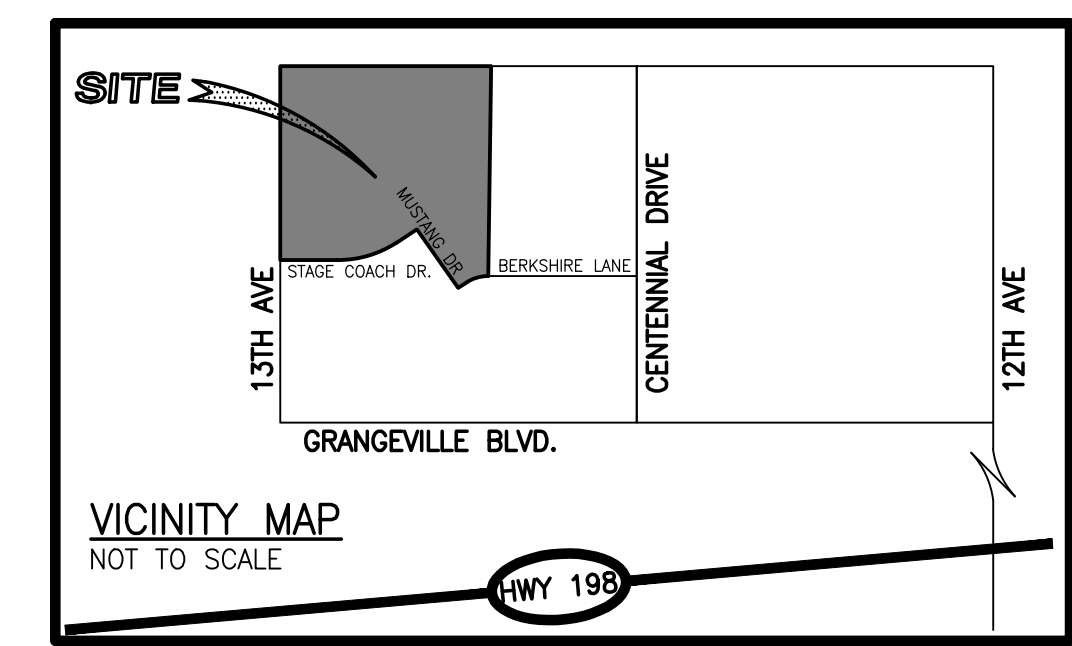
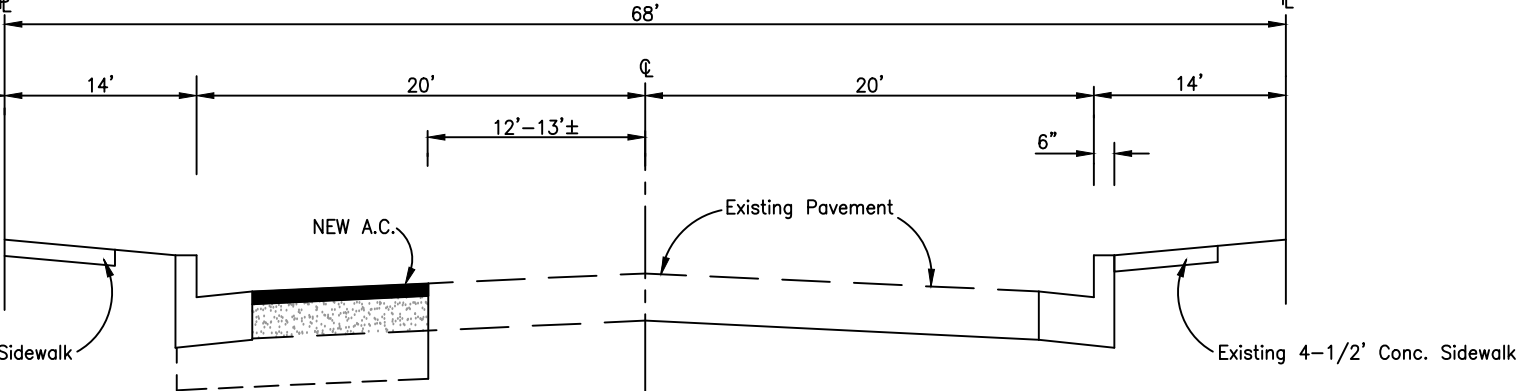
SECTION A-A
13TH AVENUE

Not to Scale
Per City Std. ST-18 (Looking North)
ULTIMATE



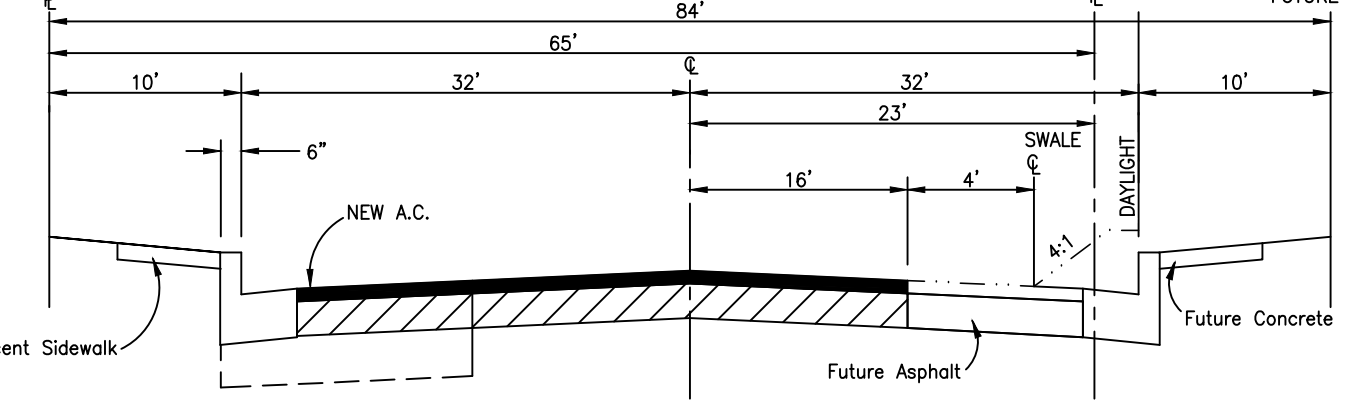
SECTION D-D
STAGECOACH & MUSTANG DRIVE

Not to Scale
Looking Northeast (Per City Std. ST-26)



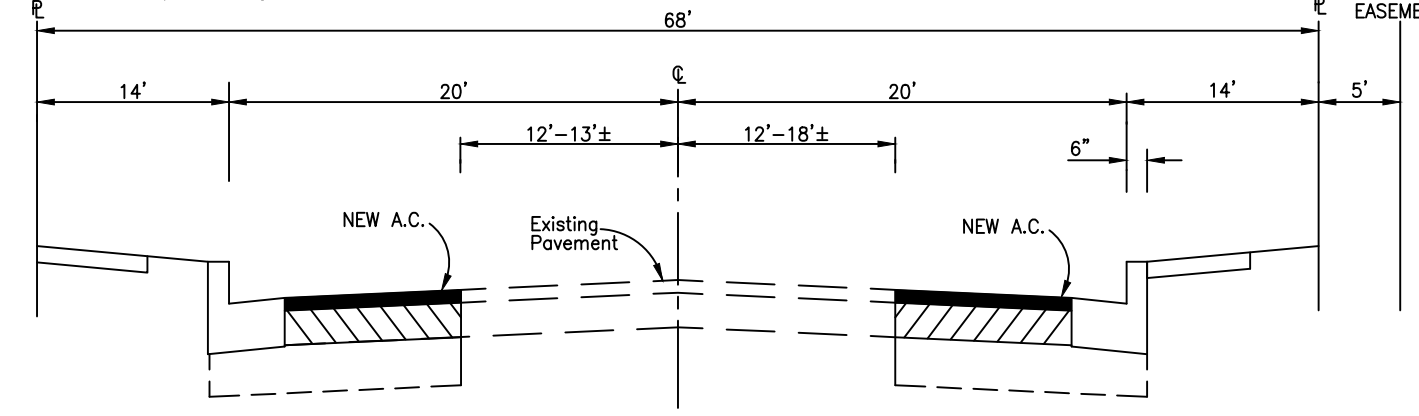
SECTION B-B
DEVON STREET

Not to Scale
Looking Southwest (Per City Std. ST-26)



SECTION C-C
BERKSHIRE LANE

Not to Scale
Similar to City Std. Dwg. ST-23



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

e

NOTICE IS HEREBY GIVEN that on Tuesday, March 13, 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:

Rezone No. 2017-04: A request to change the zoning designation on approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential.

Location: The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-145 and -147)

Vesting Tentative Tract 922: A request to subdivide approximately 50 acres into 194 single-family low-density residential lots. Development will occur in two phases.

Location: The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-147 and 009-370-145).

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.

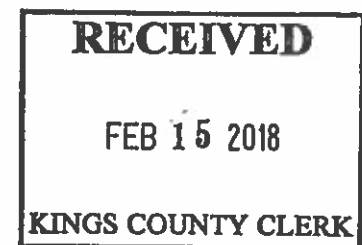
COMMENT PERIOD: February 16 – March 8, 2018 [20 day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by March 8, 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



Attachment: Exhibit B - Environmental [Revision 1] (Rezone No. 2017-04 and Vesting Tentative Tract 922)

MITIGATED NEGATIVE DECLARATION NO. 2018-03**Project Title:** Rezone No. 2017-04 and Vesting Tentative Tract 922**File Number:** RZ 2017-04 (510-0233); TT 922 (504-0427)**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:

Rezone No. 2017-04: A request to change the zoning designation on approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential.

Location: The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-145 and -147)

Vesting Tentative Tract 922: A request to subdivide approximately 50 acres into 194 single-family low-density residential lots. Development will occur in two phases.

Location: The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-147 and 009-370-145).

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	()
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:



Date: February 15, 2018

Review Period: February 16 – March 8, 2018

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2018-03

Prepared For

Rezone No. 2017-04 and Tentative Tract 922

Prepared By

The City of Hanford

February 15, 2018

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. **Rezone No. 2017-04:** A request to change the zoning designation on approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential. **Location:** The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-145 and -147) **Vesting Tentative Tract 922:** A request to subdivide approximately 50 acres into 194 single-family low-density residential lots. Development will occur in two phases. **Location:** The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-147 and 009-370-145).

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, Rezone No. 2017-04 and Tentative Tract 922, in accordance with the California Environmental Quality Act (CEQA), the State CEQA 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 December 19, 2017:

Responses were received from the following:

1. Consultation from Alex Hernandez of the Kings County Community Development Agency Planning Division (December 21, 2017)
2. Consultation from Try Hommerding of the Kings County Department of Public Health Division of Environmental Health Services (January 3, 2018).
3. Consultation from Arnaud Marjollet and Brian Clements of the San Joaquin Valley Air Pollution Control District (February 15, 2018)

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 17)
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 (Community Panel Number 06031C 0185C, June 16, 2009)

Final Regional Climate Action Plan (May 28, 2014)

Traffic Signal Warrant Study, prepared by Peters Engineering Group: A California Corporation (January 26, 2018).

Per-Consultation Letters Received:

1. Consultation from Alex Hernandez of the Kings County Community Development Agency Planning Division (December 21, 2017)
2. Consultation from Try Hommerding of the Kings County Department of Public Health Division of Environmental Health Services (January 3, 2018).
3. Consultation from Arnaud Marjollet and Brian Clements of the San Joaquin Valley Air Pollution Control District (February 15, 2018)

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2018-03

1. Project Title: Vesting Tentative Tract 922 and Rezone No. 2017-04
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 north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-145, -147 and 009-370-145).
6. Project Sponsor's Name/Address: Lennar Central Valley
8080 N. Palm Street, 110
Fresno, CA 93711
7. General Plan Designation: Low-Density Residential
8. Zoning: R-L-12 and R-L-5 Low-Density Residential, R-L-12 to R-L-5 rezone proposed
9. Description of the Project:

Rezone No. 2017-04: A request to change the zoning designation on approximately 20 acres from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential.

Vesting Tentative Tract 922: A request to subdivide approximately 50 acres into 194 single-family low-density residential lots. Development will occur in two phases. **Location:** The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-147 and 009-370-145).
10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	County	Low-Density Residential	Vacant
East	R-L-5	Low-Density Residential	Proposed Residential Development
South	PF	Public Facility	School
West	County	Low-Density Residential	Residential

11. Other public agencies whose approval is required - NA

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is 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

Feb. 15, 2018
 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. The project will 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 Hanford Municipal Code and Tree Ordinance, 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 (Farmland), as shown on the maps prepared	☐	☐	☒	☐

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

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

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

Consultation Received – Kings County Community Development Agency

On December 21, 2017, Alex Hernandez, with the Kings County Community Development Agency Planning Division provided the following, "The properties involved in the project are within the City of Hanford and borders the unincorporated area of Kings County, to the North and the West of the subject properties, the zoning is Limited Agricultural (AL-10).

The Kings County Board of Supervisors has adopted a "Right to Farm" Ordinance, which among the other things declares that normal and usual farming operations and activities are not a nuisance. The ordinance requires that in unincorporated areas, activities such as rezoning, land divisions, zoning permits, building permits (for new residences), and transfers of property must be accompanied by recording a notice and disclosure statement. A copy of the County's "Right to Farm" Ordinance, which applies to the unincorporated area of the County is provided for your information.

Neighboring residents should be prepared for the inherent and potential inconveniences and discomforts often associated with normal and usual agricultural activities and operations. They should also be aware that the County will not take any nuisance abatement actions against any normal and usual farming operations." The letter is attached to this initial study.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Significance Criteria The Project may result in significant impacts to agricultural resources since the project results in the removal of lands designated as prime farmland by the Department of Conservation.				
Checklist Discussion:				
a) 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. The project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural impacts.				
b) Less than significant impact with mitigation measures – That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.				
c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact.				
d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be no impact.				
e) No Impact – None.				
Mitigation Measures:				
- MM Agriculture 1: That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.				
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	☐	☐	☒	☐

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

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.

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

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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: - 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 – Kings County Environmental Health a) <i>Coccidioides immitis</i>, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques. b) If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases,				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. c) Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. Pre-Consultation – San Joaquin Valley Air Pollution Control District Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on February 15, 2018, 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 194 dwelling units (Project), located at The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-145, -147 and 009-370-145). in Hanford, CA. The District offers the following comments: 1. Significance Impact for Annual Criteria Pollutants Emissions - The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds. 2. District Rule 9510 (Indirect Source Review) - At full build-out, the Project will be equal to or exceed 50 residential dwelling units. Therefore, the District concludes that the Project is 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. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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.				
5. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: http://www.valleyair.org/ceqaconnected/aqimeasures.aspx.				
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 pedestrianoriented 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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) 2306000 or e-mail ceqa@valleyair.org. When calling or emailing the District, please reference District CEQA number 182-20180003. A copy of the District's comments has been provided to the project proponent. Checklist Discussion a) Less than Significant Impact with mitigation incorporation - The project will not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. Compliance with the Air District's Air Quality Plan is a requirement of development. Additionally, the applicant will be required to obtain any necessary permits through the SJVAPCD. With these mitigation measures, the project will have a less than significant impact. <i>Coccidioides immitis</i>, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques. b) Less than Significant with Mitigation Incorporation - In a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project 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. Additionally, the project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval. <i>Coccidioides immitis</i>, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.				
a) 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. Additionally, the project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval. Coccidioides immitis, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.				
c) 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				
d) 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. MM Air Quality 3: The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
MM Air Quality 4: That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques. Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of the rules and regulations of the SJVUAPCD for dust control measures. Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), San Joaquin Valley Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) http://www.arb.ca.aqs; Consultation received from the San Joaquin Valley Air Pollution Control District on February 15, 2018 (attached)				
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Natural Communities The natural communities tracked by the California Natural Diversity Database in the Study Area and surrounding vicinity include Valley Sacaton Grassland and Valley Sink Scrub. Valley Sacaton Grassland is mid-height to three feet tussock-forming grassland dominated by alkali sacaton. The community is fine textured and poorly drained on usually alkaline soils with generally a seasonally high water table or are overflowed during winter flooding. This community was formerly extensive in the Tulare Lake Basin. There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; however, much has been severely degraded. Less than 1% of the Central Valley's riparian vegetation is in a natural, high-quality condition. Riparian woodlands in the study area are located on the west side of 12th Avenue between Houston and Iona Avenues, and along the west side of 13th Avenue, north of Iona Avenue. They are 30 and 14 acres in size, respectively. Valley oak woodland provides habitat components such as food, cover, nesting sites, and dispersal habitat for a wide variety of wildlife. The large oak trees present in this vegetation community provide nesting opportunities for many birds of prey. Typical wildlife species in this vegetation community include California ground squirrel, western fence lizard, western scrub jay, California quail, northern flicker, northern mockingbird, mourning dove, American kestrel, and red-tailed hawk. Vegetation within the City of Hanford consists primarily of agricultural crops with little remaining non-agricultural vegetation. Agricultural crops consist of orchard, vineyard, annual dryland and irrigated grain crops, irrigated row and field crops, and some rice production. A good portion of the study area consists of urban development, but an almost equal portion of the study area is agricultural development. Waters/Wetlands Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford. Wildlife Corridors Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another. Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity. Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas.				

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 reiver and directly west of Ugonia. Kadistin, the other Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village, was at old Kingston on the south bank of the Kings River downstream from Laton. The better known Tachi Yokuts occupied the north and west shores of Tulare Lake. The Yokuts subsistence economy emphasized fishing; hunting waterfowl; and collecting shellfish, roots, and seeds. Tules were abundant in the sloughs and their prodigious use in constructing shelters, boats, and as a food source reflected their significance in Yokuts life. The dead were buried in a cemetery separate from the village with head facing west or northwest. Cremation was most common for the occasional individual who died away from home or in the event that the deceased was a shaman or medicine man. Among the Tachi, anyone of higher social status was cremated. The 1833 epidemic, brought south from Oregon by a party of trappers, decimated an estimated 75% of California's native people. Entire communities were wiped out, leaving few native people to consult during the early 1900s when anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt to reconstruct the lifeways of the native people before White contact. In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore. By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work. Pioneer Settlement Period Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese shepherd's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region. In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels. Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials. National Register of Historic Places				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places. Hanford Carnegie Library The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area. Kings County Courthouse The 1986 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978. Taoist Temple The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco. While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future. National Register of Historic Places – Eligible Resources There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following: - 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:				

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
poinding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface. Seismicity The greatest potential for seismic activity in the City is posed by the San Andreas Fault, which is located approximately 46.5 miles southwest of the western boundary of the Study Area. The White Wolf Fault, located near Arvin and Bakersfield to the southwest in Kern County, which has the potential to cause seismic hazards for the County to a much lesser degree than the San Andreas Fault. Fault Rapture Kings County doesn't have any major fault system within its boundaries. Strong Seismic Ground Shaking Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV, Kings County is within Zone III, which equates to the potential to experience 0.3 meters/second squared ground acceleration, which would result in very strong to sever 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 preading 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 my three distinct water-related causes: 1) compression of layers of clay and slit 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No 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. Septic Systems The City does not have septic requirements for septic systems within the City. Significance Criteria The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation. Checklist Discussion a) Less than Significant Impact with Mitigation Incorporation - 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. 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. 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. 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low. e) No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed. 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 a 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				

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
- 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. 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?	☐	☐	☒	☐

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

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.

Pre-Consultation – Kings County Environmental Health

Pre-consultation was received from the Kings County Environmental Health Department stating the following:

- a) *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.
- b) If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at <http://cers.calepa.ca.gov> within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. c) Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.				
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 with Mitigation Incorporation– that the routine use of a residence does not involve the routine transport, use, or disposal of hazardous materials. In response to the consultation received from the Kings County Environmental Health Department, as a mitigation measure of construction: If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system b) See a. c) Less than Significant Impact - there is a school directly south 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 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
to no potential for wildland fires, therefore, the impact is considered less than significant.				
Mitigation Measure				
- MM Hazard 1: If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. - MM Hazard 2: Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.				
Conclusion				
The impact from hazards and hazardous materials are expected to be less than significant with mitigation measures to be applied for any hazardous construction materials.				
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	☐	☒	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford. Surface Water Quality There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments. Groundwater Resources Regional The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin. Local The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection. Groundwater Quality Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide. The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep. Floodplains Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City. 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				

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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) 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 a) Less than significant impact – the project proposes to develop 194 residential lots and rezone a portion of the property from R-L-12 Low-Density Residential to R-L-5 Low-Density Residential. The project will not physically divide an established community as the project pertains to a vacant lot for Tentative Tract 922, and no construction is proposed under Rezone No. 2017-04. b) Less than significant impact with the incorporation of mitigation measures- Tentative Tract 922 will be consistent with the Hanford Municipal Code, as long as Rezone No. 2017-04 is approved, changing the designation on				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
approximately 20 acres from R-L-12 to R-L-5 Low-Density Residential. Approval of Rezone No. 2017-04 is necessary to mitigate the effect of the project on land use policy. 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 Rezone No. 2017-0-4 be approved by the approving body in order to approve Tentative Tract 922. 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 Rezone No. 2017-04.				
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:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) 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?	☐	☒	☐	☐
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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Stationary Noise Sources

Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawn maintenance equipment.

The following operations have been identified as major stationary noise sources in and around Hanford

- 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Less than Significant – full build out of the General Plan would possibly result in a maximum increase of 2 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.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Jobs-Housing Balance 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 a) Less than significant impact – The project will induce population growth in the area by proposing 194 residential dwellings, which using the average household size, 3.11 persons per unit, yields 603 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. b) No Impact - The project will not result in displacement of housing. The property is currently vacant. c) 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 gag and drug issues. The HPD's actual average response times are 6:30 minutes for Priority I incidents with an average of 32 Priority I incidents per day and a response time of 17:19 minutes for all other incidents with an average of 144 incidents per day. However, a response time of less than 2:30 minutes is a goal for the HPD to maintain in the future. Schools The City currently includes six elementary school districts and one high school district within the Study Area. These districts do not include the religiously affiliated private schools or charter schools located in the study area. The Hanford Elementary School District consists of 11 elementary and junior high schools that are all located in the study area. Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all located in the study area. The Hanford Joint Union High School District consists of four comprehensive high schools. Parks See Environmental Setting for Recreation. Other Public Services Library Services The current library is a branch of the Kings County Library. Significance Criteria The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services. Checklist Discussion a) (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 districts in determining new school locations and utilizing school facilities for general public needs. School districts				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 rec. facilities. City of Hanford Parkland Standard Combining the City's 188 acres of parkland and 100 acres of school parks, the City has a total of 288 acres of developed parkland that go toward meeting the parkland standard. This does not include regional parks outside the planning area, greenways, private parks, or indoor recreation facilities. Based on the 2013 estimated population of 55,860 for the City of Hanford, the Study Area has approximately 5.2 acres of parkland for every 1,000 residents in the City. Significance Criteria				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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– Open space is not provided in the project. 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 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Existing Functional Roadway Classification System				
State Freeways and Highways				
There are two State Facilities serving the Study Area, namely SR-198 and -43.				
Arterial Roads				
Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.				
Collector Streets				
Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.				
Local Streets				
Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.				
Existing Intersections				
All of the study intersections are operating at acceptable levels of LOS.				
Existing Roadway Segments				
Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS.				
Bicycle Facilities				
The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travel ways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.				
Mass Transit				
Kings Area Rural Transit				
Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City and Avenal.				
KART Dial-A-Ride Service				
Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.				
Park-and-Ride lots				
Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10 th 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road. Rail Service Amtrak Passenger Service Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle. High Speed Rail In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the hgi voltage power lines between 7th and 8th Avenues. Freight Service Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system. <u>Traffic Study Conducted</u> Per the Public Works Engineering Division, a traffic signal is required to be installed at the intersection of 13th Avenue and Devon Avenue at the time of construction of development, unless a focused traffic study is conducted and the analysis determines that the traffic signal does not meet the required warrants with the development of the subdivision. The developer of Tentative Tract 922 opted to conduct a focused traffic study, the results of which determined, a traffic signal at 13th Avenue and Devon Avenue is not warranted. The traffic study has been added to this initial study and incorporated by reference. Conditions of the development include: 1. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: 2. 13th Ave shall be developed as an major arterial street along the entire development frontage. 3. Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. 4. N. Mustang Drive shall be developed as a collector street, along the development frontage of the subdivision. 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.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Checklist Discussion				
1. Less than Significant Impact with Mitigation Measures (payment of Traffic Impact Fees) – 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. Conditions of the subdivision include: - That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: - o 13th Ave shall be developed as a major arterial street along the entire development frontage. - o Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. - o N. Mustang Drive shall be developed as a collector street, along the development frontage of the subdivision. a) See a. b) 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 3.1 miles northwest from the nearest municipal airport. c) Less than Significant Impact- the development has been reviewed by the various departments to ensure hazardous features are not incorporated into the project. d) 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. e) See a.				
Mitigation Measures				
- MM Traffic 1 – That the development is subject to traffic impact fees. - MM Traffic 2 - That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: - o 13th Ave shall be developed as a major arterial street along the entire development frontage. - o Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. - o N. Mustang Drive shall be developed as a collector street, along the development frontage of the subdivision.				
Conclusion				
The site has been evaluated for traffic-related impacts, with the incorporation of City standards for development and payment of traffic impact fees, 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, Traffic Study – attached				

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
from the main San Joaquin Valley Groundwater Basin. The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer. The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years. Storm Water Drainage The City is predominantly located within a 500-year Flood Zone as 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 Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day. The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers. Dry Utilities Gas and Electric Service The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines. Communication Systems AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access. Thresholds of Significance The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities. Checklist Discussion a) Less than significant - 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. b) 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. c) Less than Significant – The project has been reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval. d) 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. e) No Impact. The project will not require a determination by a wastewater agency. f) Less than Significant – the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility. g) Less than Significant 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	☐	☐	☒	☐

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

Gabrielle de Silva
Associate Planner

Date
February 15, 2018

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 development of this project - Tentative Tract 922 and Rezone No. 2017-04, the development of Annexation 152 under Tentative Tract 918 and 919, and the development of Tract 887.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - All 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. 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. This project, the development of Annexation 152 area under Tentative Tract 918 and 919, and the development of Tract 887 will be held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics – therefore, the impact to aesthetics would be less than significant with mitigation incorporation.

Agriculture and Forest Resources

Less than Significant with Mitigation Incorporation - The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and included 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.

This project, the development of Annexation 152 area under Tentative Tract 918 and 919, and the development of Tract 887 are consistent with the General Plan for which a statement of overriding considerations was adopted for impacts to agricultural lands, therefore, the impact is considered less than significant with mitigation measures, such as the recording of a Right-to-Farm for all residential developments within a 1-mile radius of agricultural land.

Air Quality

Less than Significant with Mitigation Incorporation – This project, the development of Annexation 152 area under Tentative Tract 918 and 919, and the development of Tract 887 will not create or result in any significant air quality impacts, all projects are required to be developed consistent with the Air Quality Element.

Biological Resources

Less than Significant – the project area and surrounding project areas 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 and surrounding projects, in accordance with AB 52. Through concerns were cited in previous entitled projects, conditions of approval for all projects are in place to mitigate the effect on cultural resources. 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 - This project, the development of Annexation 152 area under Tentative Tract 918 and 919, and the development of Tract 887 on geology and soils would be mitigated by compliance with the California building code, 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 cumulative 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 with mitigation incorporation.

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.). Full build out of the General Plan would possibly result in a maximum increase of 2 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

Population and Housing

Less than Significant - The projects will induce population growth in the area by proposing residential development. The projects are consistent with the density allowed in the General Plan, which planned for population growth. This projects are considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth.

Public Services

Less than Significant with Payment of Impact Fees to Mitigate Effect -The residential projects are subject to impact fees to mitigate the effect on 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 and the development of park space.

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect –The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The projects 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.

1. Consultation from Alex Hernandez of the Kings County Community Development Agency Planning Division (December 21, 2017)



KINGS COUNTY COMMUNITY DEVELOPMENT AGENCY

Gregory R. Gatzka, Director

PLANNING DIVISION

Chuck Kinney, Deputy Director- Planning

Web Site: www.countyofkings.com/planning/index.html

December 21, 2017

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

RE: Vesting Tentative Tract No. 922, Rezone No. 2017-04

Thank you for the opportunity to comment and review Vesting Tentative Tract No. 922 and Rezone No. 2017-04 with the City of Hanford.

The properties involved in the project are within the City of Hanford and borders the unincorporated area of Kings County, to the North and the West of the subject properties, the zoning is Limited Agricultural (AL-10).

The Kings County Board of Supervisors has adopted a *"Right to Farm"* Ordinance which among the other things declares that normal and usual farming operations and activities are not a nuisance. The ordinance requires that in unincorporated areas, activities such as rezoning, land divisions, zoning permits, building permits (for new residences), and transfers of property must be accompanied by recording of a notice and disclosure statement. A copy of the County's *"Right to Farm"* Ordinance, which applies to the unincorporated area of the County, is provided for your information.

Neighboring residents should be prepared for the inherent and potential inconveniences and discomforts often associated with normal and usual agriculture activities and operations. They should also be aware that the County will not take any nuisance abatement actions against any normal and usual farming operations.

Should you have any questions concerning this matter, please contact me at (559)852-2679.

Sincerely,
Kings County, Community Development Agency

A handwritten signature in cursive script, reading "Alex Hernandez".

Alex Hernandez, Planner I

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

SPACE ABOVE THIS LINE FOR RECORDER'S USE

NOTICE, DISCLOSURE AND ACKNOWLEDGMENT OF AGRICULTURAL LAND USE PROTECTION AND RIGHT TO FARM POLICIES OF THE COUNTY OF KINGS

NOTICE IS HEREBY GIVEN pursuant to Kings County Ordinance No. 608, adopted on March 5, 2002, that the County of Kings has adopted policies which establish agriculture and agricultural facilities and operations as priority uses on productive agricultural lands within the County, and residents and other occupants of property in the agricultural zone districts should be prepared to accept inconveniences or discomfort from normal, usual, and customary agricultural operations, facilities, and practices.

ASSESSOR'S PARCEL NUMBER: _____

LEGAL DESCRIPTION OF PROPERTY:

is recognized to be in the vicinity of, or adjacent to, land designated and utilized for agricultural uses, facilities, and operations, and may be subject to inconveniences or discomforts arising from the pursuit of those agricultural operations, including but not limited to land preparation, cultivation, growing and harvesting of crops, raising of livestock, dairy production, processing of agricultural commodities, viticulture, apiculture, horticulture, aquaculture, poultry and other agricultural operations. Said inconvenience or discomforts may include, but shall not be limited to: equipment and animal noises; farming activities conducted on a 24-hour, 7-day a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from such agricultural operations.

I/WE HEREBY ACKNOWLEDGE AND UNDERSTAND the agricultural land use protection and right to farm policies of Kings County and declare that non-agricultural uses of the subject land, including any residential uses, are secondary and subservient to normal, usual, and customary agricultural activities and operations in the vicinity of this property, and HEREBY NOTIFY AND PASS ON said acknowledgment to all subsequent owners and occupants of the above described property.

Owner's Signature
Print or Type Owner's Name

Date _____

Owner's Signature
Print or Type Owner's Name

Date _____

(attach Notary acknowledgment)

Attachment: Exhibit B - Environmental [Revision 1] (Rezoning No. 2017-04 and Vesting Tentative Tract 922)

2. Consultation from Try Hommerding of the Kings County Department of Public Health Division of Environmental Health Services (January 3, 2018).

Gabrielle deSilva

From: Hommerding, Troy <Troy.Hommerding@co.kings.ca.us>
Sent: Wednesday, January 3, 2018 3:07 PM
To: Gabrielle deSilva
Subject: Vesting Tentative Tract 922 Rezone No. 2017-04
Attachments: 201801031456.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for the opportunity to comment on this project. Our office offers the following comments:

1. *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.
2. If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at <http://cers.calepa.ca.gov> within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process.
3. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.

Troy Hommerding
 Kings County Department of Public Health
 Division of Environmental Health Services
 330 Campus Dr.
 Hanford CA 93230

3. Consultation from Arnaud Marjollet and Brian Clements of the San Joaquin Valley Air Pollution Control District (February 15, 2018)



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



February 15, 2018

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

Project: 922

District CEQA Reference No: 182-20180003

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 194 dwelling units (Project), located at The project is located north of Mustang Drive and Stagecoach Drive and east of 13th Avenue (APN 009-030-145, -147 and 009-370-145). in Hanford, CA. The District offers the following comments:

1. Significance Impact for Annual Criteria Pollutants Emissions - The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.
2. District Rule 9510 (Indirect Source Review) - At full build-out, the Project will be equal to or exceed 50 residential dwelling units. Therefore, the District concludes that the Project is 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

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

Assessment (AIA) application to the District no later than applying for final discretionary approval. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.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 District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.
5. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: <http://www.valleyair.org/ceqaconnected/eqimeasures.aspx>.
 - 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 182-20180003 .

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

Traffic Signal Warrant Study, prepared by Peters Engineering Group: A California Corporation
(January 26, 2018).



PETERS ENGINEERING GROUP

A CALIFORNIA CORPORATION

Mr. Jeff Callaway
Lennar Corporation
8080 North Palm Avenue, Suite 110
Fresno, California 93711

March 9, 2018

Subject: Revised Traffic Signal Warrant Study
Proposed Intersection of 13th Avenue and Devon Street
Hanford, California

Dear Mr. Callaway:

Introduction

This report presents the results of a traffic signal warrant study for the proposed intersection of 13th Avenue and Devon Street in Hanford, California. The purpose of this study is to estimate the operation of the intersection considering the volume of vehicles currently traveling on 13th Avenue and the estimated number of trips that will use Devon Street after it is constructed to develop an opinion as to whether the installation of traffic signals is currently appropriate. This report supersedes a previous report dated January 26, 2018.

Existing Conditions and Proposed Intersection

The intersection of 13th Avenue and Devon Street does not yet exist. At the study location, 13th Avenue currently consists of one northbound lane and one southbound lane. Devon Street will be constructed with Tract 922 approximately ¼ mile north of Stagecoach Drive and will create a three-legged intersection with 13th Avenue. Tract 922 will consist of 194 new single-family residences. The City of Hanford has indicated that a traffic signal will be required as part of Tract 922 unless an engineering study shows that traffic signals are not yet warranted.

Existing Traffic Volumes

Twenty-four-hour traffic counts were performed on 13th Avenue by Metro Traffic Data Inc. (Metro), an independent traffic counting firm. The traffic count data sheets are attached.

Project Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, were used to estimate the number of trips anticipated to be generated by Tract 922. Table 1 presents the trip generation information.

Table 1
Project Trip Generation

Land Use	Units	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Single-Family Detached Housing (ITE Code 210)	194	9.44	1,832	0.74	25:75	36	108	144	0.99	63:37	121	71	192

Reference: *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, September 2017
Rates are reported in trips per dwelling unit. In:Out are percentages of the total.

Intersection Level of Service

The Transportation Research Board *Highway Capacity Manual*, 2010 (HCM2010) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst." Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 2 and 3.

Table 2
Level of Service Characteristics for Unsignalized Intersections

Level of Service	Average Vehicle Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

Table 3
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is low. Progression is exceptionally favorable or the cycle length is very short.	≤10
B	Volume-to-capacity ratio is low. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

The City of Hanford 2035 General Plan Update Policy T29 designates LOS D or better as the goal within the City's Planned Growth Boundary.

The LOS at the study intersection was calculated using the computer program Synchro 9, which is based on the HCM2010 procedures for calculating LOS assuming 100 percent of the Tract 922 trips will use the intersection of 13th Avenue and Devon Street, which is a conservative assumption and helps to account for any trips that may be generated by homes east of Tract 922. Table 4 presents the results of the intersection analyses. The intersection analysis sheets are attached.

Table 4
Intersection Weekday Peak Hour LOS Summary

Intersection	Approach	Control Type	A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS
13 th Avenue / Devon Street	Westbound	Stop sign	12.8	B	12.2	B
	Northbound	None	-	-	-	-
	Southbound	None	7.7	A	8.0	A

The analyses indicate that the intersection is expected to operate at acceptable levels of service during peak hours even with only one lane on each approach.

Traffic Signal Warrants

The California State Transportation Agency and California Department of Transportation *California Manual on Uniform Traffic Control Devices, 2014 Edition (Including Revision 1)* (CMUTCD) presents various criteria (warrants) for determining the need for traffic signals. The CMUTCD states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.

The CMUTCD states that the investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants:

- Warrant 1, Eight-Hour Vehicular Volume.
- Warrant 2, Four-Hour Vehicular Volume.
- Warrant 3, Peak Hour.
- Warrant 4, Pedestrian Volume.
- Warrant 5, School Crossing.
- Warrant 6, Coordinated Signal System.
- Warrant 7, Crash Experience.
- Warrant 8, Roadway Network.
- Warrant 9, Intersection Near a Grade Crossing

If one or more of the signal warrants is met, signalization of the intersection may be appropriate. However, a signal likely should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously uncontrolled major street and may contribute to an increase in accidents.

The results of the warrants analyses are attached and indicate that no warrants are expected to be satisfied at the proposed intersection after the construction of Devon Street.

Discussion

The analyses suggest that the intersection of 13th Avenue and Devon Street will operate at acceptable levels of service with one-way stop sign control. Warrants for traffic signals are not expected to be satisfied at the intersection after the construction of Devon Street.

Conclusions

The results of the traffic signal warrants analyses suggest that traffic signals should not be installed at the proposed intersection of 13th Avenue and Devon Street at this time.

Thank you for the opportunity to perform this study. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP


John Rowland, PE, TE



Attachments: Traffic Count Data Sheets
Intersection Analysis Sheets
Traffic Signal Warrants Analysis

TRAFFIC COUNT DATA SHEETS



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230
800-975-6938 Phone/Fax
www.metrotrafficdata.com

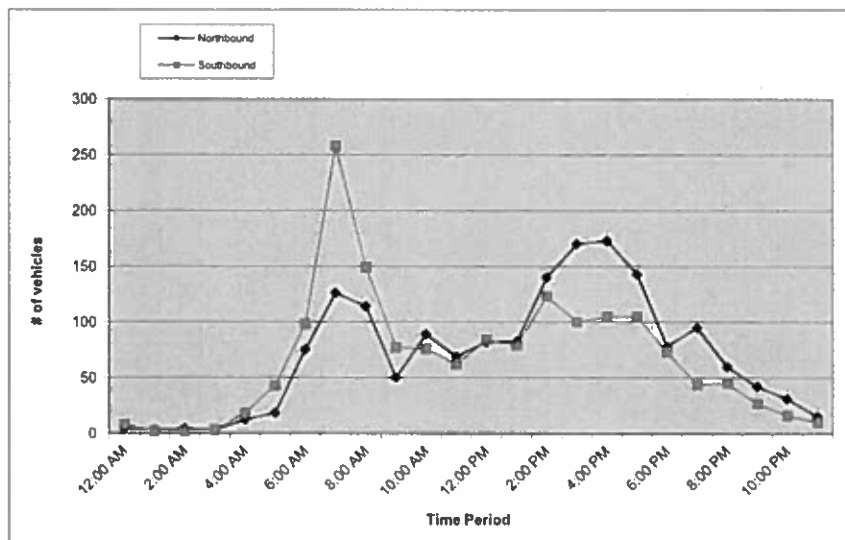
24 Hour Count Report

Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 13th Avenue LATITUDE 36.347620°
SEGMENT North of Stagecoach Drive LONGITUDE -119.690986°
COLLECTION DATE Thursday, January 18, 2018 WEATHER Clear
NUMBER OF LANES 2

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Totals
12:00 AM	2	2	0	0	4	2	1	3	2	8	12
1:00 AM	1	1	1	0	3	1	0	0	1	2	5
2:00 AM	0	2	0	2	4	0	0	1	1	2	6
3:00 AM	1	0	1	1	3	0	2	0	1	3	6
4:00 AM	3	1	3	5	12	3	1	5	9	18	30
5:00 AM	3	4	5	6	18	6	9	16	12	43	61
6:00 AM	16	17	16	26	75	16	16	30	36	98	173
7:00 AM	21	23	39	43	126	40	64	86	68	258	384
8:00 AM	47	43	11	13	114	67	37	19	26	149	263
9:00 AM	14	10	14	12	50	19	20	25	13	77	127
10:00 AM	19	25	24	21	89	17	16	31	12	76	165
11:00 AM	14	8	19	28	69	15	14	11	22	62	131
12:00 PM	24	21	19	18	82	18	23	21	22	84	166
1:00 PM	15	26	20	21	82	16	24	18	21	79	161
2:00 PM	32	33	45	30	140	41	24	27	31	123	263
3:00 PM	63	33	35	39	170	21	17	33	29	100	270
4:00 PM	37	47	49	40	173	11	32	28	34	105	278
5:00 PM	55	32	35	21	143	33	21	31	20	105	248
6:00 PM	27	17	18	16	78	25	19	16	13	73	151
7:00 PM	28	23	25	19	95	12	16	7	9	44	139
8:00 PM	17	16	15	12	60	13	13	11	8	45	105
9:00 PM	16	12	9	5	42	6	9	5	7	27	69
10:00 PM	3	9	11	8	31	6	5	4	1	16	47
11:00 PM	4	3	6	2	15	5	0	2	3	10	25
Total	51.1%				1678	48.9%				1607	
	3285										

AM% 41.5% AM Peak 437 7:15 am to 8:15 am AM P.H.F. 0.87
PM% 58.5% PM Peak 318 4:15 pm to 5:15 pm PM P.H.F. 0.90



INTERSECTION ANALYSIS SHEETS

1: 13th Ave & Devon St
HCM 2010 TWSC

Existing Plus Project-AM
03/08/2018

Intersection

Int Delay, s/veh 2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	70	36	152	24	12	285
Future Vol, veh/h	70	36	152	24	12	285
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	41	173	27	14	324

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	537	186	0
Stage 1	186	-	-
Stage 2	351	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	505	856	-
Stage 1	846	-	-
Stage 2	713	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	499	856	-
Mov Cap-2 Maneuver	499	-	-
Stage 1	846	-	-
Stage 2	704	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	1372
HCM Lane V/C Ratio	-	-	0.207	0.01
HCM Control Delay (s)	-	-	12.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0

1: 13th Ave & Devon St
HCM 2010 TWSC

Existing Plus Project-PM
03/08/2018

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	46	25	191	78	43	122
Future Vol, veh/h	46	25	191	78	43	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	28	217	89	49	139

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	497	261	0	0	306	0
Stage 1	261	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	532	778	-	-	1255	-
Stage 1	783	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	510	778	-	-	1255	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	580	1255
HCM Lane V/C Ratio	-	-	0.139	0.039
HCM Control Delay (s)	-	-	12.2	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

TRAFFIC SIGNAL WARRANTS ANALYSIS

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 1-18-18
 CALC JR DATE 3-8
 CHK _____ DATE _____
 Major St: 13TH AVE Critical Approach Speed 240 mph
 Minor St: DEVON ST Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph ☒ }
 In built up area of isolated community of < 10,000 population ☐ }
☐ RURAL (R) ☐ URBAN (U)

NOTE: WESTBOUND TO NORTHBOUND RIGHTS EXCLUDED

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☒
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
 80% SATISFIED YES ☐ NO ☒

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
	1		2 or More		NONE MET								
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
 80% SATISFIED YES ☐ NO ☒

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
	1		2 or More		2 HRS MET								
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

7:15-8:15 AM 4:15-5:15 PM
 80% 80%

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	X		
Higher Approach - Minor Street	X		

NONE MET

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☒

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☐ NO ☐

PART A

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

SATISFIED YES ☐ NO ☒

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☒	LOS B
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐	No ☒	
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☒	581

PART B

SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	X		473
Higher Approach - Minor Street	X		70

7:15 - 8:15 NOT MET

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

Hours -->

A.

Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

B.

Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☐
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes ☐ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol $\geq$ 80% of Figure 4C-5 through Figure 4C-8	

N/A

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>545</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☒
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets		Yes ☒ No ☐	

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

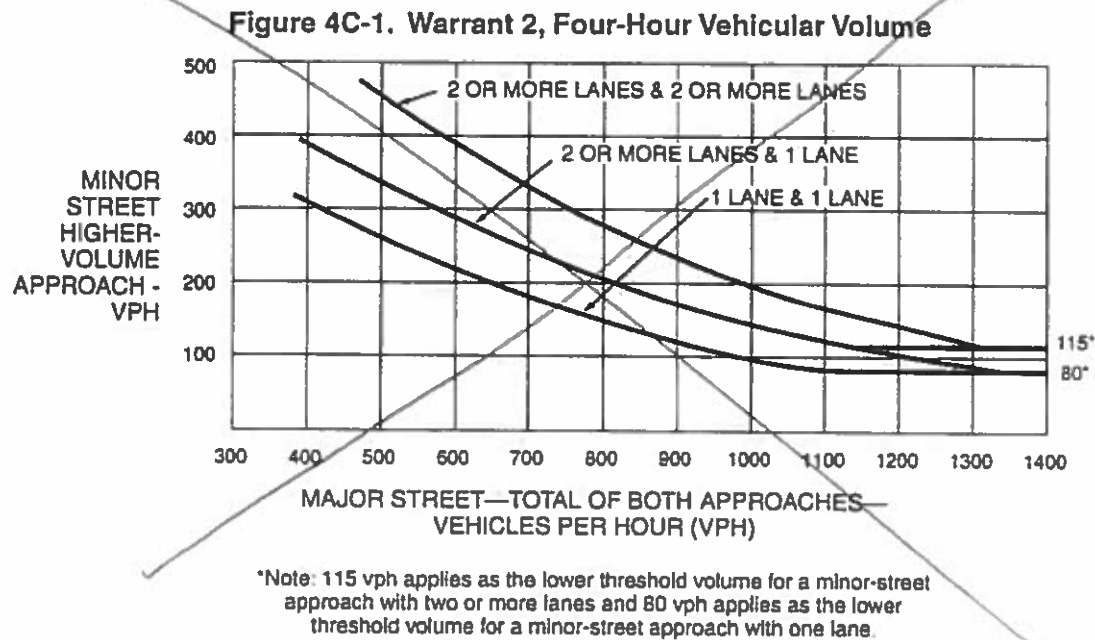
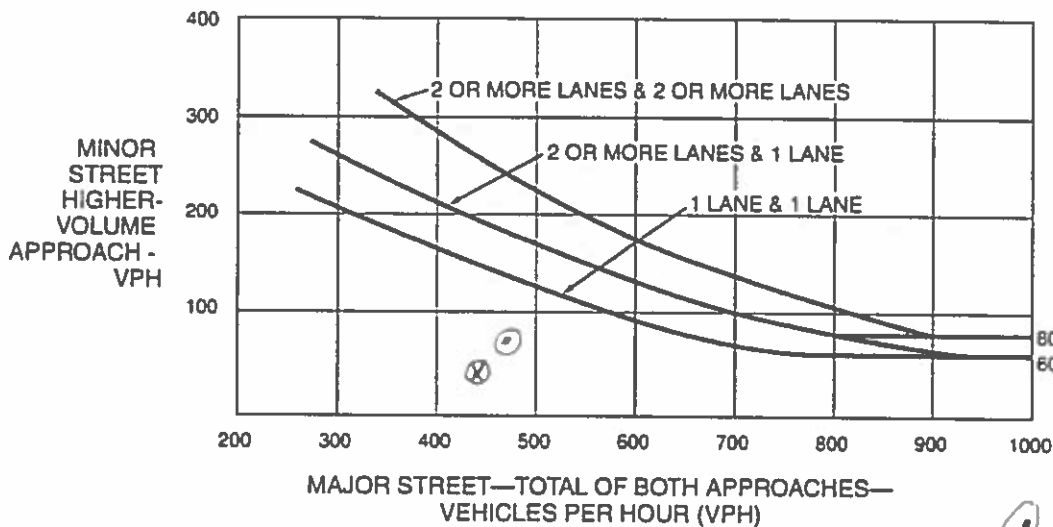
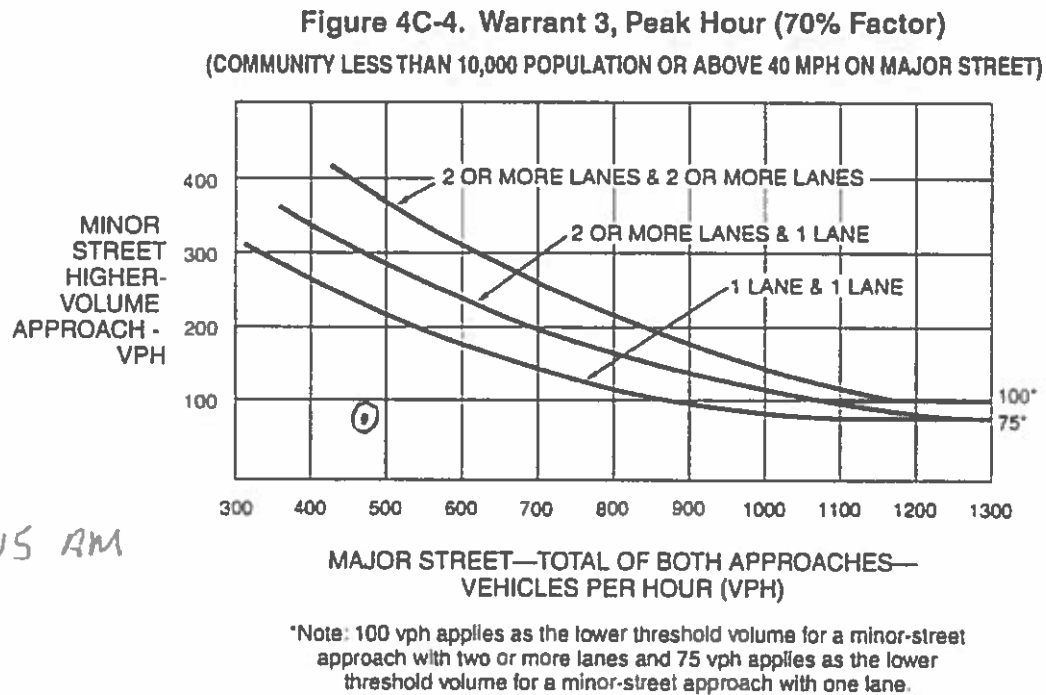
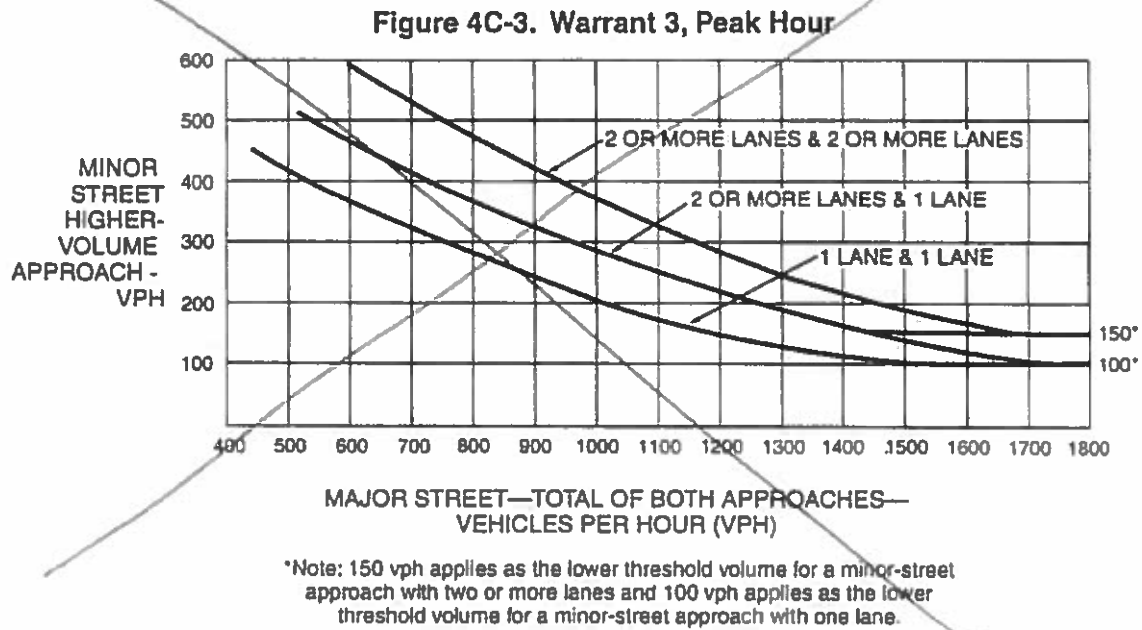


Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)





7:15 - 8:15 AM

MINOR				MAJOR		NB+SB		EB or WB						
Period	EB	WB	NB	SB	Project	Combined Major	Greatest Minor							
00:00			2	2	36	48	0	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?	
00:15			2	1										
00:30			0	3										
00:45			0	2										
01:00			1	1	36	46	0	NO	NO		NO	NO		
01:15			1	0										
01:30			1	0										
01:45			0	1										
02:00			0	0	36	39	0	NO	NO		NO	NO		
02:15			2	0										
02:30			0	1										
02:45			2	1										
03:00			1	0	36	42	0	NO	NO		NO	NO		
03:15			0	2										
03:30			1	0										
03:45			1	1										
04:00			3	3	36	47	0	NO	NO		NO	NO		
04:15			1	1										
04:30			3	5										
04:45		70	5	9										
05:00			3	6	36	69	70	NO	NO		NO	NO		
05:15			4	9										
05:30			5	16										
05:45		70	6	12										
06:00			16	16	36	120	70	NO	NO		NO	NO		
06:15			17	16										
06:30			16	30										
06:45		70	26	36										
07:00			21	40	36	238	70	NO	NO		NO	NO		
07:15			23	64										
07:30			39	86										
07:45		70	43	68										
08:00			47	67	36	473	70	YES	NO		YES	NO		
08:15			43	37										
08:30			11	19										
08:45		70	13	26										
09:00			14	19	36	218	70	NO	NO		NO	NO		
09:15			10	20										
09:30			14	25										
09:45		70	12	13										
10:00			19	17	36	166	70	NO	NO		NO	NO		
10:15			25	16										
10:30			24	31										
10:45			21	12										
11:00		70	14	15	36	194	70	NO	NO		NO	NO		
11:15			8	14										
11:30			19	11										
11:45			28	22										

MINOR				MAJOR				NB+SB		EB or WB					
Period	EB	WB	NB	SB	Project	Combined Major	Greatest Minor								
12:00			24	18	121	287	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
12:15			21	23											
12:30			19	21											
12:45		46	18	22											
13:00			15	16	121	276	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
13:15			26	24											
13:30			20	18											
13:45		46	21	21											
14:00			32	41	121	324	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
14:15			33	24											
14:30			45	27											
14:45		46	30	31											
15:00			63	21	121	384	46	YES	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
15:15			33	17											
15:30			35	33											
15:45		46	39	29											
16:00			37	11	121	355	46	YES	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
16:15			47	32											
16:30			49	28											
16:45		46	40	34											
17:00			55	33	121	439	46	YES	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
17:15			32	21											
17:30			35	31											
17:45		46	21	20											
18:00			27	25	121	333	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
18:15			17	19											
18:30			18	16											
18:45		46	16	13											
19:00			28	12	121	260	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
19:15			23	16											
19:30			25	7											
19:45		46	19	9											
20:00			17	13	121	250	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
20:15			16	13											
20:30			15	11											
20:45		46	12	8											
21:00			16	6	121	218	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
21:15			12	9											
21:30			9	5											
21:45		46	5	7											
22:00			3	6	121	177	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
22:15			9	5											
22:30			11	4											
22:45		46	8	1											
23:00			4	5	121	168	46	NO	NO	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?		
23:15			3	0											
23:30			6	2											
23:45		46	2	3											

MINOR		MAJOR		Project	NB-SB		Major >525?	Minor >53?	100% Satisfied?	Major >420?	Minor >42?	80% Satisfied?
Period	EB	WB	NB	SB	Combined Major	Greatest Minor						
00:00			2	2	36	48	0	NO	NO	NO	NO	
00:15			2	1		46	0	NO	NO	NO	NO	
00:30			0	3		44	0	NO	NO	NO	NO	
00:45			0	2		42	0	NO	NO	NO	NO	
01:00			1	1	36	41	0	NO	NO	NO	NO	
01:15			1	0		39	0	NO	NO	NO	NO	
01:30			1	0		40	0	NO	NO	NO	NO	
01:45			0	1		40	0	NO	NO	NO	NO	
02:00			0	0	36	42	0	NO	NO	NO	NO	
02:15			2	0		43	0	NO	NO	NO	NO	
02:30			0	1		43	0	NO	NO	NO	NO	
02:45			2	1		42	0	NO	NO	NO	NO	
03:00			1	0	36	43	0	NO	NO	NO	NO	
03:15			0	2		43	0	NO	NO	NO	NO	
03:30			1	0		43	0	NO	NO	NO	NO	
03:45			1	1		47	0	NO	NO	NO	NO	
04:00			3	3	36	47	0	NO	NO	NO	NO	
04:15			1	1		47	0	NO	NO	NO	NO	
04:30			3	5		54	0	NO	NO	NO	NO	
04:45		70	5	9		66	70	NO	YES	NO	YES	
05:00			3	6	36	69	70	NO	YES	NO	YES	
05:15			4	9		80	70	NO	YES	NO	YES	
05:30			5	16		93	70	NO	YES	NO	YES	
05:45		70	6	12		97	70	NO	YES	NO	YES	
06:00			16	16	36	120	70	NO	YES	NO	YES	
06:15			17	16		140	70	NO	YES	NO	YES	
06:30			16	30		165	70	NO	YES	NO	YES	
06:45		70	26	36		209	70	NO	YES	NO	YES	
07:00			21	40	36	238	70	NO	YES	NO	YES	
07:15			23	64		292	70	NO	YES	NO	YES	
07:30			39	86		371	70	NO	YES	NO	YES	
07:45		70	43	68		420	70	NO	YES	NO	YES	
08:00			47	67	36	473	70	NO	YES	YES	YES	YES
08:15			43	37		466	70	NO	YES	YES	YES	YES
08:30			11	19		371	70	NO	YES	NO	YES	
08:45		70	13	26		263	70	NO	YES	NO	YES	
09:00			14	19	36	218	70	NO	YES	NO	YES	
09:15			10	20		168	70	NO	YES	NO	YES	
09:30			14	25		177	70	NO	YES	NO	YES	
09:45		70	12	13		163	70	NO	YES	NO	YES	
10:00			19	17	36	166	70	NO	YES	NO	YES	
10:15			25	16		177	70	NO	YES	NO	YES	
10:30			24	31		193	70	NO	YES	NO	YES	
10:45			21	12		201	0	NO	NO	NO	NO	
11:00		70	14	15	36	194	70	NO	YES	NO	YES	
11:15			8	14		175	70	NO	YES	NO	YES	
11:30			19	11		150	70	NO	YES	NO	YES	
11:45			28	22		167	70	NO	YES	NO	YES	

Period	MINOR		MAJOR		Project	NB+SB		Major >525?	Minor >537	100% Satisfied?	Major >420?	Minor >427	80% Satisfied?
	EB	WB	NB	SB		Combined Major	Greatest Minor						
12:00			24	18	121	287	46	NO	NO		NO	YES	
12:15			21	23		276	46	NO	NO		NO	YES	
12:30			19	21		282	46	NO	NO		NO	YES	
12:45		46	18	22		280	46	NO	NO		NO	YES	
13:00			15	16	121	282	46	NO	NO		NO	YES	
13:15			26	24		324	46	NO	NO		NO	YES	
13:30			20	18		331	46	NO	NO		NO	YES	
13:45		46	21	21		365	46	NO	NO		NO	YES	
14:00			32	41	121	384	46	NO	NO		NO	YES	
14:15			33	24		395	46	NO	NO		NO	YES	
14:30			45	27		388	46	NO	NO		NO	YES	
14:45		46	30	31		384	46	NO	NO		NO	YES	
15:00			63	21	121	391	46	NO	NO		NO	YES	
15:15			33	17		355	46	NO	NO		NO	YES	
15:30			35	33		384	46	NO	NO		NO	YES	
15:45		46	39	29		393	46	NO	NO		NO	YES	
16:00			37	11	121	399	46	NO	NO		NO	YES	
16:15			47	32		384	46	NO	NO		NO	YES	
16:30			49	28		393	46	NO	NO		NO	YES	
16:45		46	40	34		399	46	NO	NO		NO	YES	
17:00			55	33	121	439	46	NO	NO		NO	YES	
17:15			32	21		413	46	NO	NO		NO	YES	
17:30			35	31		402	46	NO	NO		NO	YES	
17:45		46	21	20		369	46	NO	NO		NO	YES	
18:00			27	25	121	333	46	NO	NO		NO	YES	
18:15			17	19		316	46	NO	NO		NO	YES	
18:30			18	16		284	46	NO	NO		NO	YES	
18:45		46	16	13		272	46	NO	NO		NO	YES	
19:00			28	12	121	260	46	NO	NO		NO	YES	
19:15			23	16		263	46	NO	NO		NO	YES	
19:30			25	7		261	46	NO	NO		NO	YES	
19:45		46	19	9		260	46	NO	NO		NO	YES	
20:00			17	13	121	250	46	NO	NO		NO	YES	
20:15			16	13		240	46	NO	NO		NO	YES	
20:30			15	11		234	46	NO	NO		NO	YES	
20:45		46	12	8		105	46	NO	NO		NO	YES	
21:00			16	6	121	218	46	NO	NO		NO	YES	
21:15			12	9		210	46	NO	NO		NO	YES	
21:30			9	5		198	46	NO	NO		NO	YES	
21:45		46	5	7		190	46	NO	NO		NO	YES	
22:00			3	6	121	177	46	NO	NO		NO	YES	
22:15			9	5		170	46	NO	NO		NO	YES	
22:30			11	4		171	46	NO	NO		NO	YES	
22:45		46	8	1		168	46	NO	NO		NO	YES	
23:00			4	5	121	168	46	NO	NO		NO	YES	
23:15			3	0		157	46	NO	NO		NO	YES	
23:30			6	2		150	46	NO	NO		NO	YES	
23:45		46	2	3		146	46	NO	NO		NO	YES	

**Tentative Tract 922 and Rezone No. 2017-04
Mitigation Measures
Mitigated Negative Declaration 2018-03**

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 developer develop the project consistent with the Hanford Municipal Code and Tree Ordinance	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
MM Air Quality 3	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 standard?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval.	Developer
MM Air Quality 4	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 effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf . Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	

	standard?		
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?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could 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	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer

	environment?		
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 off-site?	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
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 Facilities 1:	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. (Fire)	The project will be subject to fire impact fees.	Developer to pay
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	The project will be subject to police impact fees.	Developer to pay

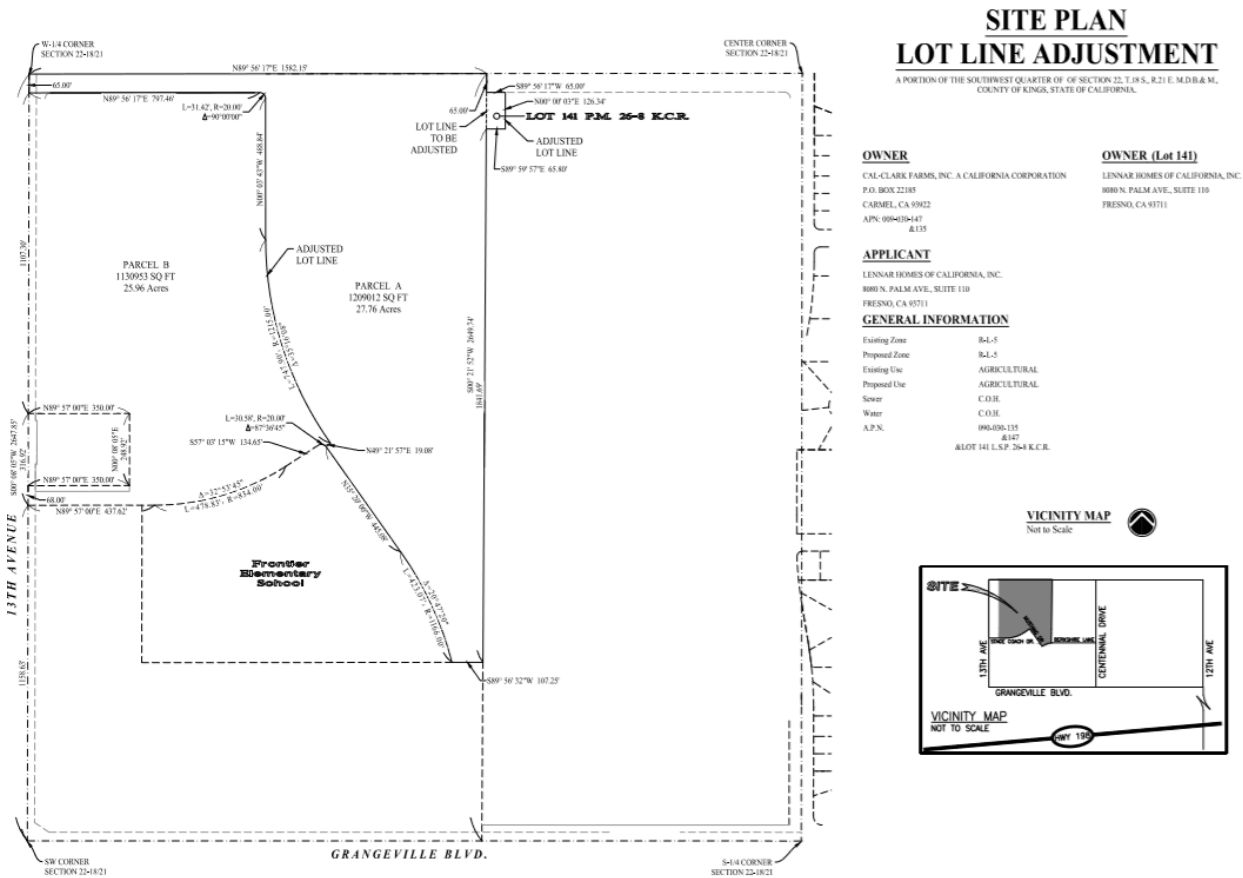
	facilities. (Police)		
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will 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 deterioration of the facility would occur or be accelerated?	That the development is required to pay Park Impact fees.	City to require; developer to provide or pay
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	That the development is required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

	solid waste?		
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APN Information

The tentative tract is applicable to APN 009-030-135 and 009-030-147.

Currently, there is a lot line adjustment in process, in order to move the lines of APN 009-030-147 to accommodate lot 95 shown on the tentative tract map. The lot line adjustment map appears below:



DEVON STREET





**AGENDA
STAFF REPORT**

MEETING DATE: 3/13/2018	AGENDA SECTION:
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SUBJECT:

Finding of General Plan Consistency for the sale of 16.96 acres zoned I-H (Heavy Industrial), located at the northeast corner of 11th Avenue and Energy Street. (APN 018-242-077)

See attached Staff Report

FISCAL IMPACT:

ATTACHMENTS:

Planning Commission Staff Report

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
March 13, 2018**

PROJECT: Finding of General Plan Consistency for the sale of 16.96 acres zoned I-H (Heavy Industrial), located at the northeast corner of 11th Avenue and Energy Street. (APN 018-242-077)

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Find the sale of 16.96 acres consistent with the 2035 General Plan, in accordance with Government Code Section 65402.

RECOMMENDED MOTION

1. I move to approve a finding that the sale of 16.96 acres is consistent with the 2035 General Plan, in accordance with Government Code Section 65402.

BACKGROUND

The 16.96 acres is zoned IH (Heavy Industrial) and owned by the City of Hanford, as shown on the attached Exhibit A. In accordance with Government Code 65402, the City planning agency is required to make a finding of consistency with the General Plan prior to the sale of City owned property. The City has been in negotiations with the adjacent property owner, Tessenderlo Kerley to purchase the property for expansion of their business.

PROJECT EVALUATION

General Plan Consistency

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.

Staff Analysis:

1. The proposed sale will be to the adjacent property owner, that is an existing heavy industrial use, therefore the future use is consistent with the 2035 General Plan designation of Heavy Industrial and zoning of IH (Heavy Industrial)
2. Development of the subject property will be evaluated by the various City departments, in order to maintain, enhance, and promote the positive factors of the industrial area.

3. The sale of the property to the adjacent industrial user will further the purpose of the IH zone by expanding heavy industrial use. The use of the site will be limited to those uses listed as permitted or conditional within the “IH” Heavy Industrial zone.

Future Reviews and Actions

The actions proposed herein represent only one step of many in the process required to sell the subject site. A Planning Commission finding that sale of the subject site is consistent with the General Plan in no way serves as any prior/pre-approval or commitment to future approvals of a development project.

A non-public agency purchaser of the subject site will need to pursue the required approvals from the City in order to develop the property. Issues and matters that could appear on future Planning Commission agendas include, without limitation:

- Site plan review
- Administrative approval
- Conditional use permit
- Environmental review and possible incorporation of mitigation measures

ENVIRONMENTAL ASSESSMENT

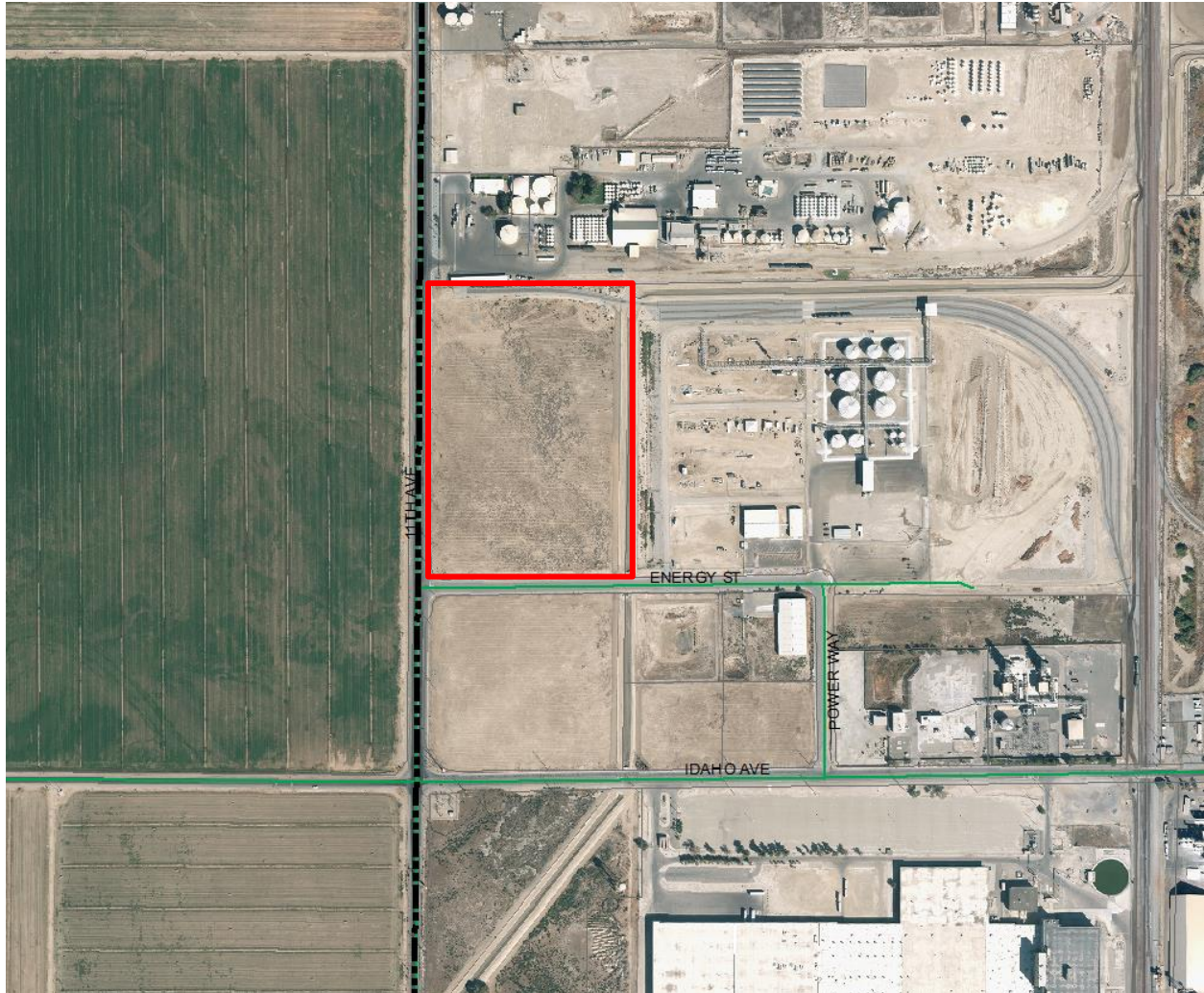
Pursuant to Section 15312 of the California Environmental Quality Act Guidelines (CEQA), the sale of surplus government property is considered exempt from further environmental review.

EXHIBIT A

APN 018-242-077

16.96 acres

LOCATION MAP



GENERAL PLAN LAND USE DESIGNATION

Heavy Industrial

