

AGENDA

PLANNING COMMISSION

of the

CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, June 26, 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 Minutes of the June 12, 2018 Meeting

PUBLIC HEARING

Item Continued from June 12, 2018 at the request of the applicant. Planned Unit Development No. 2018-01: A request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915. Vesting Tentative Tract 915: A request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay. Mitigated Negative Declaration No. 2018-06: A request to certify that the project will would not have significant adverse impacts on the environment with the incorporation of mitigation measures. The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

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: 6/26/2018	AGENDA SECTION:
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SUBJECT:

Approval of the Minutes of the June 12, 2018 Meeting

RECOMMENDATION:

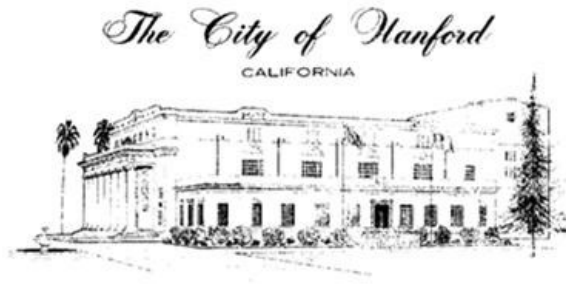
Approve the Minutes of the June 12, 2018 Meeting

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

06-12-18 PC Minutes



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, June 12, 2018

CALL TO ORDER

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

ROLL CALL

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

INVOCATION

Chairperson PADEN offered the Invocation.

FLAG SALUTE

Commissioner GALVAN led the flag salute.

PUBLIC COMMENT

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

There were no comments.

CONSENT CALENDAR

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

1. Approval of the May 22, 2018 Minutes

Motion by Commissioner DOUGLAS, seconded by Commissioner PERICO, to approve the Minutes of the May 22, 2018 meeting. Motion carried by the following roll call vote:

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

PUBLIC HEARING

2. Conditional Use Permit 2018-01: A request by Premium Extracts to allow a Commercial Medical Cannabis Business for manufacturing in the HI-Heaving Industrial zone district on Industry Avenue, east of 11th Avenue (APN 018-242-033)

Chairperson PADEN opened the Public Hearing. Community Development Director Mata presented the Staff Report, recommended adoption of the resolution, and invited questions of staff. She also noted that the applicant was present and available to answer questions.

FAVOR

Applicant Jose Rivas answered questions from the Commissioners.

OPPOSED

NONE

Following Public Comment and Commission Discussion, Chairperson PADEN closed the Public Hearing and called for a motion:

Motion by Commissioner DOUGLAS, seconded by Commissioner SANCHEZ, to adopt Resolution 2018-17, approving Conditional Use Permit No. 2018-01. Motion carried by the following roll call vote:

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

3. **Planned Unit Development No. 2018-01: A request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915. Vesting Tentative Tract 915: A request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay. Mitigated Negative Declaration No. 2018-06: A request to certify that the project will would not have significant adverse impacts on the environment with the incorporation of mitigation measures. The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).**

Staff provided a letter from the applicant requesting that the Public Hearing be continued to the June 26, 2018 meeting.

Motion by Commissioner DOUGLAS, seconded by Commissioner SANCHEZ, to continue the Public Hearing to the June 26, 2018 meeting. Motion carried by the following roll call vote:

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

GENERAL BUSINESS

There was no General Business.

DIRECTOR'S COMMENTS

Director Mata reported that Faraday Future's building permit was issued and that they were very happy with their service from the City of Hanford.

COMMISSIONERS' ITEMS OF INTEREST

Commissioner GALVAN asked if the City Council had made a decision regarding the Downtown mid-block crosswalks. Director Mata answered that the Public Hearing was continued to the June 19, 2018 meeting.

Commissioner PADEN asked if staff is able to provide them with information about what businesses are going into new construction. Director Mata replied that Planning staff does not see all the building permits, but there is public access to permit information online.

Commissioner JOHNSTON stated that John Doyel said they could contact him for building information.

ADJOURNMENT

The meeting adjourned at 7:23 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 6/26/2018	AGENDA SECTION:
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SUBJECT:

Item Continued from June 12, 2018 at the request of the applicant. Planned Unit Development No. 2018-01: A request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915. Vesting Tentative Tract 915: A request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay. Mitigated Negative Declaration No. 2018-06: A request to certify that the project will would not have significant adverse impacts on the environment with the incorporation of mitigation measures. The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

Please view the attached staff report.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915
Resolution No. 2018-15 (PUD 2018-01)
Resolution No. 2018-16 (TT 915)
Attachment 1 - Planned Unit Development No. 2018-01
Attachment 2- Elevations and Floor Plans
Attachment 3- Vesting TT 915 Map
Attachment 4 - Environmental Assessment/ Mitigated Neg. Dec. 2018-06

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, June 26, 20187
*Continued from Tuesday, June 12 at the request of the applicant***

PROJECT: **Planned Unit Development No. 2018-01:** A request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915.

Vesting Tentative Tract 915: A request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay.

Mitigated Negative Declaration No. 2018-06: A request to certify that the project will would not have significant adverse impacts on the environment with the incorporation of mitigation measures.

LOCATION: The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

PLANNER: Gabrielle de Silva, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Mitigated Negative Declaration No. 2018-06 for the project.
2. Adopt Resolution No. 2018-15, approving Planned Unit Development No. 2018-01.
3. Adopt Resolution No. 2018-16, approving Vesting Tentative Tract 915.

RECOMMENDED MOTION

1. I move to adopt Mitigated Negative Declaration No. 2018-06 for the project.
2. I move to adopt Resolution No. 2018-15, approving Planned Unit Development No. 2018-01.
3. I move to adopt Resolution No. 2018-16, approving Vesting Tentative Tract 915.

PROJECT DESCRIPTION

Under Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915, the applicant proposes to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay.

See Planned Unit Development No. 2018-01, attached as **Attachment 1**.

See Planned Unit Development No. 2018-01's proposed elevations and floor plans, attached as **Attachment 2**.

See Vesting Tentative Tract Map 915, attached as **Attachment 3**.

BACKGROUND INFORMATION

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

Figure 1:
Land Use



Figure 2:
General Plan Designation
Low-Density Residential

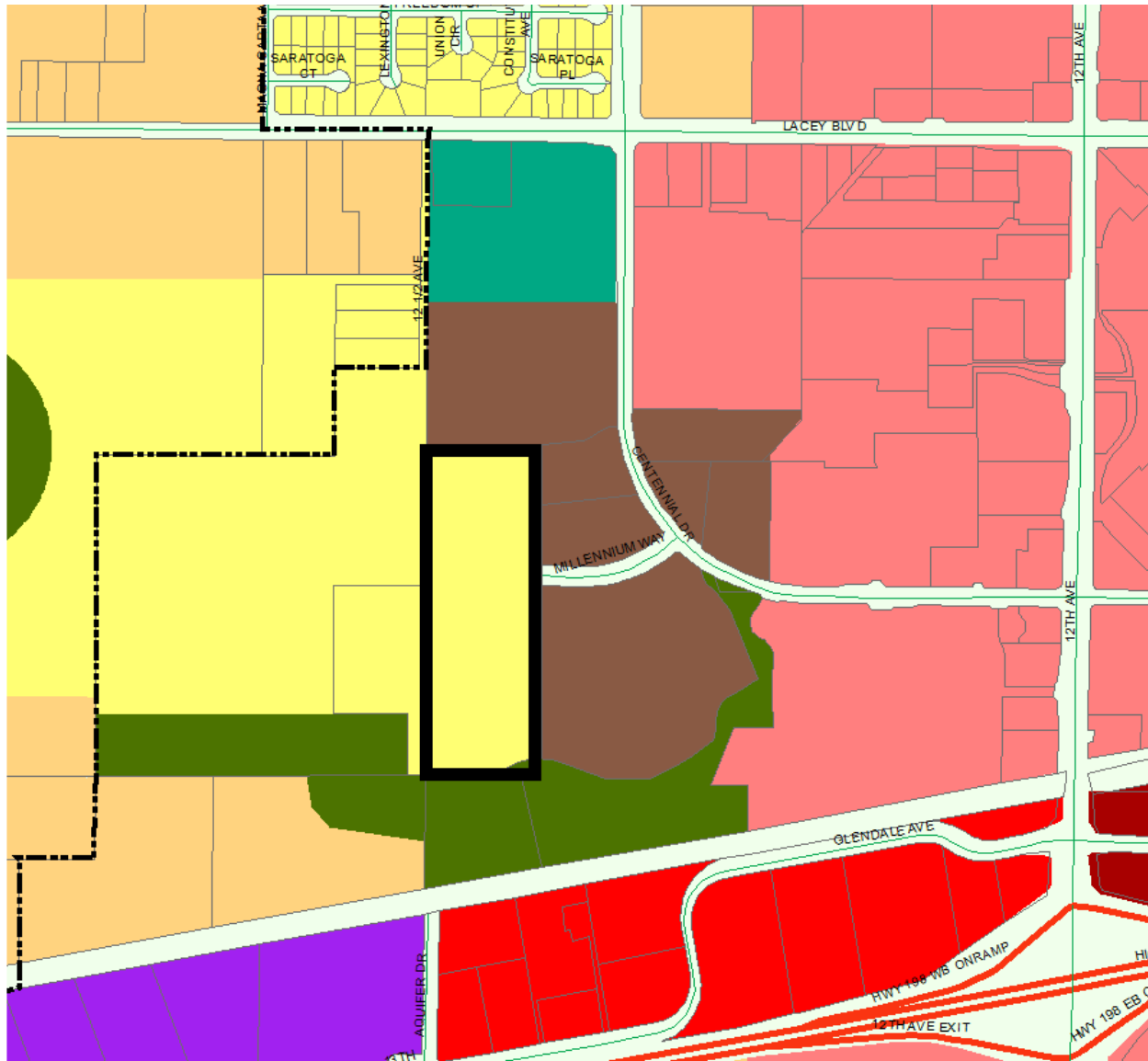
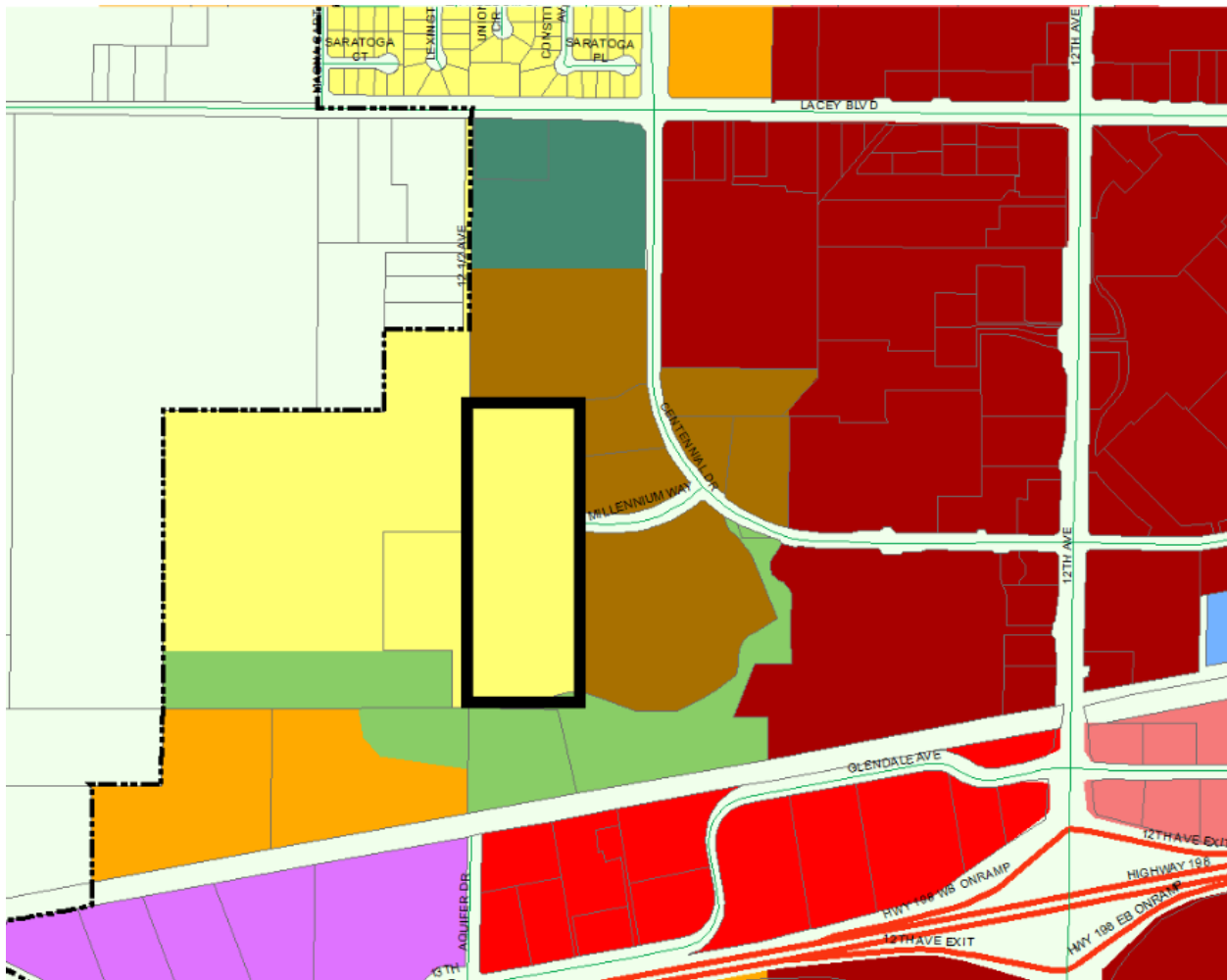


Figure 3:
Zoning Designation
R-L-5 Low-Density Residential



Adjacent Land Use and Zoning:

	Zoning	General Plan Designation	Land Use
North	R-H	High-Density Residential	Vacant
East	R-H	High-Density Residential	Planned apartments - 100 units
South	CO	Open Space	Mussle Slough remnant
West	R-L-5	Low-Density Residential	Residential

PROJECT ANALYSIS

Planned Unit Development No. 2018-01

Planned Unit Development No. 2018-01 is a request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915.

See proposed planned unit development, attached as **Attachment 1**.

See elevations and floor plans, attached as **Attachment 2**.

The Hanford Municipal Code Section 17.10.100 contains provisions to permit small-lot development between 3,600 and 4,999 square feet in the R-L-5 Low-Density Residential district if numerous criteria are satisfied. Since Section 17.10.100 A. 3 cannot be satisfied, due to the request to provide a private street with a reduced street width, a planned unit development is required. It shall be noted that all other requirements of Section 17.10.100 are provided by the applicant including adequate lot depth, width, setbacks, usable space, parking, varying floor plans, and elevations for each plan.

Planned Unit Developments (PUDs) are encouraged to achieve a more functional, aesthetically pleasing, and harmonious living and working environment within the City, that otherwise might not be possible by strict adherence to the provisions of the Municipal Code. In certain instances, the objectives of the General Plan may be achieved by development that does not conform in all respects with the land use pattern designated in the zone district prescribed.

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

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

A planned unit development is requested, due to the deviation of the standards of the R-L-5 Low-Density Residential Zone District, as follows:

Category	R-L-5 Standard	Applicant's Proposal
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth
Maximum coverage	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.
Setbacks	Front (livable) – 15 feet Front (garage) – 20 feet	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)
	Rear – 20 feet for one-story with rear along landscape easement. Increase by 10 feet for buildings over one-story high	Rear (one –story) – 10 feet Rear (two-story) – 10 feet
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)
Street Right-of-Way Width	60 feet	27 feet for interior streets

Lot Area and Density

The applicant proposes to deviate from the standard lot size of the R-L-5 Low-Density residential zone district to allow all lots in the subdivision to be under the 5,000 square-foot requirement. The minimum lot size proposed in the subdivision is 4,536 square feet. The deviation would not result in a density greater than that allowed by the General Plan Low-Density Residential designation. The Low-Density Residential designation is prescribed a density range between two and 10 units per acre by the General Plan. The project proposes 4.74 dwelling units per gross acre.

Lot Frontage

The applicant requests to be allowed to reduce the lot frontage to a minimum of 18.65 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification that three refuse bins can be accommodated on site, despite the reduced lot frontage.

Lot Width

The applicant requests to deviate from the required 50-foot lot width on interior lots varies by less than an inch for two lots in the subdivision. The majority of lots meet the required lot width for interior lots. The applicant proposes a minimum 53-foot lot width on corner lots. In the R-L-5 Low-Density Residential zone district, the minimum width for corner lots shall be 60 feet.

Lot Depth

The applicant does not propose a deviation to the minimum lot depth for the R-L-5 Low-Density Residential zone district, which is 90 feet. All lots in the subdivision are a minimum of 90 feet deep.

Coverage

The maximum coverage of a lot in the R-L-5 Low-Density Residential zone district shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements. The applicant does not seek a deviation from the coverage maximum.

Setbacks

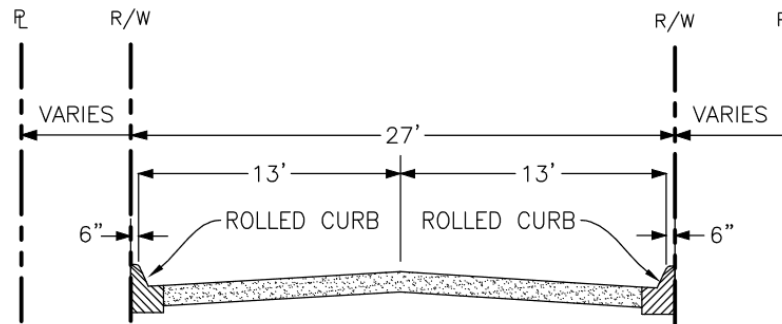
The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, 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.

The front building setback area shall be 20 feet for garages, carports, and other non-livable building space. The garage setback is met. The side building setback area shall be five feet from an interior side lot line and 10 feet from a street. Both the interior side and street-side setback are met. No deviation is proposed to the required garage, interior side, and street-side setbacks for the R-L-5 Low Density Residential zone district.

Street Standard

The applicant proposes a 27-foot wide street, as shown in the cross section below.

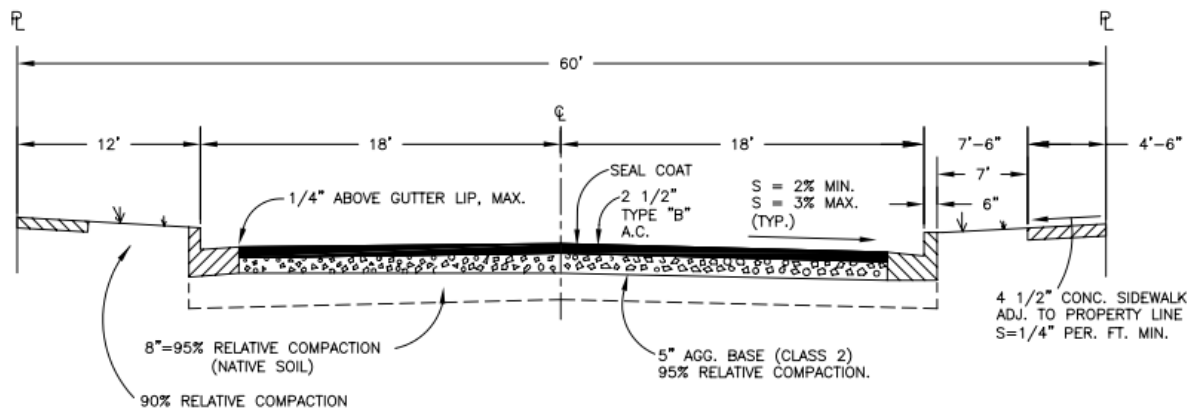
Figure 4
Street Cross Section



TYPICAL 27' INTERIOR STREET

The standard for residential streets requires 60 feet of right-of-way, as shown in Construction Standard ST-32 (see Figure 5, below). Since the street does not meet City standard, the street will be considered a private street to be maintained through a homeowners' association.

Figure 5
Construction Standard ST-32



Off-Street Parking

The applicant is not seeking a deviation to the parking requirement for single-family dwellings, which is two spaces per dwelling unit with at least one space covered. Additionally, 37 on-street parking spaces are provided throughout the subdivision.

Landscaped Areas

The applicant is not seeking a deviation to the landscape requirements for the R-L-5 Low-Density Residential zone district. All landscaping will be required to be provided as required by Section 17.10.150 Usable open space, Section 17.10.160 Landscaping, and Section 17.52 Landscape Standards.

Vesting Tentative Tract 915

Vesting Tentative Tract 915 is a request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential Zone District with a planned unit development overlay.

See proposed subdivision, attached as **Attachment 3**.

Project Design

Project applicable to: APN 011-020-046

Total Area: 14.29 acres

Number of Lots: 66 residential lots and 19,179 square feet of open space

Units per acre: 4.74 dwelling units/gross acre

Potential population increase: 3.11 persons per household x 66 households = 205 persons

Lot Sizes

Smallest	Largest	Average	Required in R-L-5
4,302 sq. ft.	11,037 sq. ft.	5,907 sq. ft.	5,000 sq. ft.

Not all of the proposed lots within the subdivision meet the minimum lot sizes required for the R-L-5 Low-Density Residential zone district, which is 5,000 square feet. Due to the request to deviate from the standards of the R-L-5 Low-Density Residential zone district, the applicant proposes a planned unit development overlay for the subdivision.

Streets/Circulation

Street improvements consist of sanitary sewer laterals, storm sewer mains, water services, street lights, valley gutters, street sub-grading, surfacing and striping, and the development of Millennium Way and 12 ½ Avenue along the development's frontages. All improvements are required to meet the standards of Chapter 16.24 of the Hanford Municipal Code and the Public Works Standards and Specifications.

Millennium Way will be developed as a major collector street, in conformance with City Standard ST-23. Improvements along Millennium Way will include installation of concrete curb, gutter, and sidewalk, street lights, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required. Millennium Way will be constructed with two 12-foot travel lanes and a four-foot paved shoulder (eight-foot shoulder in total) from the east line of the development to Centennial Drive.

12 ½ Avenue will also be developed as a major collector street, in conformance with City Standard ST-23. Improvements will include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving, as required. The developer will be required to construct half-width street improvements and a 12-foot travel land

and a four-foot paved shoulder (eight-foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ Avenue.

The interior private streets will be developed as residential streets, in conformance with City Standard ST-32, with the following modifications:

1. That the minimum street width shall be 27 feet
2. That no parking shall be allowed on the street, except in designated off-street parking, as indicated on the tentative map.
3. That a homeowners association (HOA) is responsible for maintaining all interior private streets.

Due to the request to provide variations to the standard local street cross-sections, the applicant proposes a planned unit development overlay for the subdivision.

Easements and Dedications

All easements are required to 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 Utilities and Engineering Division.

All easements for irrigation ditches and/or irrigation pipelines are required to be legally abandoned or relocated to the satisfaction of the City Engineer, prior to the recordation of the subdivision final map.

All proposed landscape and public utilities easements are required to be dedicated to the City and delineated on the final subdivision map. Landscape/public utility easements are required to be 10-feet wide or greater.

Backup Parkway Improvements

The developer will provide landscaping, irrigation and a minimum six-foot high decorative masonry block wall with continuous reinforced concrete footings along the development frontages of 12 ½ Avenue and Millennium Way.

Sewer Improvements

The developer's engineer is responsible for providing a sanitary sewer master plan, complete with calculations for the entire subdivision for review by the Utilities and Engineering Department, prior to recordation of a subdivision final map.

Storm Drainage Improvements

The developer's engineer is responsible for providing a storm drainage master plan, complete with calculations for the entire subdivision, for review by the Utilities and Engineering Department, prior to recordation of a subdivision final map.

Water System

The developer's engineer is responsible for providing a water system master plan, complete with calculations for the entire subdivision, for City review and approval, prior to recordation of a subdivision final map.

All existing water wells located within the proposed development shall be abandoned, in conformance with the State of California Department of Health Standards.

REQUIRED FINDINGS

Planned Unit Development No. 2018-01

Pursuant to Section 17.82.060 of the Hanford Municipal Code, six findings must be made before approval of the planned unit development application:

1. That the location and design of the planned unit development is in accordance with the purpose of this title.

Analysis: Location - That in accordance with Section 17.82.050 of the Hanford Municipal Code, a planned unit development shall be a minimum five-acre site area, except that there shall be no minimum site area requirements if the site is an infill development site. The property is a 14.29-acre parcel; therefore, the required minimum site area is met.

Design and Purpose - That planned unit developments are encouraged to achieve a more functional, aesthetically pleasing, and harmonious living and working environment within the City, that otherwise might not be possible by strict adherence to the provisions of the municipal code. In certain instances, the objectives of the municipal code may be achieved by development that does not conform in all respects with the land use pattern designated on the zoning map or in the zone district prescribed. The planned unit development seeks:

- ✓ To permit development intensity greater than would otherwise be permitted by the implementation of the standards of the R-L-5 Low-Density Residential zone district.
- ✓ To permit lot sizes, shapes, and layouts that would not otherwise be permitted by the standards of the R-L-5 Low-Density Residential zone district.
- ✓ To permit variations to the standard local street cross-sections by proposing a private street with reduced street width, which will be maintained by a homeowners' association.
- ✓ To permit private streets

The design of Planned Unit Development No. 2018-01 is consistent with the objectives of Section 17.82.

2. That the planned unit development is being proposed to achieve one or more of the objectives identified in Section 17.82.030.

Analysis: That the planned unit development is requested, in order to achieve the following objectives identified in Section 17.82.030:

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

3. That the location and design of the planned unit development and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity.

Analysis: Location - The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046). The location of the planned unit development will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity. The site is designated for low-density residential development by the General Plan.

Design and Conditions of Operation – The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

4. That the location and design of the planned unit development will not generate more traffic than the streets in the vicinity can carry without congestion and will not overload utilities.

Analysis: The project has been reviewed by the Public Works Department and improvements and conditions of approval have been placed on the project, in order to mitigate the effects of the project on traffic, streets, and utilities.

5. That the planned unit development's population density, site area and dimensions, site coverage, yard spaces, height of structures, distances between structures, off-street parking and off-street loading facilities, landscaped areas and street design will produce an environment of stable and desired character consistent with the purpose of this title.

Analysis: Density - The planned unit development does not propose a density greater than that permitted in the General Plan. The General Plan prescribes a density between two and 10 dwelling units per acre for the Low-Density Residential zone district. The project's density is 4.74 dwelling units per acre, which is within the range allowed by the General Plan.

Site area – The applicant proposes to deviate from the standard lot size of the R-L-5 Low-Density Residential zone district to allow all lots in the subdivision to be under the 5,000 square-foot requirement, with the minimum lot size being 4,536 square feet.

Lot Frontage - The applicant requests to be allowed to reduce the lot frontage to a minimum of 18.65 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification that three refuse bins can be accommodated on site, despite the reduced lot frontage.

Lot Width -The applicant requests to deviate from the required 50-foot lot width on interior lots varies by less than an inch for two lots in the subdivision. The majority of lots meet the required lot width for interior lots. The applicant proposes a minimum 53-foot lot width on corner lots. In the R-L-5 Low-Density Residential zone district, the minimum width for corner lots shall be 60 feet.

Lot Depth -The applicant does not propose a deviation to the minimum lot depth for the R-L-5 Low-Density Residential zone district, which is 90 feet. All lots in the subdivision are a minimum of 90 feet deep.

Height of Structures – The applicant is not seeking a deviation from the height maximum of the R-L-5 Low-Density Residential zone district, which is 35 feet.

Coverage - The maximum coverage of a lot in the R-L-5 Low-Density Residential zone district shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements. The applicant does not seek a deviation from the coverage maximum.

Setbacks - The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, 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.

The front building setback area shall be 20 feet for garages, carports, and other non-livable building space. The garage setback is met. The side building setback area shall be five feet from an interior side lot line and 10 feet from a street. Both the interior side and street-side setback are met. No deviation is proposed to the required garage, interior side, and street-side setbacks for the R-L-5 Low Density Residential zone district.

Street Design – The applicant proposes to deviate from the street standard by providing a 27-foot wide private street, which will be maintained by a home owners' association. The standard street width is 36 feet, with 60 feet of right-of-way to accommodate sidewalks on either side

Off-Street Parking and Loading – the applicant is not seeking a deviation to the parking requirement for single-family dwellings, which is two spaces per dwelling unit with at least one space covered. Additionally, 37 on-street parking spaces are provided throughout the subdivision.

Landscaped Areas – The applicant is not seeking a deviation to the landscape requirements for the R-L-5 Low-Density Residential zone district. All landscaping will be required to be provided as required by Section 17.10.150 Usable open space, Section 17.10.160 Landscaping, and Section 17.52 Landscape Standards.

The deviations proposed under Planned Unit Development No. 2018-01 are consistent with the purposes of Section 17.82 Planned Unit Developments. The project would provide a stable and desired character by providing enhanced elevations and shared open-space amenities.

6. That the combination of different dwelling types, architectural appearance, and/or varieties of land uses in the development will complement each other and harmonize with the existing and proposed land uses in the vicinity.

Analysis: That the development will complement and harmonize with the existing and proposed land uses within the vicinity. The land north and east of the project site is designated R-H High-Density Residential and entitlements have been granted for two multi-family residential complexes east of the project site, for a total of 316 units. Property west of the project site features large-lot residential development and is zoned R-L-5 Low-Density Residential. Land south of the property is designated CO Conservation Open Space and will not be disrupted by the project proposed. The average lot size within the development is 5,907 square feet, which is above the minimum lot size permitted in the R-L-5 Low-Density Residential zone district, which is 5,000 square feet.

Vesting Tentative Tract 915

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 subdivision proposed is consistent with the Zoning Ordinance requirements for the R-L-5 Low-Density Residential zone district with approval of the planned unit development overlay, Planned Unit Development No. 2018-01. Approval of Planned Unit Development No. 2018-01, permits deviations from the requirements of the R-L-5 Low-Density Residential zone district for lot size, lot frontage, lot width, setbacks, and street-width.

2. Design Finding:

Analysis: That a design finding can be made, because the subdivision proposed is consistent with the Zoning Ordinance requirements for the R-L-5 Low-Density Residential zone district with approval of the planned unit development overlay, Planned Unit Development No. 2018-01. Approval of Planned Unit Development No. 2018-01, permits deviations from the requirements of the R-L-5 Low-Density Residential zone district for lot size, lot frontage, lot width, setbacks, and street-width.

3. Type of Development Finding:

Analysis: That the type of development proposed is consistent with the General Plan Low-Density Residential designation and the R-L-5 Low-Density Residential zone district. The applicant proposes single-family low-density residential, which is the primary development allowed within the R-L-5 Low-Density Residential designation.

4. Density Finding:

Analysis: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre. The project has a density of 4.74 dwelling units per acre.

5. Environmental Finding:

Analysis: That an initial study was conducted and on the basis on the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2018-06 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2018-06, and mitigation measures required of development are attached as **Attachment 4**.

6. Public Health Finding:

Analysis: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

Analysis: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

PRE-CONSULTATION

In accordance with Section 15603(g) of the California Environmental Quality Act (CEQA) Guidelines, the project proposal was forwarded to the responsible and interested agencies for early consultation on April 13, 2018. Comments were received from the following agencies:

1. Southern California Gas Company
2. San Joaquin Valley Air Pollution Control District
3. Department of Transportation

All pre-consultation notices are included and analyzed in the initial study, attached as **Attachment 4**.

Southern California Gas Company

1. David Kemp of the Southern California Gas Company provided consultation, stating, “The Southern California Gas Company would like to request that the entire width of any private streets be designated as a public utility easement in order to accommodate our gas main and service crossings”

Analysis: The Public Works Department has conditioned the project to require that all proposed landscape and public utility easements, located as shown on the tentative subdivision map including the private street identified as a public utility easement shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map, unless modified herein.

San Joaquin Valley Air Pollution Control District

Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on May 1, 2018. A copy of the pre-consultation letter is attached to the initial study. Comments were provided, as follows:

“The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above referenced project consisting of a request to subdivide a 14.29-acre parcel into 66 residential lots (Project) located east of 12 ½ Avenue and west of Centennial Drive, in Hanford, CA. (APN 011-020-046) The District offers the following comments:

1. Significance Impact for Annual Criteria Pollutant 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 micron 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) –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 fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. If subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project level approval from a public agency. In this case, if not already done, please immediately submit an AIA application to the District to comply with District Rule 9510.

In the case the Project is subject to Rule 9510, an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, 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>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) – In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.
4. 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
5. 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 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 email SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/ruleslist.htm.
6. 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/agimeasures.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 improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical

variables that differentiate pedestrian-oriented environments from auto-oriented environments.

- c) Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the 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 within 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/top 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 increased 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 Georgia Stewart at (559)230-5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20180425."

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

Department of Transportation

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

"Thank you for the opportunity to review Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01. The project proposes to divide a 14.29-acre parcel into 66 residential lots with a planned unit development overlay. The project is located east of 12 ½ Avenue, on both sides of Millennium Way, about ½ mile northwest of State Route (SR) 198 and 12th Avenue interchange.

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

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

1. A portion of the trips generated by the proposed development would utilize the SR 198 and 12th Avenue interchange. The interchange was recently reconstructed to accommodate the projected traffic demand and to improve the safety and operations of the facility. Caltrans recommends the project contribute its equitable share to the City of Hanford's Regional Traffic Impact Fee program.
2. Per Kings County Regional Bicycle Plan, 12th Avenue appears to be a Class III Bike Route and Centennial Drive appears to be a planned bikeway within the vicinity of the project. In addition, this area has been identified as a potential walking district. Caltrans seeks to reduce vehicle trips and new vehicle miles traveled associated with development and recommends that the project take appropriate measures to minimize or mitigate transportation impacts through smart mobility and multimodal design by improving pedestrian, bike, and transit services and infrastructure."

Analysis: The project is subject to the City of Hanford's Traffic Impact Fee program; payment of a Traffic Impact fee has been required of development. Additionally, as part of the Capital Improvement Plan, Class II and Class III paths (bike routes or shared lanes) within existing roadways in conformance with the adopted Pedestrian and Bicycle Master Plan. The new facilities provide an alternative mode of transportation other than motorized vehicles and will provide air quality benefits, as well. Funding for this project is allocated from Congestion Mitigation and Air Quality funds and Gas Tax Reserves.

CONSULTATION

On May 18, 2018, staff forwarded a consultation notice to the interested agencies, in accordance with Public Resources Code Section 21081.6. One response was received from the following:

1. Kings County Department of Public Health

Kings County Department of Public Health

Consultation was received on May 24, 2018 from Troy Hommerding with the Kings County Department of Public Health, providing the following:

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.

Staff analysis: Staff has included this as a condition of development in Resolution No. 2018-15 and 2018-16.

PUBLIC COMMENT

Noticing of the project was published in the newspaper on May 18, 2018, and mailed to property owners within 500 feet of the project site on May 17, 2018. The notice of public hearing and notice of intent to adopt a mitigated negative declaration was made available to the public for a 20-day comment period, from May 18, 2018 to June 7, 2018. No comments have been received as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) guidelines, Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915 were evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2018-06 has been prepared, attached as **Attachment 4**.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Mitigated Negative Declaration No. 2018-06 for the project.
2. Adopt Resolution No. 2018-15, approving Planned Unit Development No. 2018-01.
3. Adopt Resolution No. 2018-16, approving Vesting Tentative Tract 915.

RESOLUTION NO. 2018-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO PLANNED UNIT DEVELOPMENT NO. 2018-01, A REQUEST TO DEVIATE FROM THE STANDARDS OF THE HANFORD MUNICIPAL CODE SECTION 17.10 TO PERMIT REDUCED LOT SIZES, A REDUCED STREET WIDTH FOR A PRIVATE STREET, REDUCED SETBACKS, REDUCED STREET FRONTAGE, AND REDUCED LOT WIDTHS FOR THE DEVELOPMENT PROPOSED UNDER VESTING TENTATIVE TRACT 915. THE PROJECT IS LOCATED EAST OF 12 ½ AVENUE, WEST OF CENTENNIAL DRIVE (APN 011-020-046).

At a regular meeting of the City of Hanford Planning Commission duly called and held on June 26, 2018 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Planned Unit Development No. 2018-01, a request to deviate from the Standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and a reduced lot width for the development proposed under Vesting Tentative Tract 915, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17 of the Hanford Municipal Code; and

WHEREAS, the project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046); and

WHEREAS, the site will be developed, as shown in Planned Unit Development No. 2018-01 attached as **Exhibit A**, and substantially conform to the elevations and floorplans, attached as **Exhibit B**; and

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

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) guidelines, the project was evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2018-06 has been adopted; and

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

WHEREAS, all conditions of approval cited in the resolution approving Tentative Tract 915 shall also be conditions of approval of the Planned Unit Development; and

WHEREAS, Planned Unit Development 2018-01 shall be expire with the expiration of Tentative Tract 915; and

WHEREAS, the Planning Commission has reviewed the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing; and,

THEREFORE, BE IT RESOLVED that the Planning Commission hereby makes the following findings pursuant to Section 17.82.050 of the Hanford Municipal Code:

1. That the location and design of the planned unit development is in accordance with the purpose of this title.

Analysis: Location - That in accordance with Section 17.82.050 of the Hanford Municipal Code, a planned unit development shall be a minimum five-acre site area, except that there shall be no minimum site area requirements if the site is an infill development site. The property is a 14.29-acre parcel; therefore, the required minimum site area is met.

Design and Purpose - That planned unit developments are encouraged to achieve a more functional, aesthetically pleasing, and harmonious living and working environment within the City, that otherwise might not be possible by strict adherence to the provisions of the municipal code. In certain instances, the objectives of the municipal code may be achieved by development that does not conform in all respects with the land use pattern designated on the zoning map or in the zone district prescribed. The planned unit development seeks:

- ✓ To permit development intensity greater than would otherwise be permitted by the implementation of the standards of the R-L-5 Low-Density Residential zone district.
- ✓ To permit lot sizes, shapes, and layouts that would not otherwise be permitted by the standards of the R-L-5 Low-Density Residential zone district.
- ✓ To permit variations to the standard local street cross-sections by proposing a private street with reduced street width, which will be maintained by a homeowners' association.
- ✓ To permit private streets

The design of Planned Unit Development No. 2018-01 is consistent with the objectives of Section 17.82.

2. That the planned unit development is being proposed to achieve one or more of the objectives identified in Section 17.82.030.

Analysis: That the planned unit development is requested, in order to achieve the following objectives identified in Section 17.82.030:

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

3. That the location and design of the planned unit development and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity.

Analysis: Location - The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046). The location of the planned unit development will not be detrimental to the public health, safety, or welfare of the community to properties or improvements in the vicinity. The site is designated for low-density residential development by the General Plan.

Design and Conditions of Operation – The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

4. That the location and design of the planned unit development will not generate more traffic than the streets in the vicinity can carry without congestion and will not overload utilities.

Analysis: The project has been reviewed by the Public Works Department and improvements and conditions of approval have been placed on the project, in order to mitigate the effects of the project on traffic, streets, and utilities.

5. That the planned unit development's population density, site area and dimensions, site coverage, yard spaces, height of structures, distances between structures, off-street parking and off-street loading facilities, landscaped areas and street design will produce an environment of stable and desired character consistent with the purpose of this title.

Analysis: Density - The planned unit development does not propose a density greater than that permitted in the General Plan. The General Plan prescribes a density between two and 10 dwelling units per acre for the Low-Density Residential zone district. The project's density is 4.74 dwelling units per acre, which is within the range allowed by the General Plan.

Site area – The applicant proposes to deviate from the standard lot size of the R-L-5 Low-Density Residential zone district to allow all lots in the subdivision to be under the 5,000 square-foot requirement, with the minimum lot size being 4,536 square feet.

Lot Frontage - The applicant requests to be allowed to reduce the lot frontage to a minimum of 18.65 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification that three refuse bins can be accommodated on site, despite the reduced lot frontage.

Lot Width - The applicant requests to deviate from the required 50-foot lot width on interior lots varies by less than an inch for two lots in the subdivision. The majority of lots meet the required lot width for interior lots. The applicant proposes a minimum 53-foot lot width on corner lots. In the R-L-5 Low-Density Residential zone district, the minimum width for corner lots shall be 60 feet.

Lot Depth- The applicant does not propose a deviation to the minimum lot depth for the R-L-5 Low-Density Residential zone district, which is 90 feet. All lots in the subdivision are a minimum of 90 feet deep.

Height of Structures – The applicant is not seeking a deviation from the height maximum of the R-L-5 Low-Density Residential zone district, which is 35 feet.

Coverage - The maximum coverage of a lot in the R-L-5 Low-Density Residential zone district shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements. The applicant does not seek a deviation from the coverage maximum.

Setbacks - The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, 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.

The front building setback area shall be 20 feet for garages, carports, and other non-livable building space. The garage setback is met. The side building setback area shall be five feet from an interior side lot line and 10 feet from a street. Both the interior side and street-side setback are met. No deviation is proposed to the required garage, interior side, and street-side setbacks for the R-L-5 Low Density Residential zone district.

Street Design – The applicant proposes to deviate from the street standard by providing a 27-foot wide private street, which will be maintained by a home owners' association. The standard street width is 36 feet, with 60 feet of right-of-way to accommodate sidewalks on either side

Off-Street Parking and Loading – the applicant is not seeking a deviation to the parking requirement for single-family dwellings, which is two spaces per dwelling unit with at least one space covered. Additionally, 37 on-street parking spaces are provided throughout the subdivision.

Landscaped Areas – The applicant is not seeking a deviation to the landscape requirements for the R-L-5 Low-Density Residential zone district. All landscaping will be required to be provided as required by Section 17.10.150 Usable open space, Section 17.10.160 Landscaping, and Section 17.52 Landscape Standards.

The deviations proposed under Planned Unit Development No. 2018-01 are consistent with the purposes of Section 17.82 Planned Unit Developments. The project would provide a stable and desired character by providing enhanced elevations and shared open-space amenities.

6. That the combination of different dwelling types, architectural appearance, and/or varieties of land uses in the development will complement each other and harmonize with the existing and proposed land uses in the vicinity.

Analysis: That the development will complement and harmonize with the existing and proposed land uses within the vicinity. The land north and east of the project site is designated R-H High-Density Residential and entitlements have been granted for two multi-family residential complexes east of the project site, for a total of 316 units. Property west of the project site features large-lot residential development and is zoned R-L-5 Low-Density Residential. Land south of the property is designated CO Conservation Open Space and will not be disrupted by the project proposed. The average lot size within the development is 5,907 square feet, which is above the minimum lot size permitted in the R-L-5 Low-Density Residential zone district, which is 5,000 square feet.

THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission has determined that Planned Unit Development No. 2018-01 be approved, subject to the conditions below:

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 development conform to all applicable regulations of Section 17.10 Low-Density Residential for the R-L-5 zone district.
- ☒ That all conditions of Vesting Tentative Tract 915 shall also apply.

Zoning

- ☒ That all requirements of the R-L-5 Low-Density Residential zone district shall apply, except as modified under Planned Unit Development No. 2018-01, as follows:

Category	R-L-5 Standard	Applicant's Proposal
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth
Maximum coverage	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.
Setbacks	Front (livable) – 15 feet Front (garage) – 20 feet	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)
	Rear – 20 feet for one-story with rear along landscape easement. Increase by 10 feet for buildings over one-story high	Rear (one –story) – 10 feet Rear (two-story) – 10 feet
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)
Street Right-of-Way Width	60 feet	27 feet for interior streets

Architectural Conditions:

- ☒ That the residences within the development be developed in substantial compliance with the architectural renderings, colors, floor plans etc., attached as **Exhibit B**.
- ☒ That any future changes to the architectural design features must maintain the overall integrity of the elevations approved and not detract from the consistent look and appearance of the development. Any changes shall be determined by the Community Development Director to be consistent with the original approved elevations.

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.

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 12 feet from the front lot line for livable space, as approved under Planned Unit Development No. 2018-01.
- ☒ That the front building setback be 20 feet for garages, carports, and other non-livable building space.
- ☒ That the rear building setback for one- and two-story structures shall be a minimum of 10 feet, as approved under Planned Unit Development No. 2018-01.
- ☒ That the side building setback area shall be five feet from an interior side lot line and ten feet from a street side property line.
- ☒ 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 915 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.
- ☒ That maintenance for trees and lawn are may be included in the homeowners association.

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.

FIRE DEPARTMENT

Contact Fire Chief Chris Ekk @ 559-585-2545 or cekk@cityofhanfordca.com
concerning questions that you may have on the following conditions:

General Instructions

1. **Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.**
2. All fire protection systems must be installed and operational prior to occupying the building.

3. All permits shall be issued and fees paid prior to scheduling inspections with the Fire Department. To schedule appointments for inspections, please email at grocha@cityofhanfordca.com and dbodiroga@cityofhanfordca.com.
4. Scope of work shall be clearly stated on all plans submitted for permit.
5. All Deferred Submittals shall be listed on the building plan Title Page. All deferred submittals are required to be submitted within 30-days of building permit issuance.

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☐ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☐ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☒ Based on the occupancy classification, an automatic sprinkler system is required for this project. **A separate fire department permit is required.** Contact the fire department for submittal process.
 - ☐ NFPA 13 System per CFC 903.3.1.1
 - ☐ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)
 - ☒ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)
6. ☐ For automatic sprinkler systems, **a separate permit must be submitted** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.
7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
 - o At least one man door shall be provided - only exterior door(s) are allowed,
 - o The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
 - o One-hour rated construction,
 - o Fire sprinkler head coverage required,
 - o Normal and emergency back-up lighting shall be installed inside the fire riser room,
 - o The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
 - o For existing buildings: please contact the fire department for requirements.

8. ☐ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process.
9. ☐ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
10. ☐ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.
11. ☐ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.
12. ☐ No additional hydrants are necessary for this project.
13. ☐ Number of additional hydrants necessary for this project: ____
14. ☒ Fire hydrant spacing shall be as follows:
- a. **Residential development:** one hydrant shall be installed at 500 foot intervals.
 - b. **Commercial development:** one hydrant shall be installed at 300 foot intervals.
 - c. Or as required by Appendix C of the California Fire Code
15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage
16. ☒ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.
17. ☐ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.
18. ☐ Existing access roads are sufficient.
19. ☒ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.

20. ☒ Access road turning radius for fire apparatus is as follows: Ensure access roads are within the following turning radii, or utilize software to identify that the path of travel is adequate for this project.
- a. 20 feet 1 inch inside turning radius
 - b. 44 feet 6 inch outside radius
21. ☐ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.
22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
- a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
 - b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
 - c. Access roads 32 feet in width or more: No fire lanes required.
Access roads inside the development are 27 feet wide and will require no parking on the outside curbs of the development. Parking will only be allowed in the designated parking spaces identified on the site plan.
24. ☒ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.
24. ☐ Locked gates installed across fire department access roads:
- a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.
 - b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.
 - c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
 - d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
25. ☐ A Knox Box will be required. Keys that open all locked areas will also be required

and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.

26. ☐ All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.

Size of Address Numbers:

- o Downtown area (existing buildings): 4-inch numbers,
- o Buildings 20-ft. or less from the street: 6-inch numbers,
- o Buildings 21- to 40-ft. from the street: 8 inch numbers,
- o Buildings more than 40-ft. from street: 12 inch numbers.

27. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood. ***A separate permit is required for the Type I hood.*** Contact the fire department for submittal information.

28. ☐ All commercial cooking appliances creating grease laden vapors shall have a K-Class fire extinguisher within 30-feet of cooking appliances in accordance with the most currently adopted edition of the CFC.

29. ☐ ***A separate permit is required*** for all hazardous material and/or flammable and combustible liquids, gases, solids, etc., over the exempt amounts set forth in the latest adopted edition of the California Fire Code.

30. ☐ ***A fuel tank permit is required*** for underground and aboveground gasoline/LPG/Diesel.

31. ☐ Combustible high-piled storage over 12 feet ***requires a separate fire department review and permit.*** Contact the fire department for further information.

ENGINEERING DIVISION

Contact Assistant Engineer Joshua Tullsen at (559)585-2582
Concerning questions you may have on the following conditions:

PROJECT: Tract 915 The Enclave – 12 ½ Avenue and Millennium Way

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 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.) 12 – ½ Ave – Ten feet
 - b.) Millennium Way – Ten feet
 - c.) All residential streets – Six feet (Utility Only)

Dedications:

1. That 12 ½ Avenue and Millennium Way, located along the property frontage 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 other streets shown on the tentative subdivision map shall be considered as private streets and will be maintained by a homeowner's association (H.O.A) to be established prior to or concurrent with the recording of a final subdivision map.
3. That all proposed landscape and public utility easements, located as shown on the tentative subdivision map including the full private street being identified as a public utility easement shall be dedicated to the City for landscape and/or 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 access from the development to the existing private drive on the 12 ½ avenue alignment shall be restricted.

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 Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required.
 - a. That all of the improvements on Millennium Way, including landscaping and block walls, must be completed with the first phase of development.
 - b. If not currently constructed, Millennium Way will need to be constructed with two 12 foot travel lanes and a 4 foot paved shoulder (8 foot shoulder in total) from the east line of the development to Centennial Drive.
3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required.
4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications:
 - a. Minimum street width shall be 27 feet.
 - b. No Parking shall be allowed on the street, only in off street parking indicated on the tentative map.
 - c. H.O.A. to maintain all interior private streets.
5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.
 - a. The drive approach to Lot 22 shall be on the North end of its frontage and no more than 16 feet in width so that it shall not interfere with access to Millennium Way.
6. 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.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 12 ½ Avenue and Millennium Way 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. Landscaping and irrigation system improvements along the development frontages of 12 ½ Avenue and Millennium Way. 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.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for 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 8 inch diameter sanitary sewer main within Millennium Way to 12 ½ Ave. If Millennium Way is not constructed east of this development, developer will be required to extend and connect sewer system to Centennial Drive. Developer will be entitled to oversizing and a reimbursement agreement for work completed.
3. That the developer shall install a sewer main within 12 ½ avenue oversized to adequately provide flow and to compensate for future areas of development located adjacent to the subdivision.
4. That all sanitary sewer mains and appurtenances constructed within the limits of private streets shall be owned/maintained by the H.O.A.

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 the developer may be entitled to a refund for storm drainage/basin over-sizing in accordance with City Municipal Code Section 13.04 and any revisions thereof. Developer shall submit competitive bid cost proposals to substantiate costs for storm drain main over-

sizing, if applicable, for Public Works Department review and approval prior to beginning construction.

3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.
4. That all storm drainage mains and appurtenances constructed within the limits of private streets shall be owned/maintained by the H.O.A.

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.
2. That the developer shall extend a minimum 12 inch diameter water main from its current terminus along the Millennium Way property frontage to the west end of the proposed parcel per the City's water master plan. If Millennium Way is not constructed west of this development, developer will be required to extend and connect water system to Centennial Drive. Developer will be entitled to oversizing and a reimbursement agreement for work completed.
3. That the development is subject to a reimbursement memorandum in favor of The City of Hanford and on file in the office of the City Engineer. A refund to the City of Hanford for the installation of water system improvements located within 12 ½ Avenue, which provides a benefit to the developer, shall be paid to the City prior to the recording of a subdivision final map.
4. 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 street lighting, decorative block fencing, and landscaping located along the property frontages of 12 ½ Avenue and Millennium Way 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 to recording of final subdivision map.

KINGS COUNTY DEPARTMENT OF PUBLIC HEALTH

Contact Troy Hommerding at Troy.Hommerding@co.kings.ca.us

Concerning questions you may have on the below conditions:

1. That 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.

EXPIRATION

That the Planned Unit Development shall expire with the expiration of Vesting Tentative Map 915, which shall become null and void after 24 months has elapsed from the date of approval, unless a final map has recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

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

AYES:	Commissioners
NOES:	Commissioners

ABSTAIN: Commissioners
ABSENT: Commissioners

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

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 26th day of June 2018.

Darlene R. Mata, Secretary

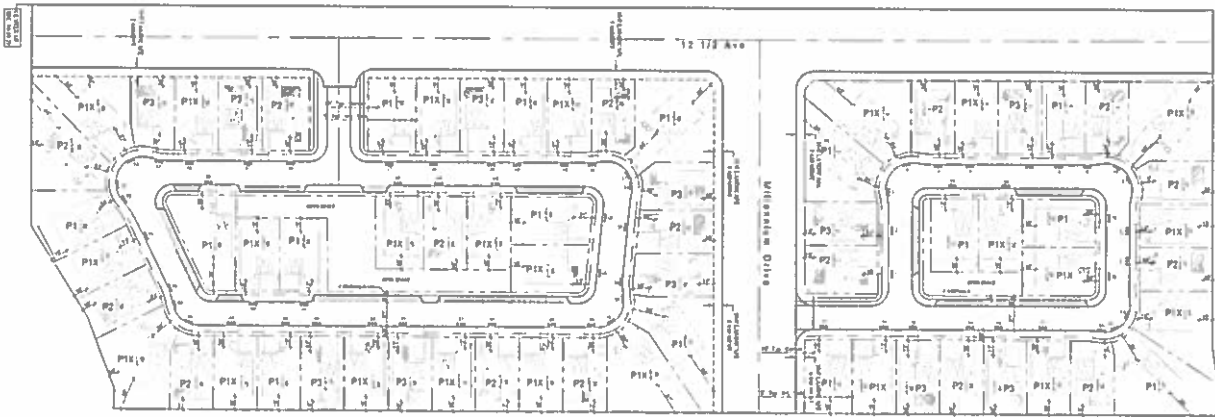
Exhibit A
Planned Unit Development No. 2018-01

Attachment: Resolution No. 2018-15 (PUD 2018-01) (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)

Site Summary

Gross Area:	14.12 ac	Phase 2	
Street Dedication:	3.04 ac	Plan 1 (1,648 SF):	9 du
Street Dedication (Int.):	1.47 ac	Plan 1X (2,183 SF):	15 du
Density:	4.6 du / ac (gross)	Plan 2 (2,519 SF):	9 du
	6.8 du / ac (net)	Plan 3 (2,732 SF):	7 du
		TOTAL	40 du

Phase 1	
Plan 1 (1,648 SF):	6 du
Plan 1X (2,183 SF):	9 du
Plan 2 (2,519 SF):	7 du
Plan 3 (2,732 SF):	4 du
TOTAL	26 du



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

CONCEPTUAL SITE PLAN

HANFORD, CALIFORNIA
STG # 20150973
2018-03-22

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**Exhibit B
Elevations and Floor Plans**

Attachment: Resolution No. 2018-15 (PUD 2018-01) (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)



HANFORD 14 SITE

OWNER / SUBDIVIDER:
Holly Hills Group
 PALM SPRINGS, CA

ARCHITECT:
KTGY
 IRVINE, CA



HANFORD - 14

Holly Hills Group
 480 E. Bogert Trail
 Palm Springs, CA 92264

City of Hanford

HANFORD, CALIFORNIA
KTGY # 20150973

Post Date:
 2018-08-15
 2018-08-15 10:00 AM

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Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

SHEET INDEX

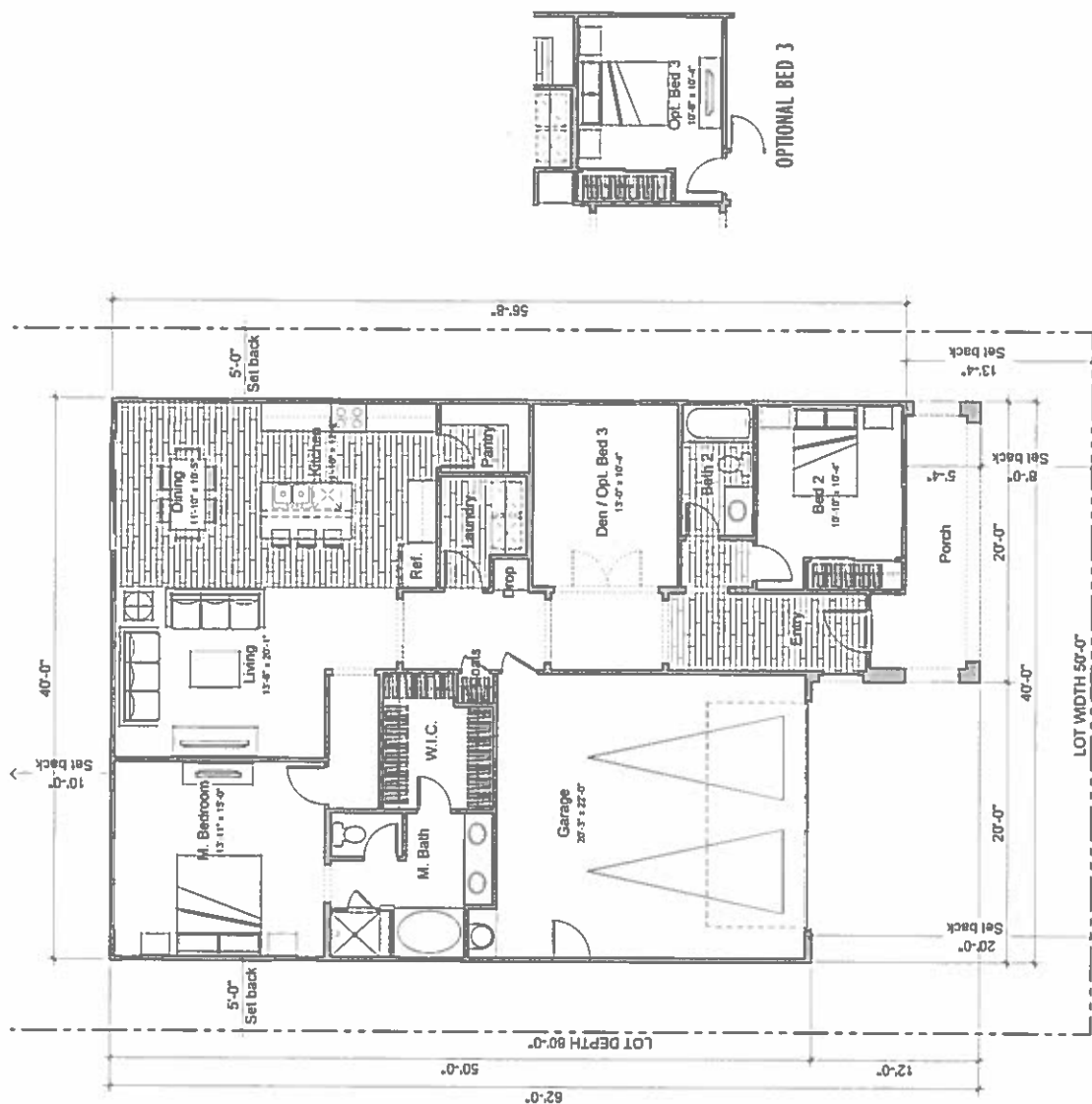
ARCHITECTURAL

A0.1	COVER SHEET SHEET INDEX
A1.0	SITE PLAN & DATA
A2.0	PLAN 1 - FLOOR PLAN
A2.1	PLAN 1X - FLOOR PLAN
A2.2	PLAN 2 - FLOOR PLAN
A2.3	PLAN 3 - FLOOR PLAN
A3.0	PLAN 1 - TUSCAN FARMHOUSE
A3.1	PLAN 1 - TUSCAN FARMHOUSE
A3.2	PLAN 1 - ADOBE RANCH
A3.3	PLAN 1 - SPANISH A
A3.4	PLAN 1 - SPANISH B
A3.5	PLAN 2 - SPANISH C
A3.6	PLAN 2 - TUSCAN FARMHOUSE
A3.7	PLAN 2 - TUSCAN FARMHOUSE
A3.8	PLAN 2 - ADOBE RANCH
A3.9	PLAN 2 - SPANISH
A3.10	PLAN 3 - TUSCAN FARMHOUSE
A3.11	PLAN 3 - TUSCAN FARMHOUSE
A3.12	PLAN 3 - ADOBE RANCH
A3.13	PLAN 3 - SPANISH



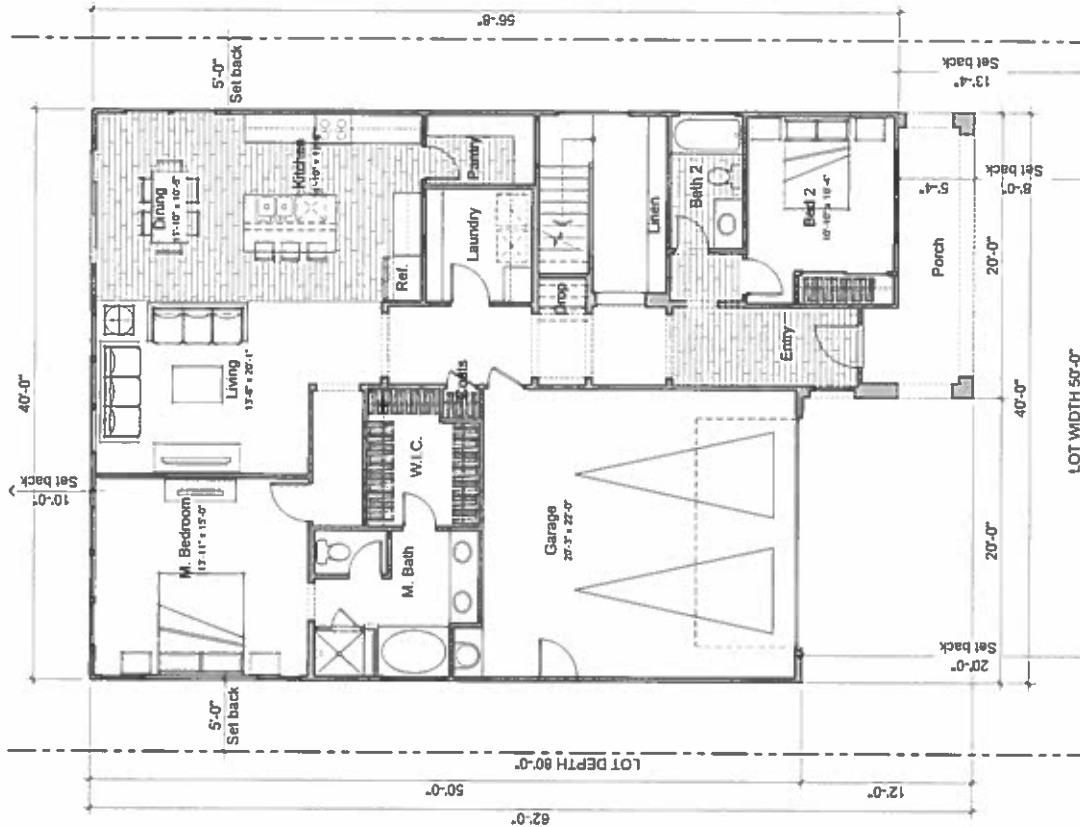
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Plot Date: 11/12/2017
2017/11/12
HANFORD, CALIFORNIA
RTGT # 20150973



HANFORD - 14

PLAN 1 - FLOOR PLAN



FIRST FLOOR

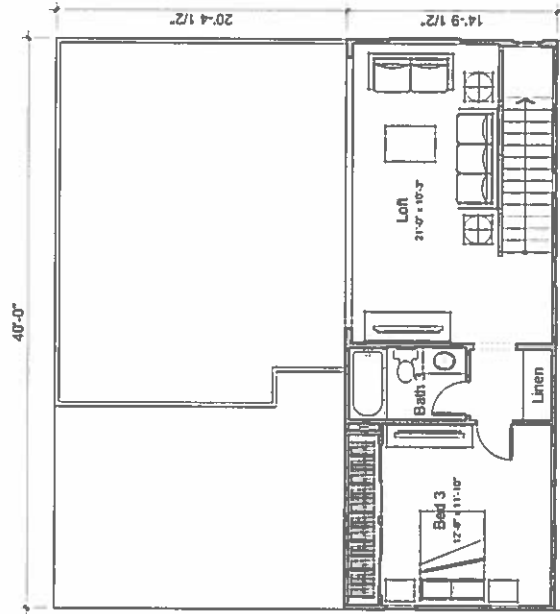
PLAN IX - FLOOR PLAN A2.1

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Plot Data
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2017 06 11 15 58 PM

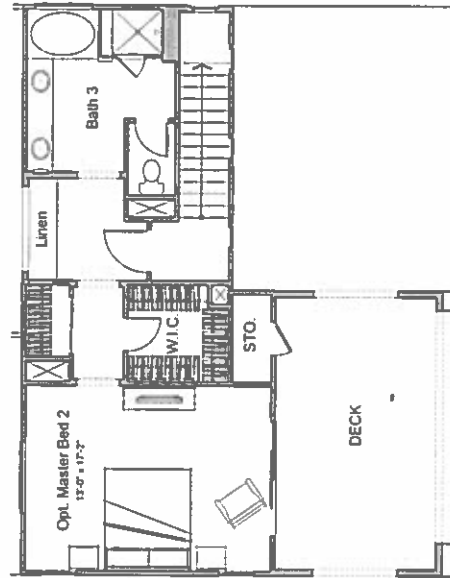
HANFORD, CALIFORNIA
KITG # 20150973

CRESET	AREA SQ. FT.
FIRST FLOOR	1446.60
SECOND FLOOR	1335.00
TOTAL FLOOR	2781.60
GARAGE	482.50



BEDROOM 3 & SITTING ROOM

OPTIONAL BED 4

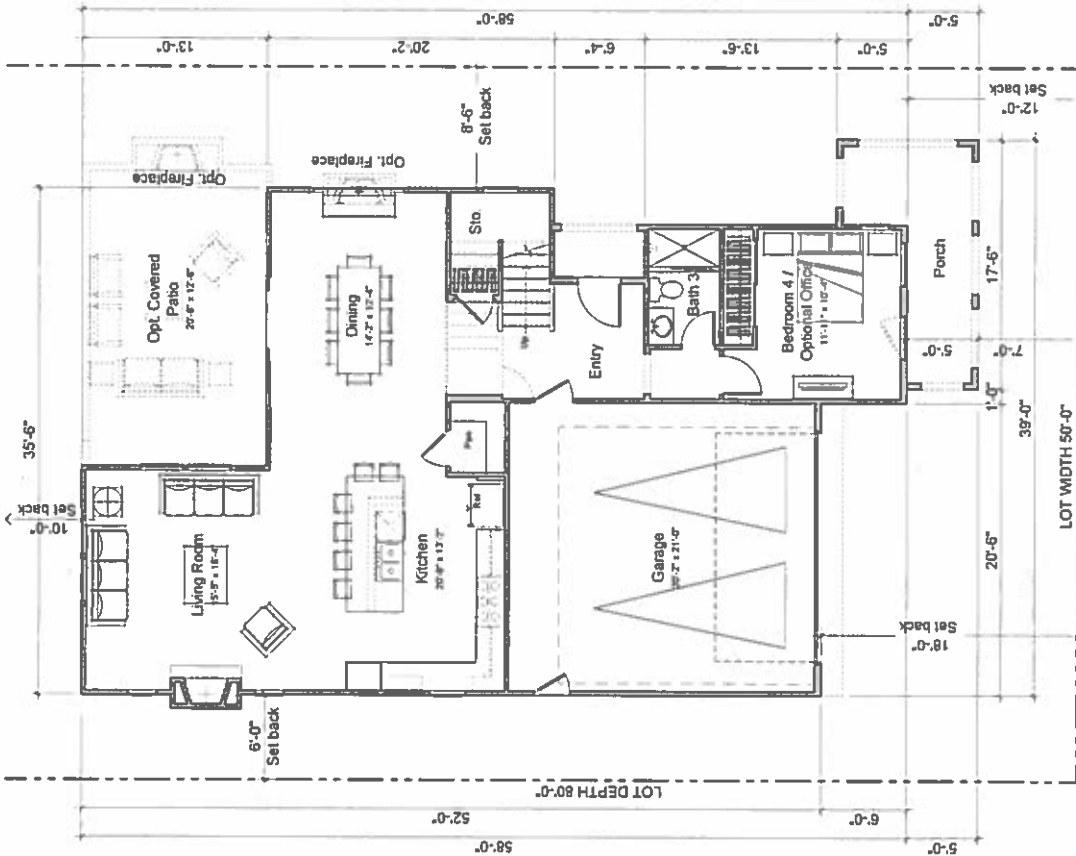


SECOND FLOOR

OPTIONAL MASTER BED 2

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264



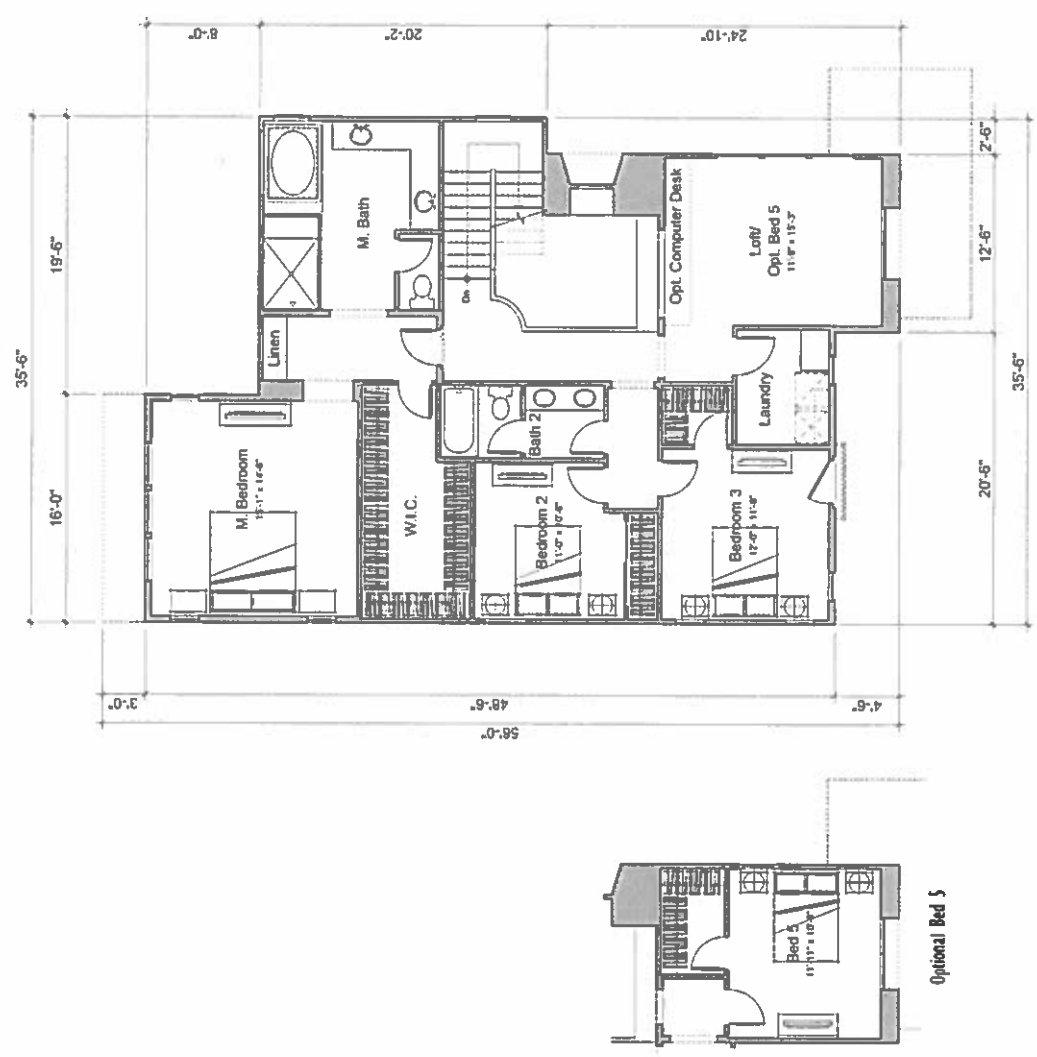
PLAN 2 - FLOOR PLAN **SCALE** **A2.2**



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Plot Date: 11/19/17
Plot No: 20150973
KING # 20150973
HANFORD, CALIFORNIA

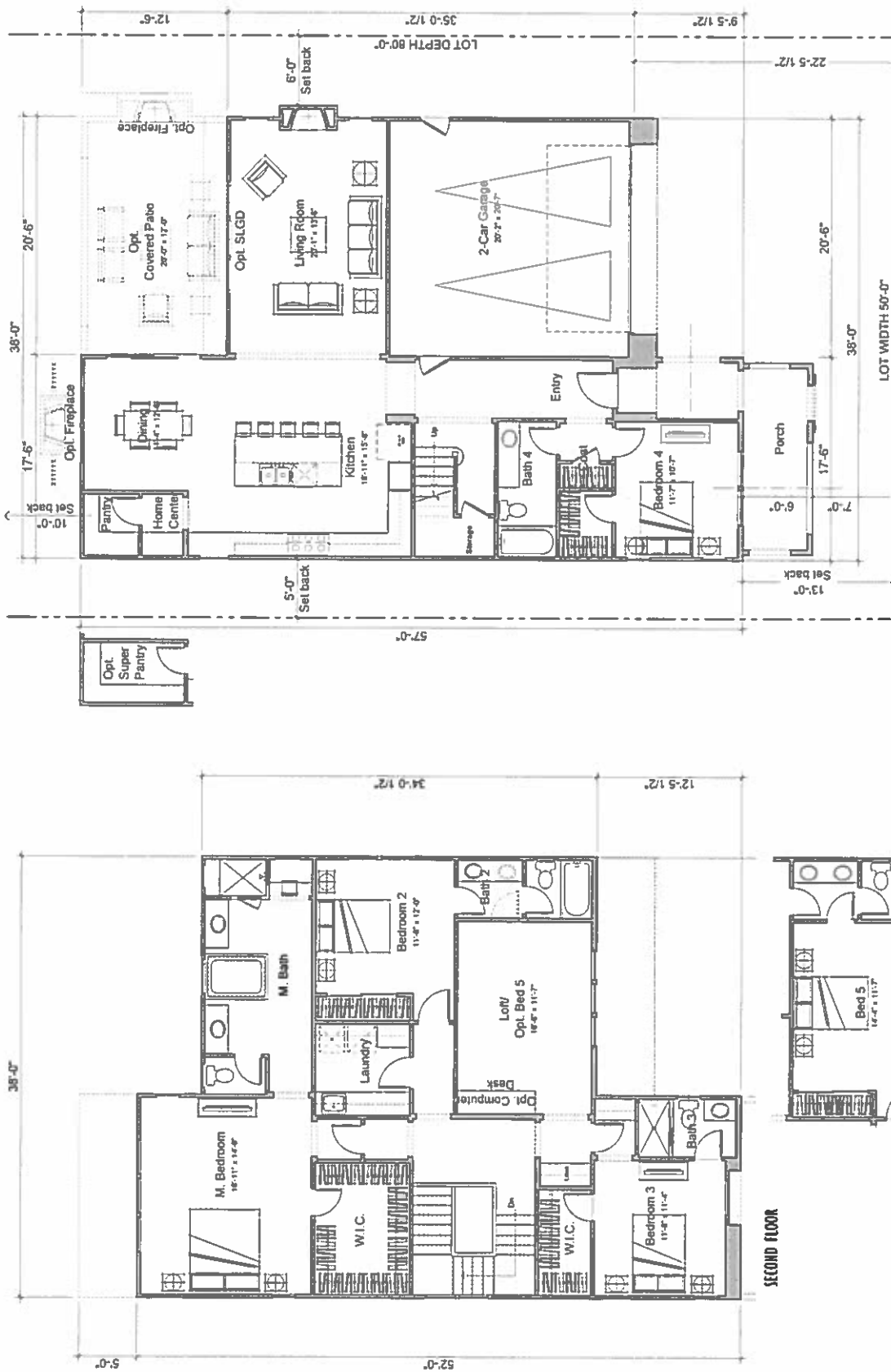
CLASSES	1ST FLOOR	2ND FLOOR	TOTAL
COVERED	117 SQ. FT.	137 SQ. FT.	254 SQ. FT.
DECK	137 SQ. FT.	251 SQ. FT.	388 SQ. FT.
PATIO	275 SQ. FT.	275 SQ. FT.	550 SQ. FT.
CLEARANCE	282 SQ. FT.	282 SQ. FT.	564 SQ. FT.



SECOND FLOOR

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264



A2.3

PLAN 3 - FLOOR PLAN



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Plot Date: 10/12/2017 PUDS# 20150973
20150973
2017/10/12 11:50:04

HANFORD, CALIFORNIA
RTGT # 20150973

20150973	1218 SQ. FT.
PRVY LIVING	1504 SQ. FT.
SECOND FLOOR	1775 SQ. FT.
TOTAL LIVING	2997 SQ. FT.
OPT COVERED PATIO	298 SQ. FT.
GARAGE	431 SQ. FT.

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - TUSCAN FARMHOUSE A3.0

HANFORD, CALIFORNIA
KITGT # 20150973
Permit Date:
2015.06.01
2017.04.11 : 10.00.00.00

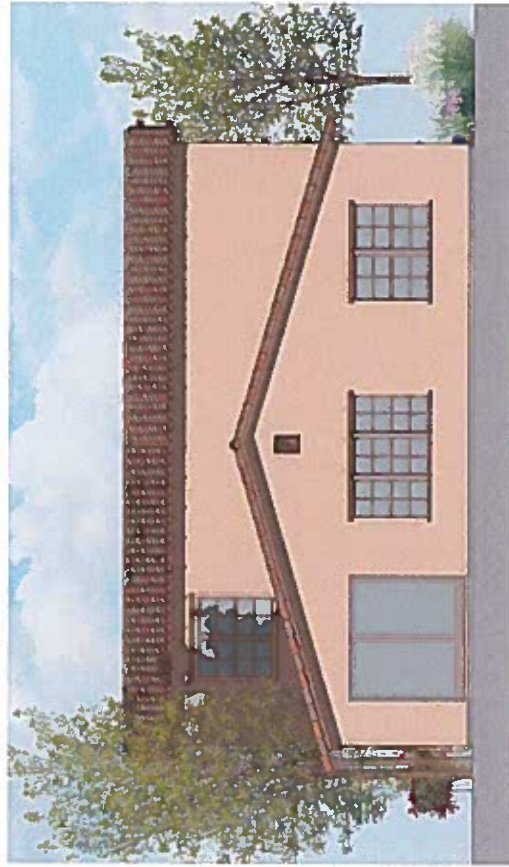
10.12.2017 PUD2018-01

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RIGHT



REAR



LEFT



FRONT

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date
2015/09/03
2017/11/15 15:00PM

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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
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PLAN I - ADOBE RANCH

HANFORD, CALIFORNIA
ITC # 20150973
Plot Date 10/12/2017
10/12/2017
2017 10/12/2017
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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
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PLAN I - SPANISH - A

A3.3

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Post Date
2018.07.19
2018.07.19

HANFORD, CALIFORNIA
KTGY # 20150973





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - SPANISH - B

A3.4

HANFORD, CALIFORNIA
KITGY # 20150973

Plot Date:
2011/08/01
2011/08/11 / 15 MONTHS

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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - SPANISH - C

A3.5

HANFORD, CALIFORNIA
KITGY # 20150973

1812.001 / FUTURE

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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - TUSCAN FARMHOUSE A3.6

HANFORD, CALIFORNIA
KIT # 20150973

Plot Date:
2014.08.01
2014.08.01 - 18 SEPTEMBER

Architecture + Planning
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Irvine, CA 92614
949.851.2133 / ktagy.com





RIGHT



REAR



LEFT



FRONT

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - TUSCAN FARMHOUSE A3.7

HANFORD, CALIFORNIA
RIGT # 20150973

Permit Date:
2016/08/31
2017/03/11 - 15 MONTHS

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HANFORD - 14

Holly Hills Group
480 E Bogert Trail
Palm Springs, CA 92264

PLAN 2 - ADOBE RANCH

A3.8

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 12/12/2017
2016/08/07
2017/04/11 1:10 PM

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HANFORD - 14

Holly Hills Group
480 E. Bogen Trail
Palm Springs, CA 92264

PLAN 2 - SPANISH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date
2015/09/03
2017/08/11 10:00 AM

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HANFORD - 14

Holly Hills Group
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Palm Springs, CA 92264

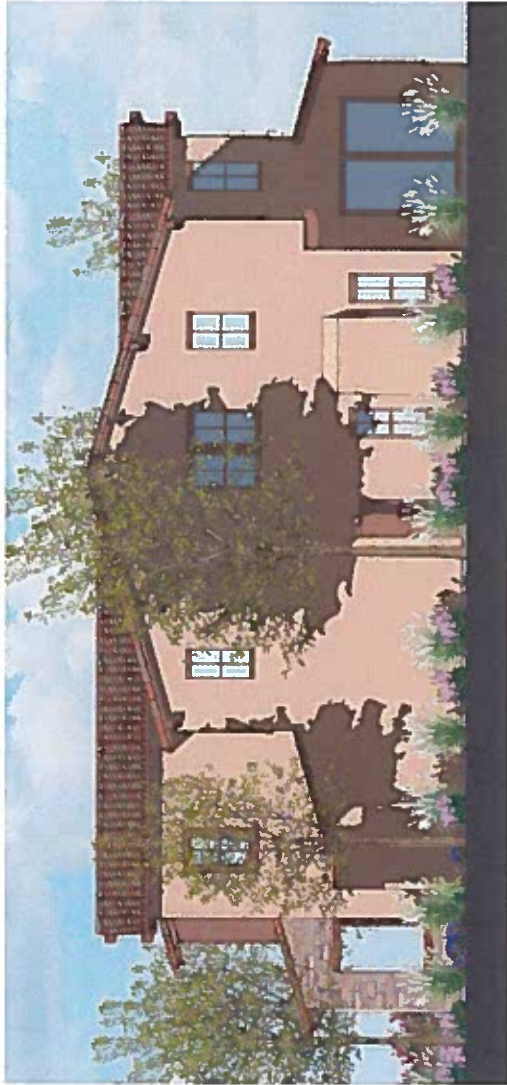
PLAN 3 - TUSCAN FARMHOUSE A3.10

HANFORD, CALIFORNIA
KTGY # 20150973

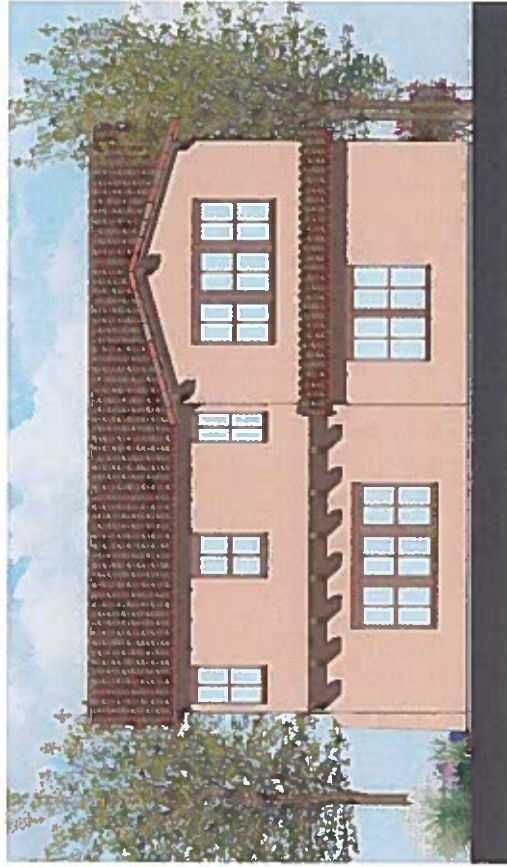
Pool Date:
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2017/10/11 10:00 AM

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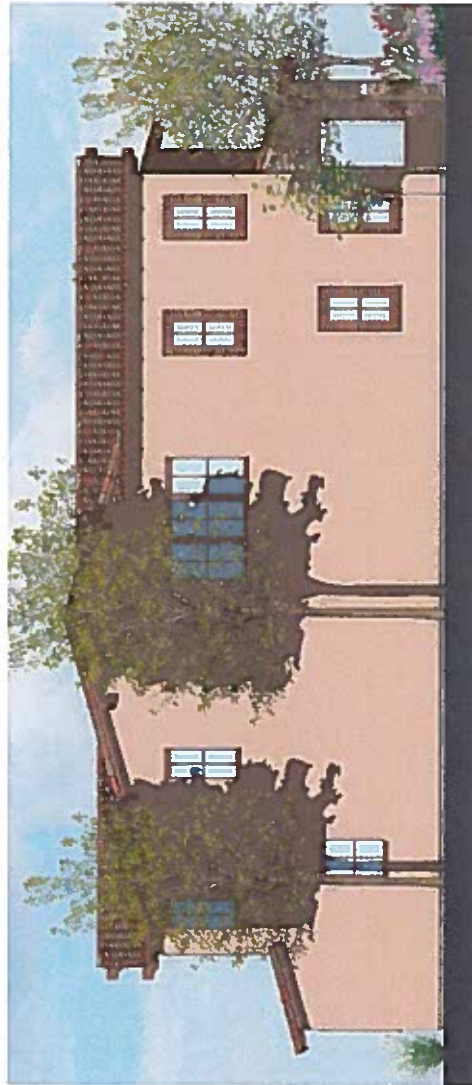




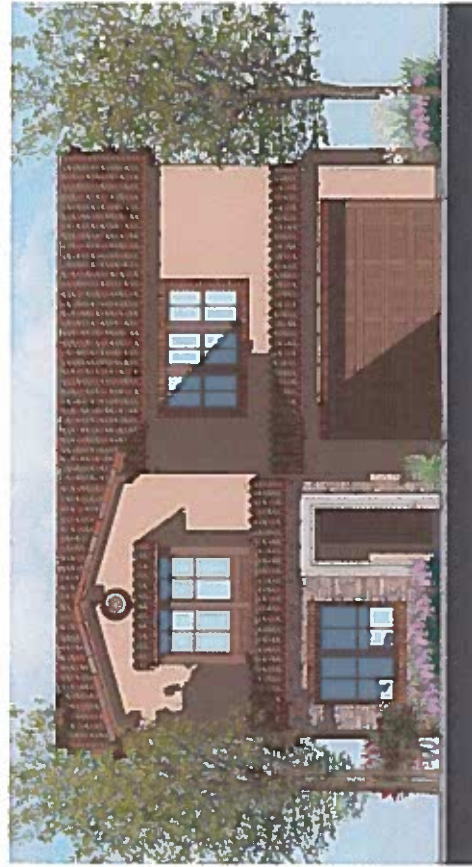
RIGHT



REAR



LEFT



FRONT

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - TUSCAN FARMHOUSE A3.11

HANFORD, CALIFORNIA
KITGY # 20150973

Plot Date:
2014/08/01
2014/08/11 / 15/08/07/16

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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - ADOBE RANCH

A3.12

HANFORD, CALIFORNIA
KTGY # 20150973
Plot Date: 09/12/2017
2017/09/12
Architecture + Planning
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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - SPANISH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 2015.08.07
18.12.2017 PUD0242

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Exhibit C
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2018-15 (PUD 2018-01) (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)

Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01
Mitigation Measures
Mitigated Negative Declaration 2018-06

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 project is subject to the appropriate development standards of the Hanford Municipal Code and the approved elevations associated with the Planned Unit Development.	Developer to provide; City to require on site plan and building permits
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 development is 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 to provide; City to require on site plan and building permits
AGRICULTURE			
MM Agriculture 1.	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?	That a right-to-farm provision be recorded 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.	City to require; Developer to disclose
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 standard?	That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	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 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.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 3	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents.	Developer
CULTURAL RESOURCES			

MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	1) That a Burial Treatment Plan be entered into 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 physical development of the project site comply 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 for the project.	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project site shall comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check	City to require; developer to comply

	topsoil?	and development review process.	
MM Geology 4-6	That the project could be located on a geological 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 landslides, lateral spreading, subsidence, liquefaction or collapse?	1) That copies of a preliminary soil investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans. 2) that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Department prior to acceptance of the development improvements or issuance of building permits, whichever occurs first 3) - That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed, in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The new development would be required to comply with applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would ensure impacts related to transport, use, and disposal of hazardous materials would be less than significant.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. Otherwise substantially degrade water quality?	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	City to require; Developer to provide

		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.	
MM Hydrology 3	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.	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	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 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.	Developer
MM Hydrology 5-7	The project could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater	That the developer shall: 1. Comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state	Developer

	drainage systems or provide substantial additional sources of polluted runoff.	Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; 2. A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan; 3. The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.	
LAND USE AND PLANNING			
MM Land Use 1:	That the project may 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?	That approval of the Planned Unit Development is required in order to develop the site, as proposed under Tentative Tract 915.	City to process variance
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the	Residents and developer, Police

	in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	greatest extend feasible.	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 between 7:00 a.m. and 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 facilities. (Police)	The project will be subject to Police Impact Fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts	That the project will be subject to School Impact Fees	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (School)		
MM Public Facilities 4	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. (Park)	That the project will be subject to Park 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 project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	That the project is subject to Park Impact Fees.	Developer to pay

TRANSPORTATION AND TRAFFICE		
MM Traffic 1-7 The project could 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 and relevant components of the circulation system. The project could conflict with an applicable congestion management program. The project could conflict with adopted policies, plans, or programs supporting alternative transportation.		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 Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, and transitional paving as required. 3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required. 4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications: - Minimum street width shall be 27 feet. - No Parking shall be allowed on the street, only in off street parking indicated on the tentative map. - H.O.A. to maintain all interior private streets. 5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.

		6. The development is subject to a Transportation Impact Mitigation Fee.	
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?	The project site would be required to implement water conservation measures	Developer
MM Utilities 2 and 4:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees;	Developer to pay and provide
MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer

RESOLUTION NO. 2018-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO VESTING TENTATIVE TRACT 915, A REQUEST TO SUBDIVIDE A 14.29-ACRE PARCEL INTO 66 RESIDENTIAL LOTS IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT WITH A PLANNED UNIT DEVELOPMENT OVERLAY. THE PROJECT IS LOCATED EAST OF 12 ½ AVENUE, WEST OF CENTENNIAL DRIVE (APN 011-020-046).

At a regular meeting of the City of Hanford Planning Commission duly called and held on June 26, 2018 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Vesting Tentative Tract 915, a request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17 of the Hanford Municipal Code; and

WHEREAS, the project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046); and

WHEREAS, the site will be developed, as shown in Vesting Tentative Tract 915, attached as **Exhibit A**; and

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

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) guidelines, the project was evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2018-06 has been adopted; and

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

WHEREAS, all conditions of approval cited in the resolution approving Planned Unit Development No. 2018-01 shall also be conditions of approval of the tentative tract; and

WHEREAS, the Planning Commission has reviewed the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing; and,

THEREFORE, BE IT RESOLVED that the Planning Commission hereby makes the following findings pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act, and Hanford's Zoning Ordinance:

1. Consistency Finding:

Analysis: That a consistency finding can be made, because the subdivision proposed is consistent with the Zoning Ordinance requirements for the R-L-5 Low-Density Residential zone district with approval of the planned unit development overlay, Planned Unit

Development No. 2018-01. Approval of Planned Unit Development No. 2018-01, permits deviations from the requirements of the R-L-5 Low-Density Residential zone district for lot size, lot frontage, lot width, setbacks, and street-width.

2. Design Finding:

Analysis: That a design finding can be made, because the subdivision proposed is consistent with the Zoning Ordinance requirements for the R-L-5 Low-Density Residential zone district with approval of the planned unit development overlay, Planned Unit Development No. 2018-01. Approval of Planned Unit Development No. 2018-01, permits deviations from the requirements of the R-L-5 Low-Density Residential zone district for lot size, lot frontage, lot width, setbacks, and street-width.

3. Type of Development Finding:

Analysis: That the type of development proposed is consistent with the General Plan Low-Density Residential designation and the R-L-5 Low-Density Residential zone district. The applicant proposes single-family low-density residential, which is the primary development allowed within the R-L-5 Low-Density Residential designation.

4. Density Finding:

Analysis: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre. The project has a density of 4.74 dwelling units per acre.

5. Environmental Finding:

Analysis: That an initial study was conducted and on the basis on the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2018-06 has been prepared for the project.

6. Public Health Finding:

Analysis: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

Analysis: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission has determined that Vesting Tentative Tract 915 be approved, subject to the conditions below:

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 development conform to all applicable regulations of Section 17.10 Low-Density Residential for the R-L-5 zone district.
- ☒ That all conditions of Planned Unit Development No. 2018-01 shall also apply.

Zoning

- ☒ That all requirements of the R-L-5 Low-Density Residential zone district shall apply, except as modified under Planned Unit Development No. 2018-01, as follows:

Category	R-L-5 Standard	Applicant's Proposal
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth
Maximum coverage	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.
Setbacks	Front (livable) – 15 feet Front (garage) – 20 feet	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)
	Rear – 20 feet for one-story with rear along landscape easement. Increase by 10 feet for buildings over one-story high	Rear (one –story) – 10 feet Rear (two-story) – 10 feet
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)
Street Right-of-Way Width	60 feet	27 feet for interior streets

Architectural Conditions:

- ☒ That the residences within the development be developed in substantial compliance with Planned Unit Development No. 2018-01, attached as **Exhibit C** the architectural renderings, colors, floor plans etc., attached as **Exhibit D**.
- ☒ That any future changes to the architectural design features must maintain the overall integrity of the elevations approved and not detract from the consistent look and appearance of the development. Any changes shall be determined by the Community Development Director to be consistent with the original approved elevations.

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.

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 12 feet from the front lot line for livable space, as approved under Planned Unit Development No. 2018-01.
- ☒ That the front building setback be 20 feet for garages, carports, and other non-livable building space.
- ☒ That the rear building setback for one- and two-story structures shall be a minimum of 10 feet, as approved under Planned Unit Development No. 2018-01.
- ☒ That the side building setback area shall be five feet from an interior side lot line and ten feet from a street side property line.
- ☒ 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 915 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.
- ☒ That maintenance for the trees and lawn area may be included in the homeowners association.

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.

FIRE DEPARTMENT

Contact Fire Chief Chris Ekk @ 559-585-2545 or cekk@cityofhanfordca.com concerning questions that you may have on the following conditions:

General Instructions

1. **Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.**
2. All fire protection systems must be installed and operational prior to occupying the building.
3. All permits shall be issued and fees paid prior to scheduling inspections with the Fire Department. To schedule appointments for inspections, please email at grocha@cityofhanfordca.com and dbodiroga@cityofhanfordca.com.
4. Scope of work shall be clearly stated on all plans submitted for permit.
5. All Deferred Submittals shall be listed on the building plan Title Page. All deferred submittals are required to be submitted within 30-days of building permit issuance.

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☐ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☐ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☒ Based on the occupancy classification, an automatic sprinkler system is required for this project. **A separate fire department permit is required.** Contact the fire department for submittal process.
 - ☐ NFPA 13 System per CFC 903.3.1.1
 - ☐ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)
 - ☒ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)
6. ☐ For automatic sprinkler systems, **a separate permit must be submitted** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.
7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
 - o At least one man door shall be provided - only exterior door(s) are allowed,
 - o The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
 - o One-hour rated construction,
 - o Fire sprinkler head coverage required,
 - o Normal and emergency back-up lighting shall be installed inside the fire riser room,
 - o The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
 - o For existing buildings: please contact the fire department for requirements.
8. ☐ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. **A separate fire department permit is required** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process.

9. ☐ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
10. ☐ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.
11. ☐ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.
12. ☐ No additional hydrants are necessary for this project.
13. ☐ Number of additional hydrants necessary for this project: ____
14. ☒ Fire hydrant spacing shall be as follows:
- a. **Residential development:** one hydrant shall be installed at 500 foot intervals.
 - b. **Commercial development:** one hydrant shall be installed at 300 foot intervals.
 - c. Or as required by Appendix C of the California Fire Code
15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage
16. ☒ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.
17. ☐ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.
18. ☐ Existing access roads are sufficient.
19. ☒ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.
20. ☒ Access road turning radius for fire apparatus is as follows: Ensure access roads are within the following turning radii, or utilize software to identify that the path of travel is adequate for this project.
- a. 20 feet 1 inch inside turning radius
 - b. 44 feet 6 inch outside radius

21. ☐ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.
22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
- a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
 - b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
 - c. Access roads 32 feet in width or more: No fire lanes required.
Access roads inside the development are 27 feet wide and will require no parking on the outside curbs of the development. Parking will only be allowed in the designated parking spaces identified on the site plan.
24. ☒ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.
24. ☐ Locked gates installed across fire department access roads:
- a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.
 - b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.
 - c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
 - d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
25. ☐ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
26. ☐ All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.

Size of Address Numbers:

- Downtown area (existing buildings): 4-inch numbers,
- Buildings 20-ft. or less from the street: 6-inch numbers,
- Buildings 21- to 40-ft. from the street: 8 inch numbers,
- Buildings more than 40-ft. from street: 12 inch numbers.

27. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood. ***A separate permit is required for the Type I hood.*** Contact the fire department for submittal information.
28. ☐ All commercial cooking appliances creating grease laden vapors shall have a K-Class fire extinguisher within 30-feet of cooking appliances in accordance with the most currently adopted edition of the CFC.
29. ☐ ***A separate permit is required*** for all hazardous material and/or flammable and combustible liquids, gases, solids, etc., over the exempt amounts set forth in the latest adopted edition of the California Fire Code.
30. ☐ ***A fuel tank permit is required*** for underground and aboveground gasoline/LPG/Diesel.
31. ☐ Combustible high-piled storage over 12 feet ***requires a separate fire department review and permit.*** Contact the fire department for further information.

ENGINEERING DIVISION

Contact Assistant Engineer Joshua Tullsen at (559)585-2582
Concerning questions you may have on the following conditions:

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 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.) 12 – ½ Ave – Ten feet
 - b.) Millennium Way – Ten feet
 - c.) All residential streets – Six feet (Utility Only)

Dedications:

1. That 12 ½ Avenue and Millennium Way, located along the property frontage 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 other streets shown on the tentative subdivision map shall be considered as private streets and will be maintained by a homeowner's association (H.O.A) to be established prior to or concurrent with the recording of a final subdivision map.
3. That all proposed landscape and public utility easements, located as shown on the tentative subdivision map including the full private street being identified as a public utility easement shall be dedicated to the City for landscape and/or 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 access from the development to the existing private drive on the 12 ½ avenue alignment shall be restricted.

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 Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required.

- a. That all of the improvements on Millennium Way, including landscaping and block walls, must be completed with the first phase of development.
 - b. If not currently constructed, Millennium Way will need to be constructed with two 12 foot travel lanes and a 4 foot paved shoulder (8 foot shoulder in total) from the east line of the development to Centennial Drive.
3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required.
4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications:
 - a. Minimum street width shall be 27 feet.
 - b. No Parking shall be allowed on the street, only in off street parking indicated on the tentative map.
 - c. H.O.A. to maintain all interior private streets.
5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.
 - a. The drive approach to Lot 22 shall be on the North end of its frontage and no more than 16 feet in width so that it shall not interfere with access to Millennium Way.
6. 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.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 12 ½ Avenue and Millennium Way 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. Landscaping and irrigation system improvements along the development frontages of 12 ½ Avenue and Millennium Way. 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.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for 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 8 inch diameter sanitary sewer main within Millennium Way to 12 ½ Ave. If Millennium Way is not constructed east of this development, developer will be required to extend and connect sewer system to Centennial Drive. Developer will be entitled to oversizing and a reimbursement agreement for work completed.
3. That the developer shall install a sewer main within 12 ½ avenue oversized to adequately provide flow and to compensate for future areas of development located adjacent to the subdivision.
4. That all sanitary sewer mains and appurtenances constructed within the limits of private streets shall be owned/maintained by the H.O.A.

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 the developer may be entitled to a refund for storm drainage/basin over-sizing in accordance with City Municipal Code Section 13.04 and any revisions thereof. Developer shall submit competitive bid cost proposals to substantiate costs for storm drain main over-sizing, if applicable, for Public Works Department review and approval prior to beginning construction.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.
4. That all storm drainage mains and appurtenances constructed within the limits of private streets shall be owned/maintained by the H.O.A.

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.
2. That the developer shall extend a minimum 12 inch diameter water main from its current terminus along the Millennium Way property frontage to the west end of the proposed parcel per the City's water master plan. If Millennium Way is not constructed west of this development, developer will be required to extend and connect water system to Centennial Drive. Developer will be entitled to oversizing and a reimbursement agreement for work completed.
3. That the development is subject to a reimbursement memorandum in favor of The City of Hanford and on file in the office of the City Engineer. A refund to the City of Hanford for the installation of water system improvements located within 12 ½ Avenue, which provides a benefit to the developer, shall be paid to the City prior to the recording of a subdivision final map.
4. 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 street lighting, decorative block fencing, and landscaping located along the property frontages of 12 ½ Avenue and Millennium Way 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.

KINGS COUNTY DEPARTMENT OF PUBLIC HEALTH

Contact Troy Hommerding at Troy.Hommerding@co.kings.ca.us

Concerning questions you may have on the below conditions:

1. That 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.

EXPIRATION

That Vesting Tentative Map 915 shall become null and void after 24 months has elapsed from the date of approval, unless a final map has recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

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

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

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

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 26th day of June 2018.

Darlene R. Mata, Secretary

Exhibit A
Vesting Tentative Tract 915

Attachment: Resolution No. 2018-16 (TT 915) (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)

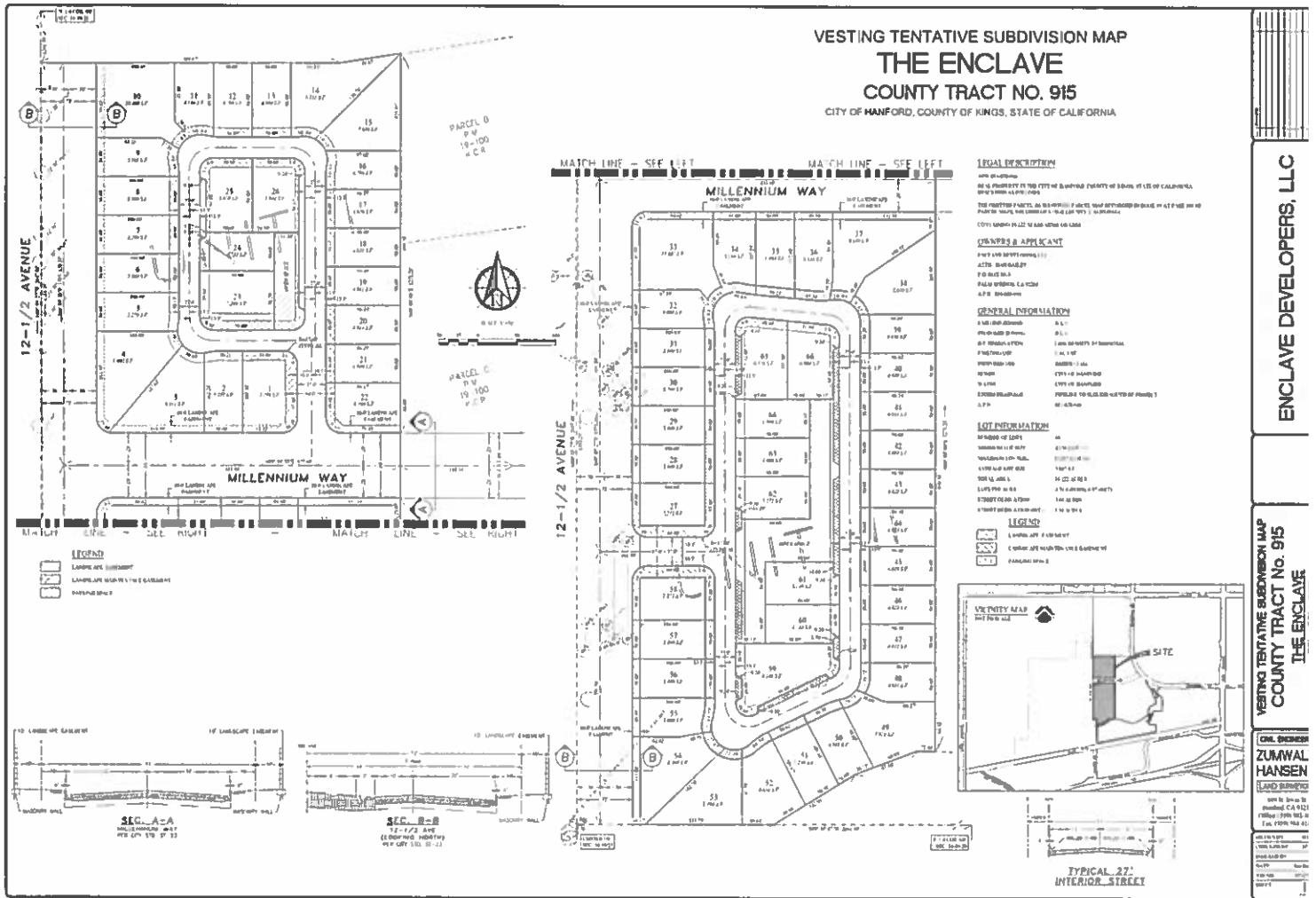


Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2018-16 (TT 915) (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)

Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01
Mitigation Measures
Mitigated Negative Declaration 2018-06

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 project is subject to the appropriate development standards of the Hanford Municipal Code and the approved elevations associated with the Planned Unit Development.	Developer to provide; City to require on site plan and building permits
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 development is 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 to provide; City to require on site plan and building permits
AGRICULTURE			
MM Agriculture 1.	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?	That a right-to-farm provision be recorded 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.	City to require; Developer to disclose
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 standard?	That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	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 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.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 3	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents.	Developer
CULTURAL RESOURCES			

MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	1) That a Burial Treatment Plan be entered into 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 physical development of the project site comply 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 for the project.	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project site shall comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check	City to require; developer to comply

	topsoil?	and development review process.	
MM Geology 4-6	That the project could be located on a geological 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 landslides, lateral spreading, subsidence, liquefaction or collapse?	1) That copies of a preliminary soil investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans. 2) that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Department prior to acceptance of the development improvements or issuance of building permits, whichever occurs first 3) - That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed, in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The new development would be required to comply with applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would ensure impacts related to transport, use, and disposal of hazardous materials would be less than significant.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. Otherwise substantially degrade water quality?	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	City to require; Developer to provide

		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.	
MM Hydrology 3	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.	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	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 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.	Developer
MM Hydrology 5-7	The project could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater	That the developer shall: 1. Comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state	Developer

	drainage systems or provide substantial additional sources of polluted runoff.	Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; 2. A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan; 3. The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.	
LAND USE AND PLANNING			
MM Land Use 1:	That the project may 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?	That approval of the Planned Unit Development is required in order to develop the site, as proposed under Tentative Tract 915.	City to process variance
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the	Residents and developer; Police

	in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	greatest extend feasible.	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 between 7:00 a.m. and 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 facilities. (Police)	The project will be subject to Police Impact Fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts	That the project will be subject to School Impact Fees	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (School)		
MM Public Facilities 4	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. (Park)	That the project will be subject to Park 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 project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	That the project is subject to Park Impact Fees.	Developer to pay

TRANSPORTATION AND TRAFFICE		
MM Traffic 1-7	The project could 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 and relevant components of the circulation system. The project could conflict with an applicable congestion management program. The project could conflict with adopted policies, plans, or programs supporting alternative transportation.	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 Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, and transitional paving as required. 3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required. 4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications: - Minimum street width shall be 27 feet. - No Parking shall be allowed on the street, only in off street parking indicated on the tentative map. - H.O.A. to maintain all interior private streets. 5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.

		6. The development is subject to a Transportation Impact Mitigation Fee.	
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?	The project site would be required to implement water conservation measures	Developer
MM Utilities 2 and 4:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees;	Developer to pay and provide
MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer

Exhibit C
Planned Unit Development No. 2018-01

Attachment: Resolution No. 2018-16 (TT 915) (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)

Site Summary

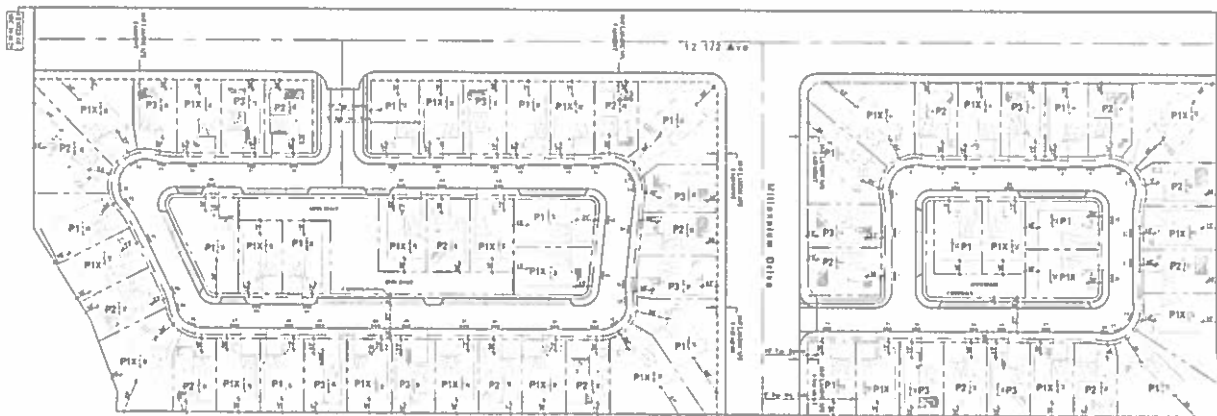
Gross Area: 14.12 ac
 Street Dedication: 3.04 ac
 Street Dedication (Int.): 1.47 ac
 Density: 4.6 du / ac (gross)
 6.8 du / ac (net)

Phase 2

Plan 1 (1,648 SF): 9 du
 Plan 1X (2,183 SF): 15 du
 Plan 2 (2,519 SF): 9 du
 Plan 3 (2,732 SF): 7 du
 TOTAL 40 du

Phase 1

Plan 1 (1,648 SF): 6 du
 Plan 1X (2,183 SF): 9 du
 Plan 2 (2,519 SF): 7 du
 Plan 3 (2,732 SF): 4 du
 TOTAL 26 du



HANFORD - 14

Holly Hills Group
 480 E. Bogert Trail
 Palm Springs, CA 92264

CONCEPTUAL SITE PLAN

HANFORD, CALIFORNIA
 KTGT # 20150973
 2018-03-22

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 17911 Von Karman Ave.
 Irvine, CA 92614
 949 851 2133 / ktgy.com

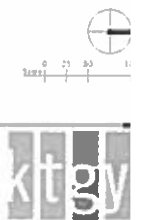


Exhibit D
Planned Unit Development No. 2018-01 Elevations and Floor Plans

Attachment: Resolution No. 2018-16 (TT 915) (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)



HANFORD 14 SITE

OWNER / SUBDIVIDER:

Holly Hills Group
PALM SPRINGS, CA

ARCHITECT:

KTGY
IRVINE, CA



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

Owner/Subscriber

HANFORD, CALIFORNIA
KIT # 20150973

Plot Date:
2014/08/13
2017/08/13 1st SUPPLEMENT

16.12.2017 FUTURE

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Irvine, CA 92614
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SHEET INDEX

ARCHITECTURAL

- COVER SHEET
- SHEET INDEX
- A0.1
- A1.0 SITE PLAN & DATA
- A2.0
- A2.1 PLAN 1 - FLOOR PLAN
- A2.2 PLAN 1X - FLOOR PLAN
- A2.2 PLAN 2 - FLOOR PLAN
- A2.2 PLAN 3 - FLOOR PLAN
- A3.0
- A3.1 PLAN 1 - TUSCAN FARMHOUSE
- A3.2 PLAN 1 - TUSCAN FARMHOUSE
- A3.3 PLAN 1 - ADOBE RANCH
- A3.4 PLAN 1 - SPANISH A
- A3.5 PLAN 1 - SPANISH B
- A3.6 PLAN 2 - TUSCAN FARMHOUSE
- A3.7 PLAN 2 - TUSCAN FARMHOUSE
- A3.8 PLAN 2 - ADOBE RANCH
- A3.9 PLAN 2 - SPANISH
- A3.10 PLAN 3 - TUSCAN FARMHOUSE
- A3.11 PLAN 3 - TUSCAN FARMHOUSE
- A3.12 PLAN 3 - ADOBE RANCH
- A3.13 PLAN 3 - SPANISH

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

HANFORD, CALIFORNIA
ITGT # 20150773

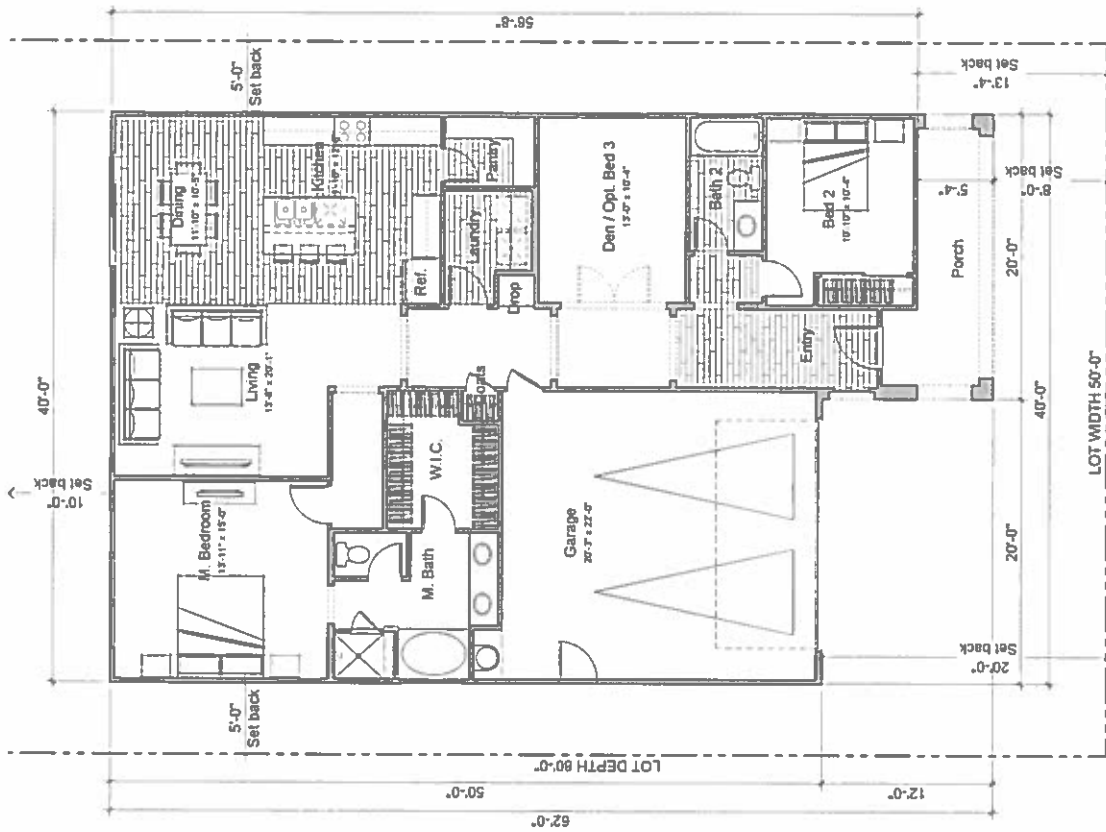
Proj. Date: 10/14/17
Rev: 01/11/18

10/17/2017 / 10/24/17

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A0.1



HANFORD - 14

PLAN I - FLOOR PLAN 10111 A2.0

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

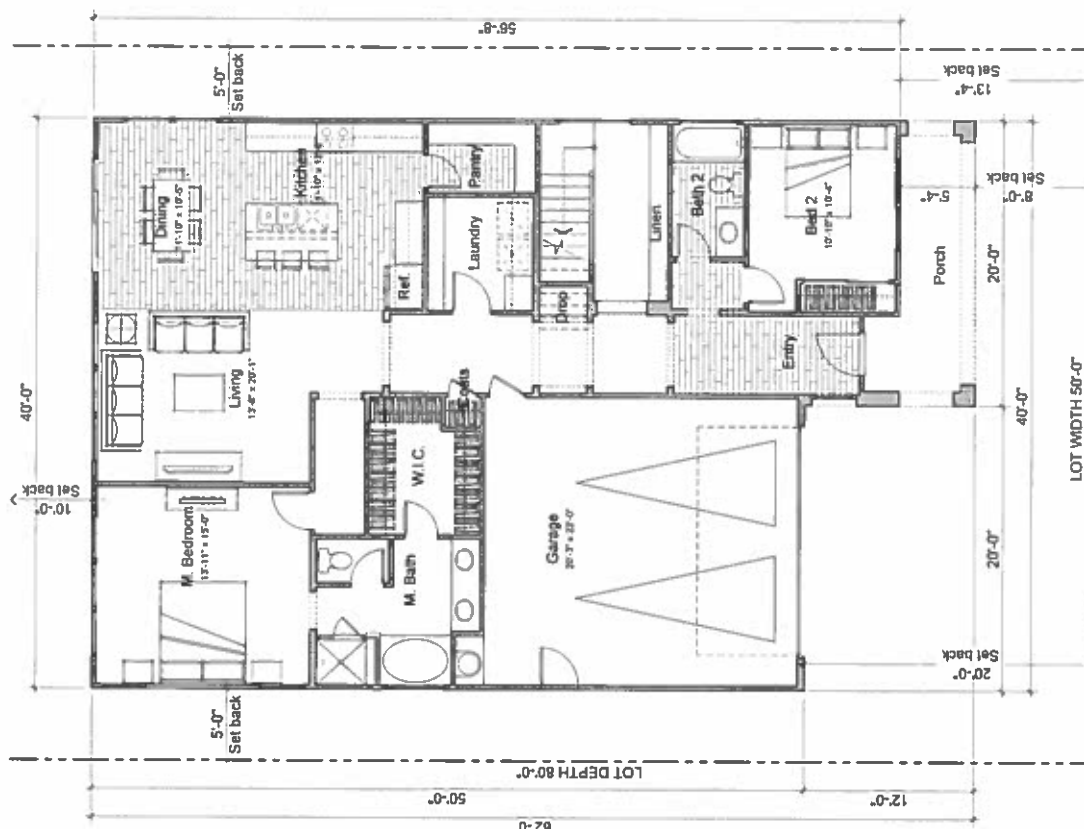
CRITERION	VALUE
PERMIT FEE	144,800.00
TOTAL FEE	144,800.00
GARAGE	488.00 SQ. FT.

HANFORD, CALIFORNIA
ITGT # 20150973

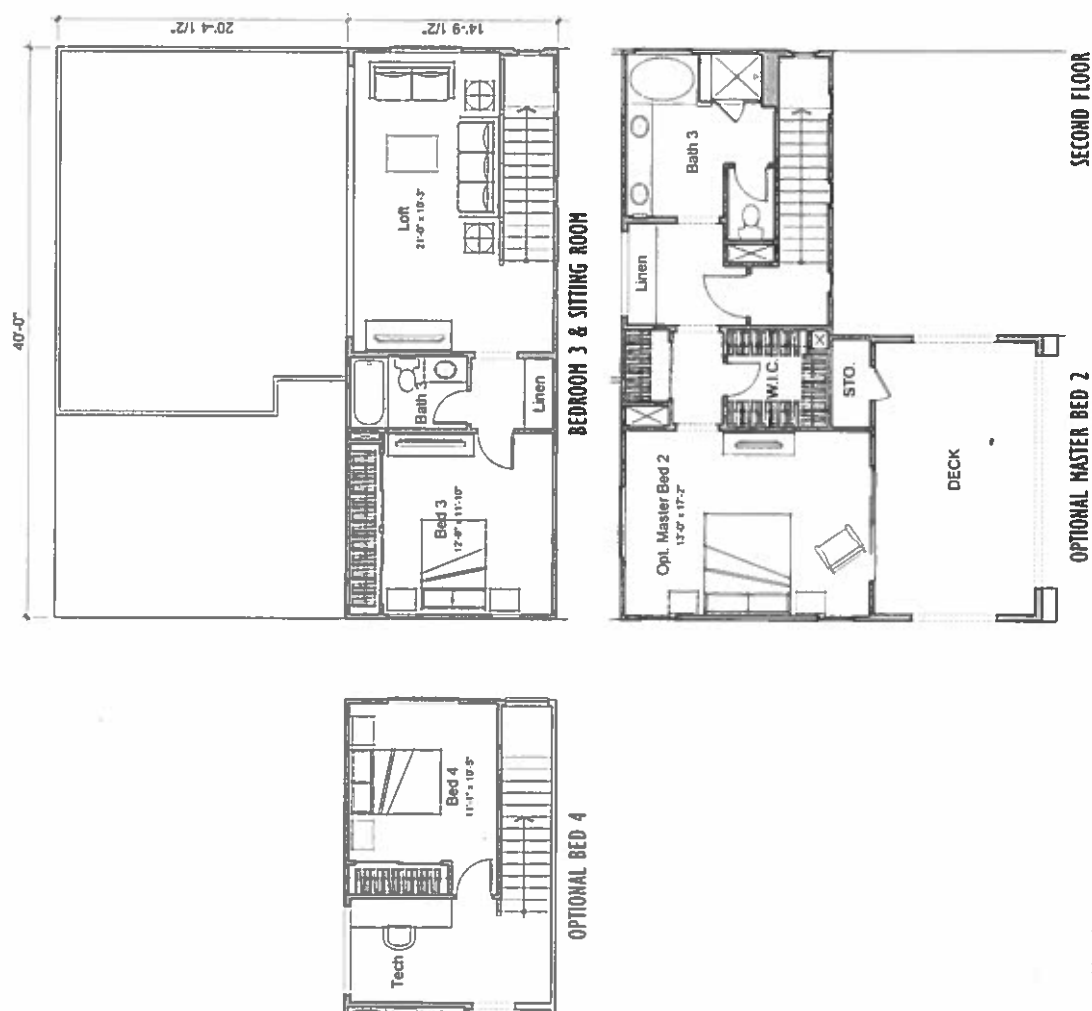
Permit Date: 2015/08/27
2015/08/27 1:15 PM EDT

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PLAN IX - FLOOR PLAN



HANFORD - 14

GROSS SF	
FIRST FLOOR	1848 SQ. FT.
SECOND FLOOR	538 SQ. FT.
TOTAL INRMS	2386 SQ. FT.

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Irvine, CA 92614
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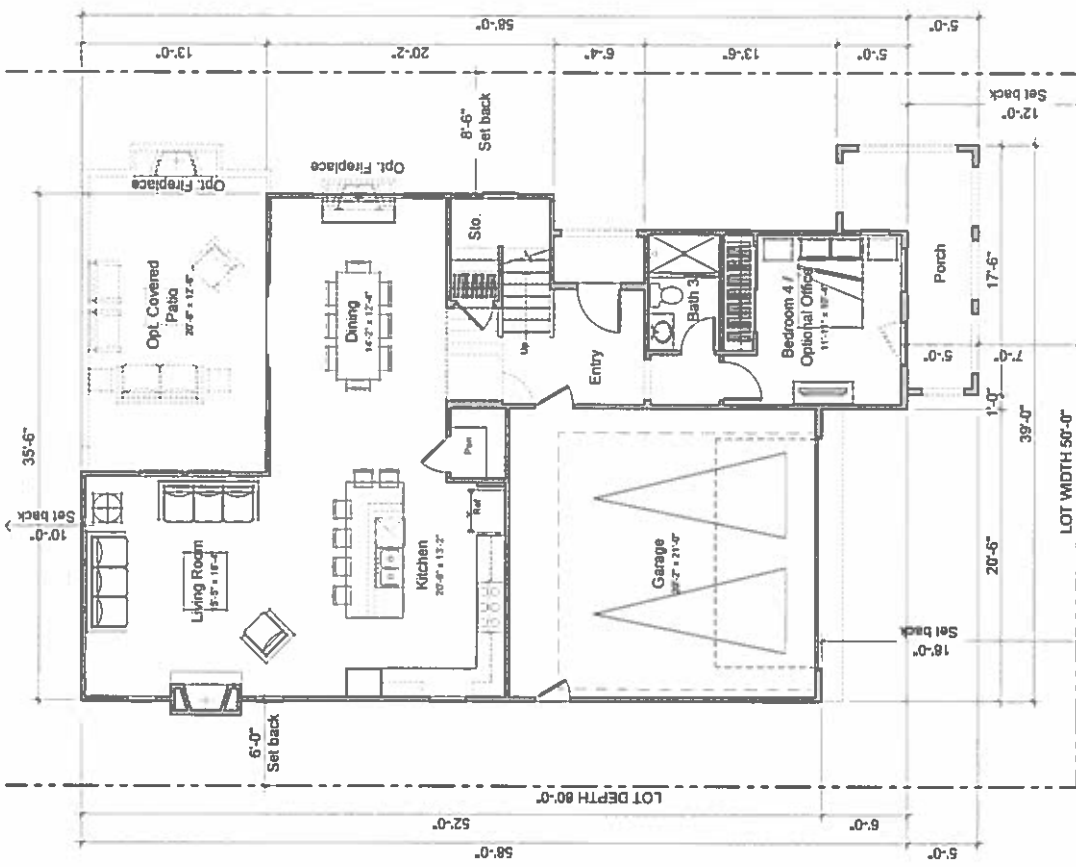
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STANFORD, CALIFORNIA
RTGY # 20150973

Print Date:

Received 10 May 2004

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FIRST FLOOR

PLAN 2 - FLOOR PLAN

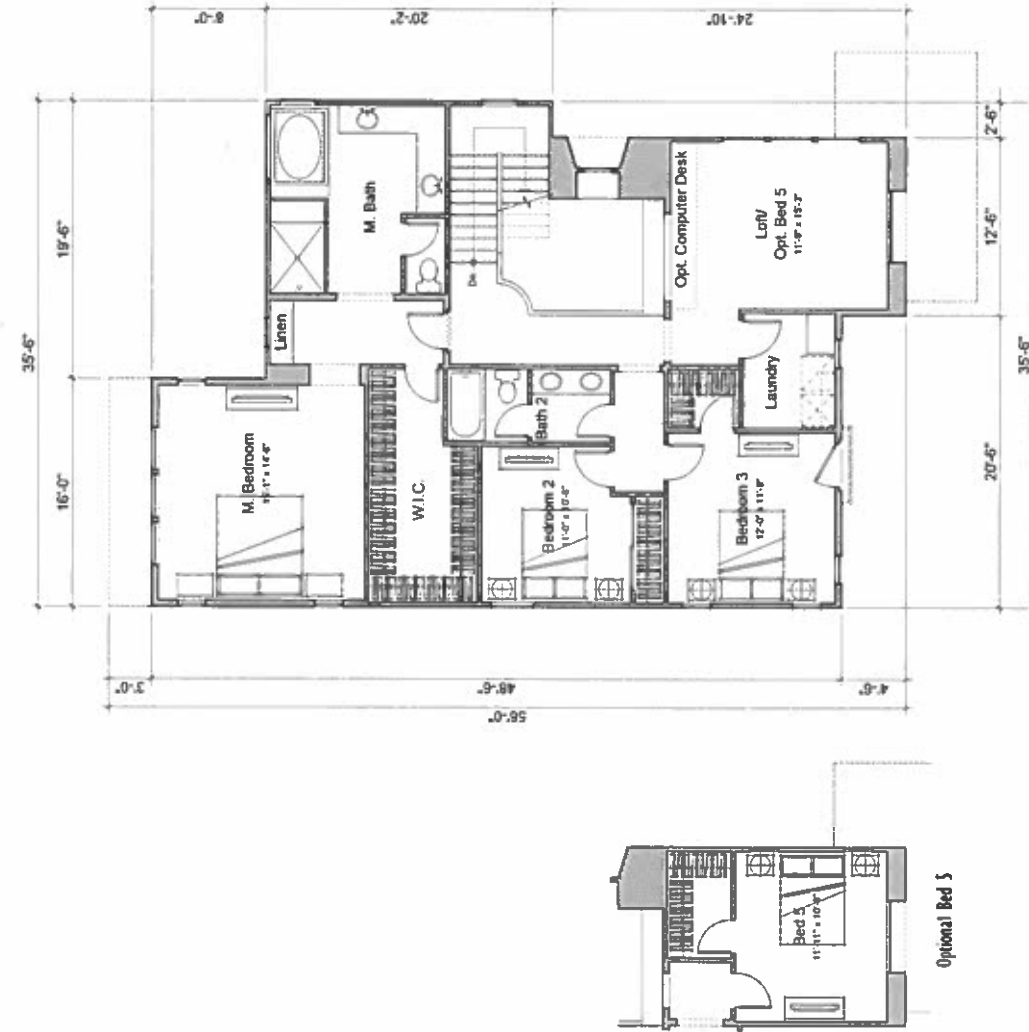
A2.2

COVERED AREA	
FIRST FLOOR	1147 SQ. FT.
SECOND FLOOR	1372 SQ. FT.
TOTAL COVERED	2519 SQ. FT.
OPT. COVERED	275 SQ. FT.
PATIO	
GARAGE	589 SQ. FT.

HANFORD, CALIFORNIA
KITG # 20150973

Post Date: 10/11/2017
SHEET: 20150973-1

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SECOND FLOOR

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

Post Date: 10/11/2017
SHEET: 20150973-1

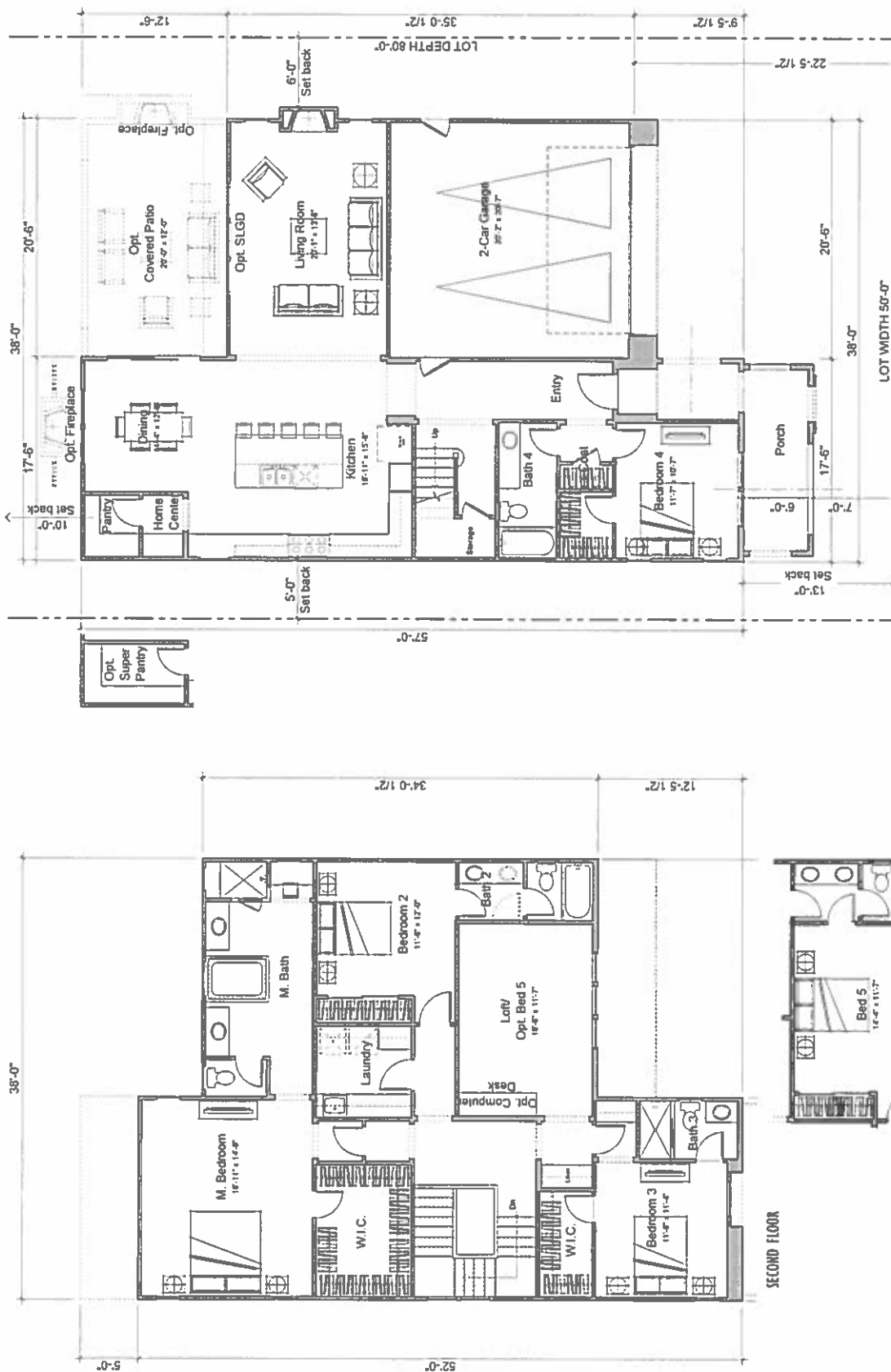
COVERED AREA	
FIRST FLOOR	1147 SQ. FT.
SECOND FLOOR	1372 SQ. FT.
TOTAL COVERED	2519 SQ. FT.
OPT. COVERED	275 SQ. FT.
PATIO	
GARAGE	589 SQ. FT.

HANFORD, CALIFORNIA
KITG # 20150973

Post Date: 10/11/2017
SHEET: 20150973-1

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HANFORD - 14 **OPTIONAL BED 5** **PLAN 3 - FLOOR PLAN** **A2.3**

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Irvine, CA 92614
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Plot Date: 10/12/2017
Plot Date: 10/12/2017
Plot Date: 10/12/2017

HANFORD, CALIFORNIA
KTGY # 20150973

CHOOSE 1	123 SQ. FT.
CHOOSE 2	154 SQ. FT.
CHOOSE 3	173 SQ. FT.
CHOOSE 4	256 SQ. FT.
CHOOSE 5	217 SQ. FT.

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - TUSCAN FARMHOUSE A3.0

HANFORD, CALIFORNIA
KITGY # 20130973

Plot Date:
2014.08.13
2013.10.11 / 1.15.10.00.00.00

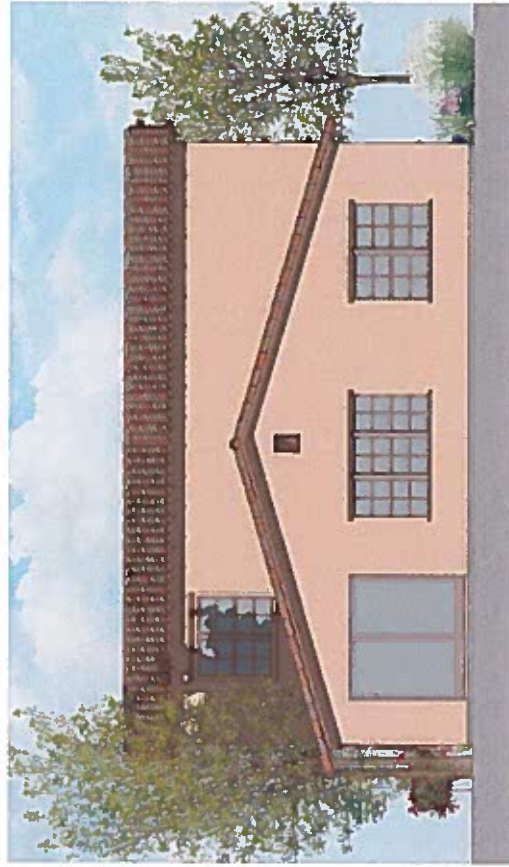
10.12.2017 / 10.00.00.00

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Irvine, CA 92614
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RIGHT



REAR



LEFT



FRONT

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 1 - TUSCAN FARMHOUSE A3.1

HANFORD, CALIFORNIA
Plot Date: 2016.08.01
2016.08.01
2016.08.01

16.12.2017

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Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - ADOBE RANCH

A3.2

HANFORD, CALIFORNIA
KITGT # 20150973

Plot Date: 18.12.2017
2015.08.07
2017.06.11 / 18.08.2017

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Irvine, CA 92614
949.851.2133 / kty.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 1 - SPANISH - A

A3.3

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date
2014/04/01
2017/03/11 10:00 AM PST/CT

Architecture + Planning
17911 Von Kaman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 1 - SPANISH - B

HANFORD, CALIFORNIA
KITG # 20150973

Plot Date: 10/12/2017
2014-2015
2017-2018 1/12/2017-2018

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktpy.com



A3.4



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - SPANISH - C

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date
2015.08.07
2017.08.11 5.0' IMPROV'D

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949.651.2133 / ktgy.com



A3.5



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - TUSCAN FARMHOUSE A3.6

HANFORD, CALIFORNIA
KITGT # 20150973

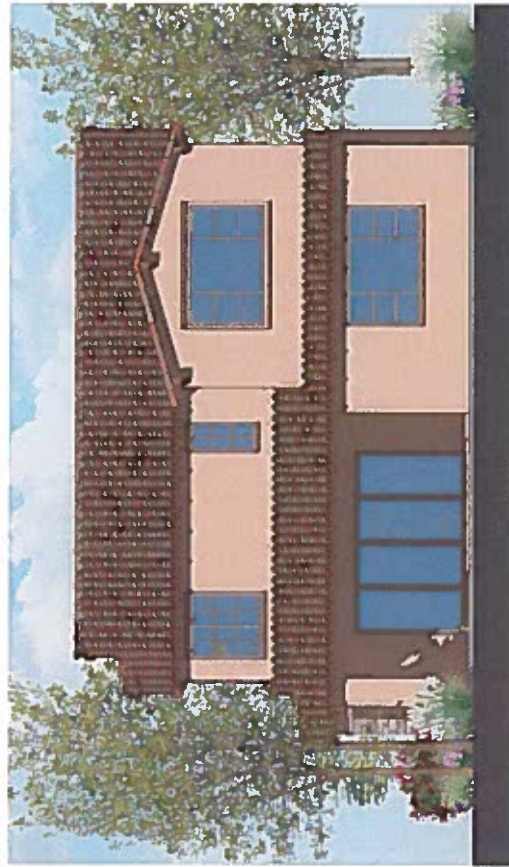
Plot Date
2014-08-07
2014-08-11 / 15-SEP-2014

Architecture + Planning
17911 Von Karman Ave
Irvine, CA 92614
949 851 2133 / ktgy.com





RIGHT



REAR



LEFT



FRONT

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - TUSCAN FARMHOUSE A3.7

HANFORD, CALIFORNIA
KTGT # 20150973

Plot Date:
2015.08.01
2017.06.11 - 15.0007242

10.11.2017 FURDZCZ

Architecture + Planning
17911 Van Korman Ave.
Irvine, CA 92614
949.851.2133 / ktgy.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - ADOBE RANCH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date
2014.08.05
2017.08.11 / 1.0 REVISION

Architecture + Planning
17911 Von Kaman Ave.
Irvine, CA 92614
949.851.2133 / ktgy.com



A3.8



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - SPANISH

HANFORD, CALIFORNIA
KTGT # 20150973

Plot Date
2016.08.01
2017.08.11 1:15 PM

Architecture + Planning
17911 Von Karman Ave
Irvine, CA 92614
949 851 2133 / ktgy.com



A3.9



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - TUSCAN FARMHOUSE A3.10

HANFORD, CALIFORNIA
KTGY # 20150973

Proj. Date
2014.08.01
2017.08.11 & 11.15.2017.12.01

Architecture + Planning
17911 Von Kaman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com

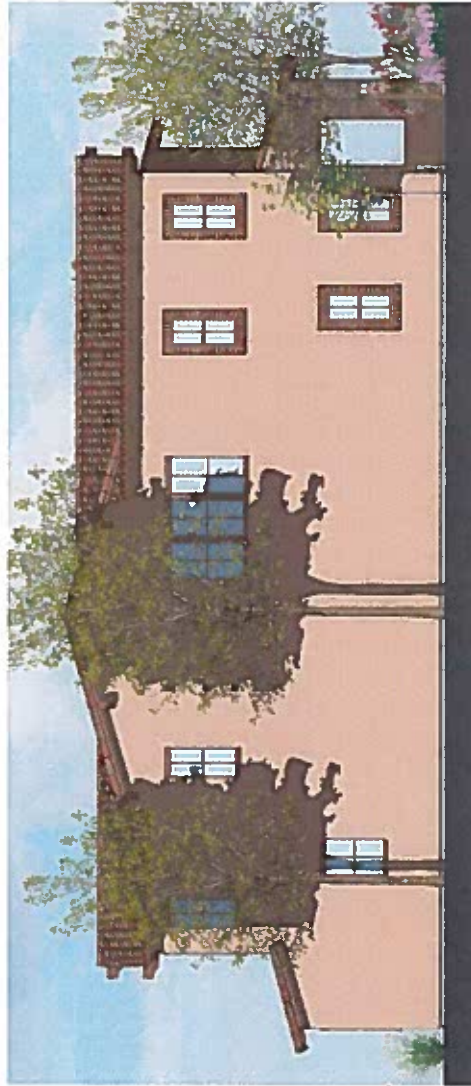




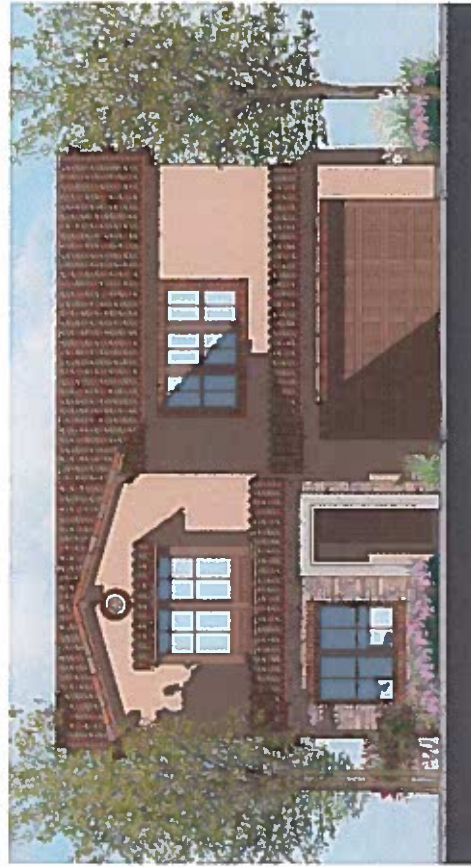
RIGHT



REAR



LEFT



FRONT

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - TUSCAN FARMHOUSE A3.11

HANFORD, CALIFORNIA
KITG # 20150973

Plot Date: 10/17/2017
2014 ARD
2017 PM 11:11 AM

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktpy.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - ADOBE RANCH

A3.12

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / kty.com

HANFORD, CALIFORNIA
KTG # 20150973
Plot Date: 04.13.2017
04.13.2017
04.13.2017





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - SPANISH

HANFORD, CALIFORNIA
XTG # 20150973

Plot Date: 08/12/2017
08/14/2017
08/14/2017 11:53 AM PST

Architecture + Planning
17911 Von Kaman Ave.
Irvine, CA 92614
949 851 2133 / kggy.com

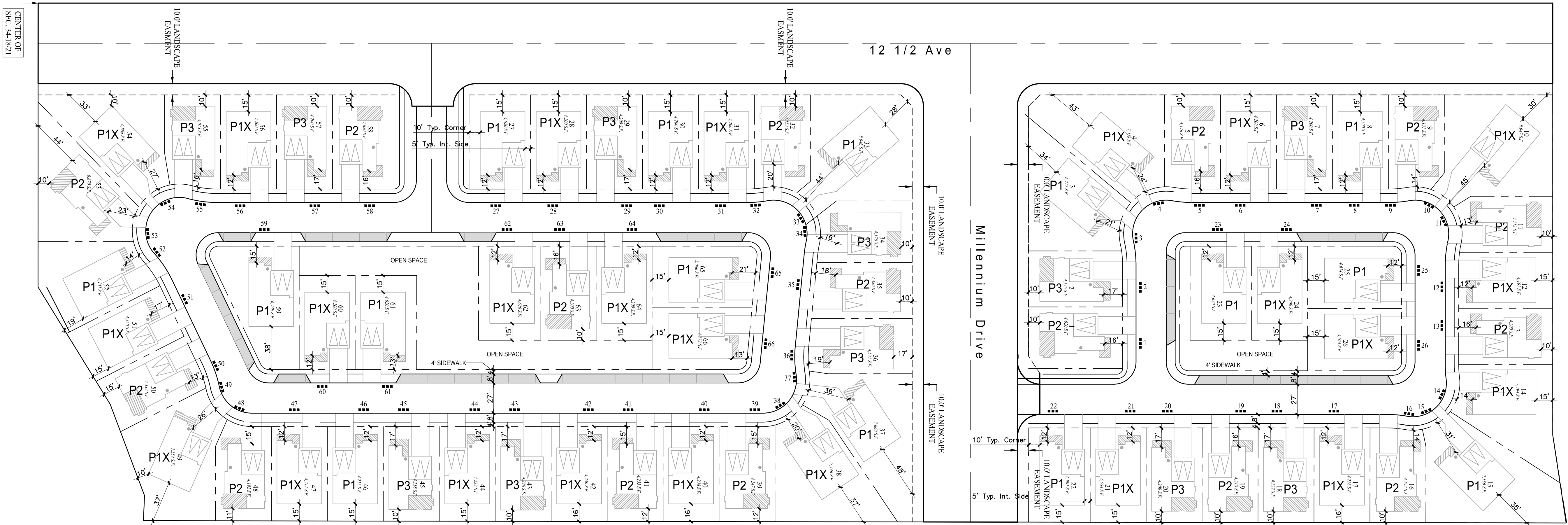


Site Summary

Gross Area:	14.12 ac
Street Dedication:	3.04 ac
Street Dedication (Int.):	1.47 ac
Density:	4.6 du / ac (gross)
	6.8 du / ac (net)

Phase 2	
Plan 1 (1,648 SF):	9 du
Plan 1X (2,183 SF):	15 du
Plan 2 (2,519 SF):	9 du
Plan 3 (2,732 SF):	7 du
TOTAL	40 du

Phase 1	
Plan 1 (1,648 SF):	6 du
Plan 1X (2,183 SF):	9 du
Plan 2 (2,519 SF):	7 du
Plan 3 (2,732 SF):	4 du
TOTAL	26 du



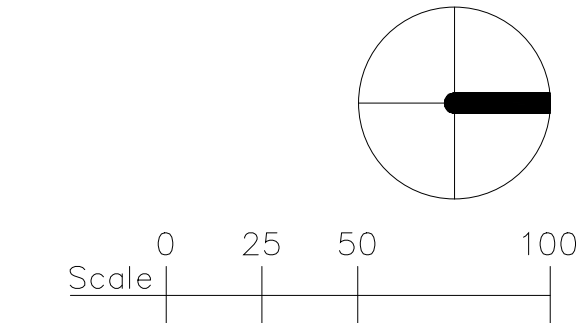
HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

CONCEPTUAL SITE PLAN

HANFORD, CALIFORNIA
KTGY # 20150973
2018-03-22

Architecture + Planning
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Irvine, CA 92614
949 851 2133 / ktgy.com

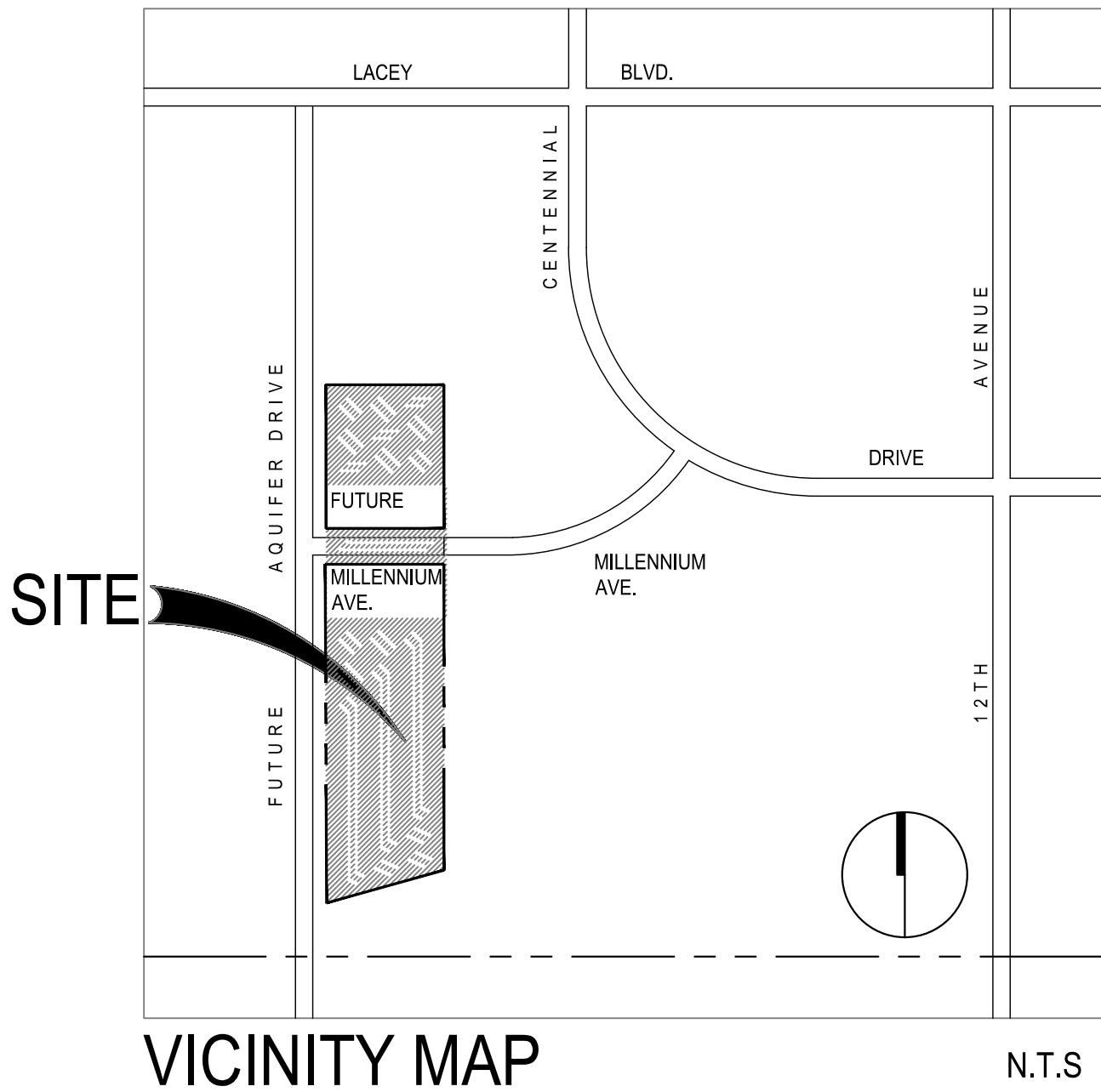




HANFORD 14 SITE

OWNER / SUBDIVIDER:
Holly Hills Group
PALM SPRINGS, CA

ARCHITECT:
KTGY
IRVINE, CA



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

Owner/Subdivider:

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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SHEET INDEX

ARCHITECTURAL

A0.1	COVER SHEET SHEET INDEX
A1.0	SITE PLAN & DATA
A2.0	PLAN 1 - FLOOR PLAN
A2.1	PLAN 1X - FLOOR PLAN
A2.2	PLAN 2 - FLOOR PLAN
A2.2	PLAN 3 - FLOOR PLAN
A3.0	PLAN 1 - TUSCAN FARMHOUSE
A3.1	PLAN 1 - TUSCAN FARMHOUSE
A3.2	PLAN 1 - ADOBE RANCH
A3.3	PLAN 1 - SPANISH A
A3.4	PLAN 1 - SPANISH B
A3.5	PLAN 2 - SPANISH C
A3.6	PLAN 2- TUSCAN FARMHOUSE
A3.7	PLAN 2 - TUSCAN FARMHOUSE
A3.8	PLAN 2 - ADOBE RANCH
A3.9	PLAN 2 - SPANISH
A3.10	PLAN 3 - TUSCAN FARMHOUSE
A3.11	PLAN 3 - TUSCAN FARMHOUSE
A3.12	PLAN 3 - ADOBE RANCH
A3.13	PLAN 3 - SPANISH

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

HANFORD, CALIFORNIA
KTGY # 20150973

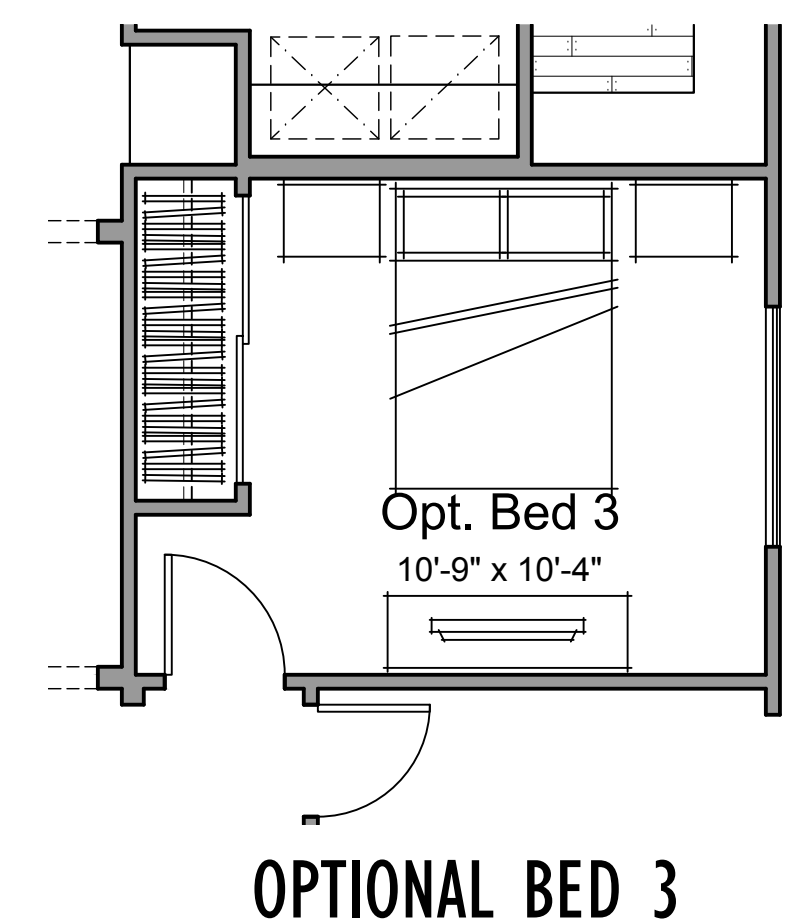
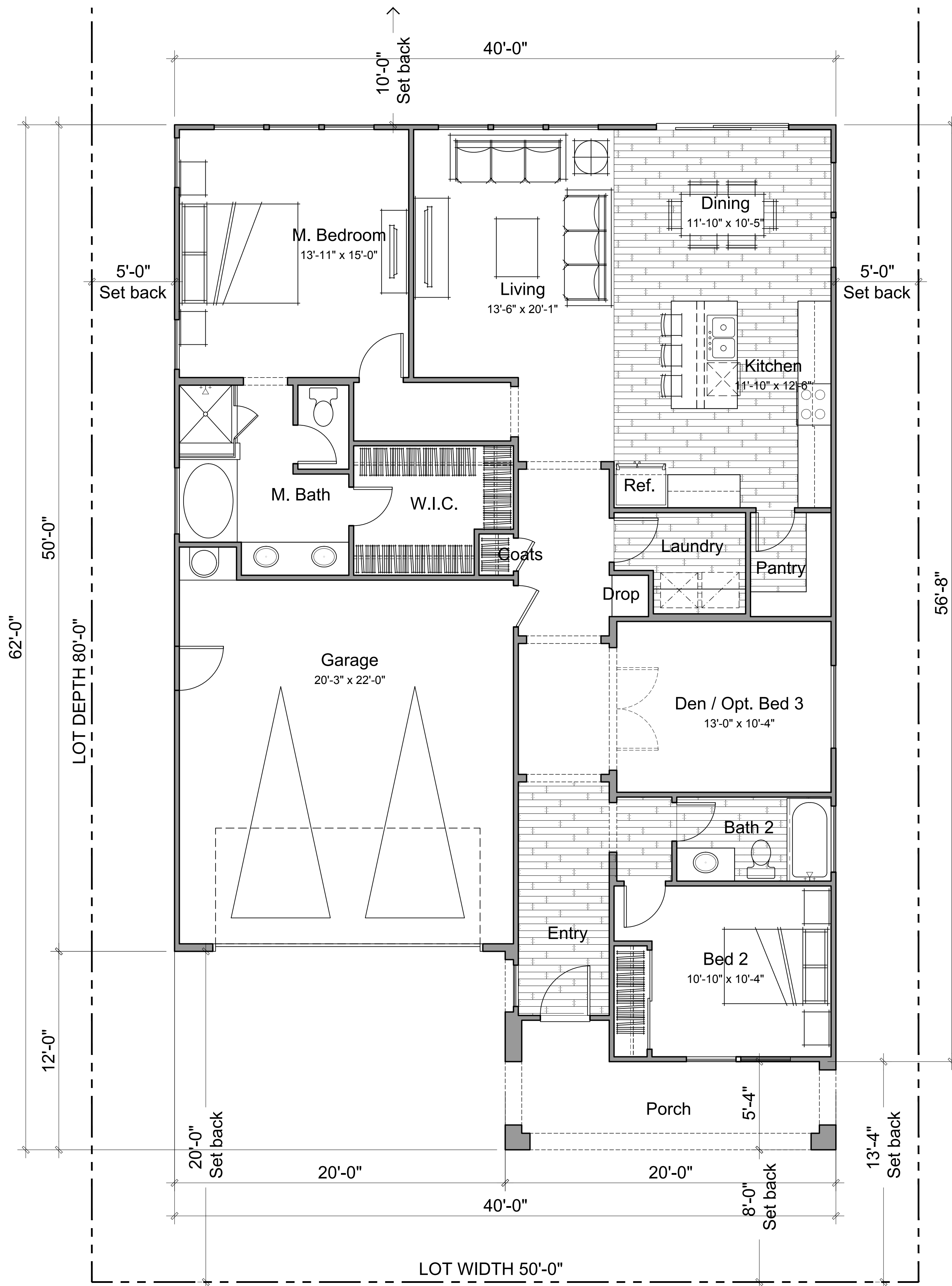
Plot Date:
2016.08.03
2017.10.11 1 ST SUBMITTAL

10.12.2017 PLOTDATE

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
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A0.1



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

GROSS SF	
FIRST FLOOR	1648 SQ. FT.
TOTAL LIVING	1648 SQ. FT.
GARAGE	468 SQ. FT.

PLAN I - FLOOR PLAN

SCALE: 0 2 4 8'

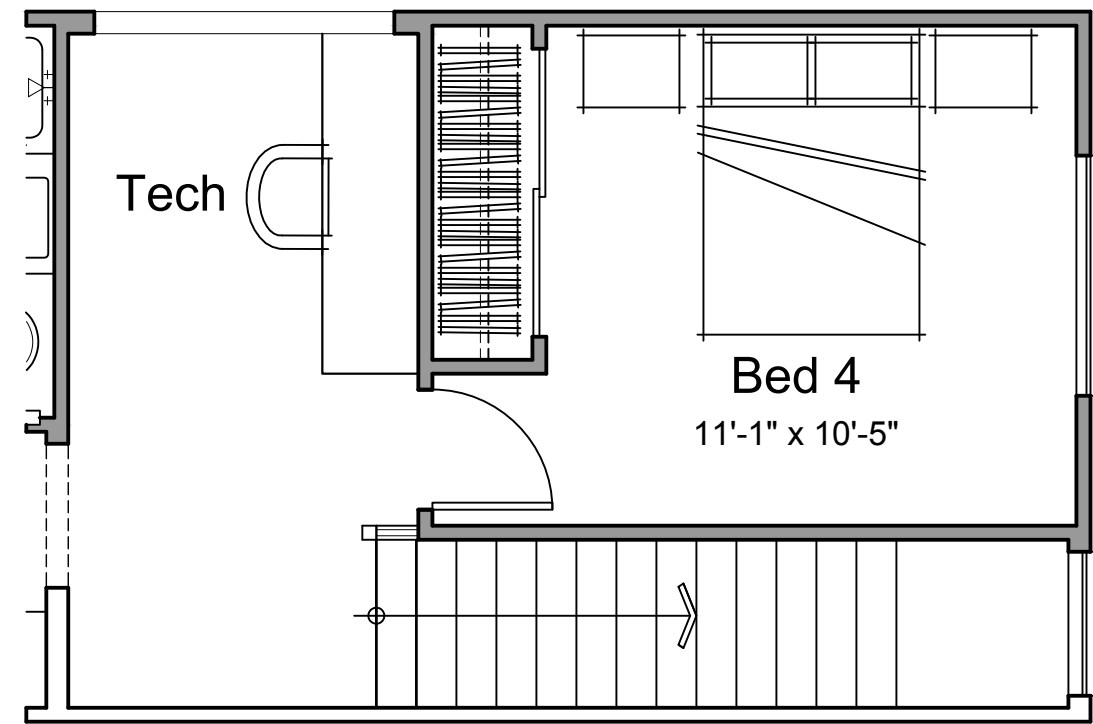
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HANFORD, CALIFORNIA
KTGY # 20150973

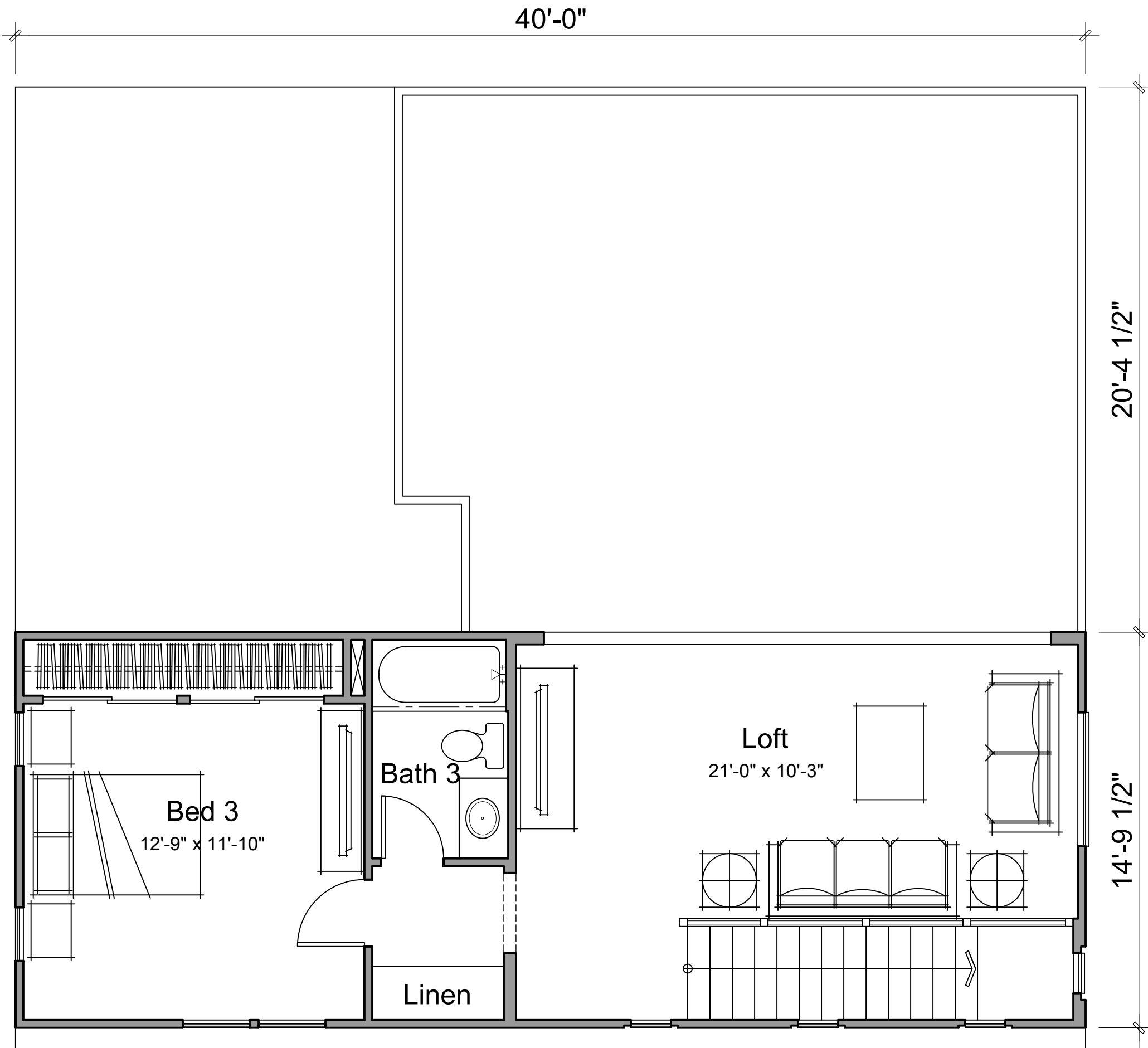
Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 I ST SUBMITTAL

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com

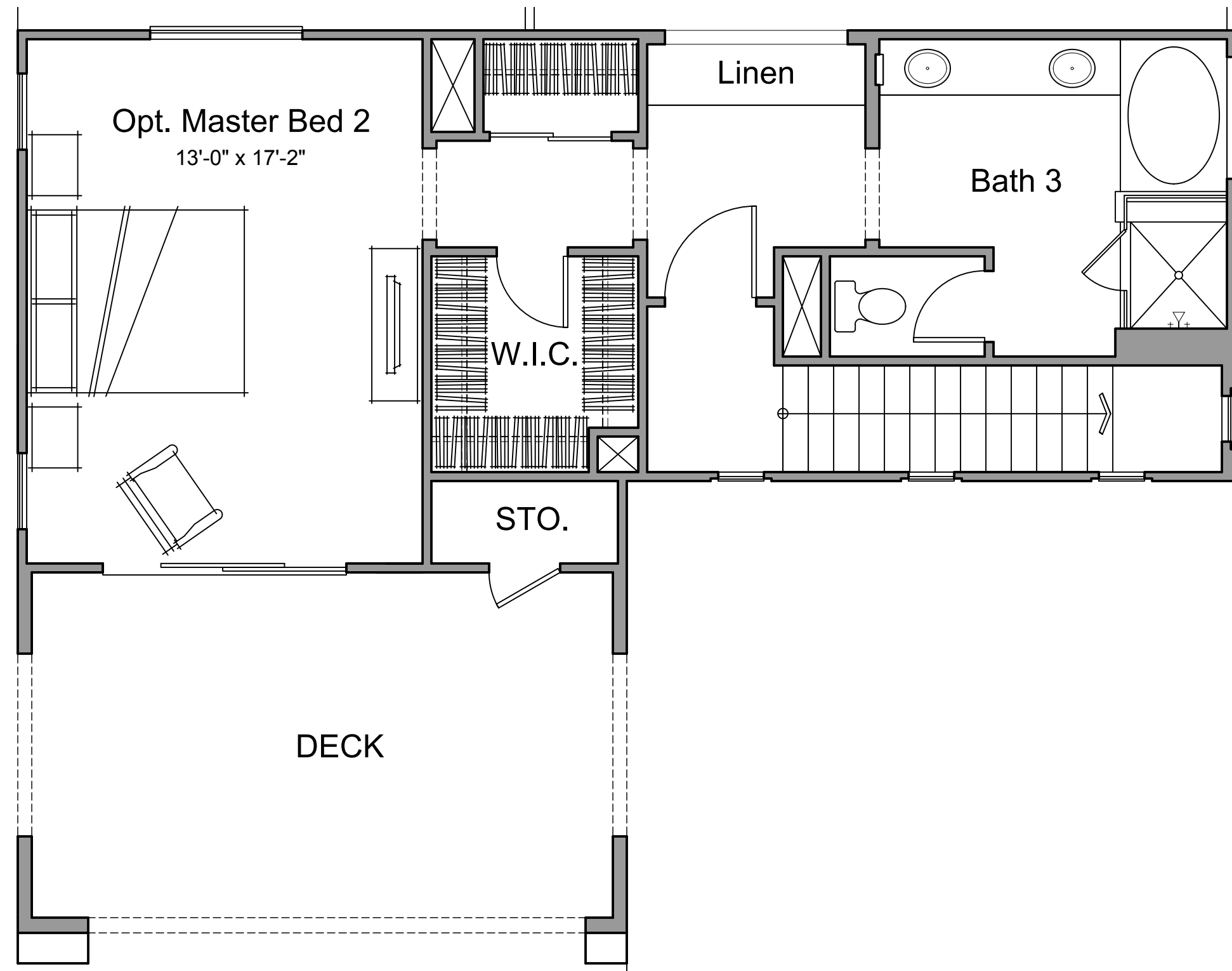




OPTIONAL BED 4

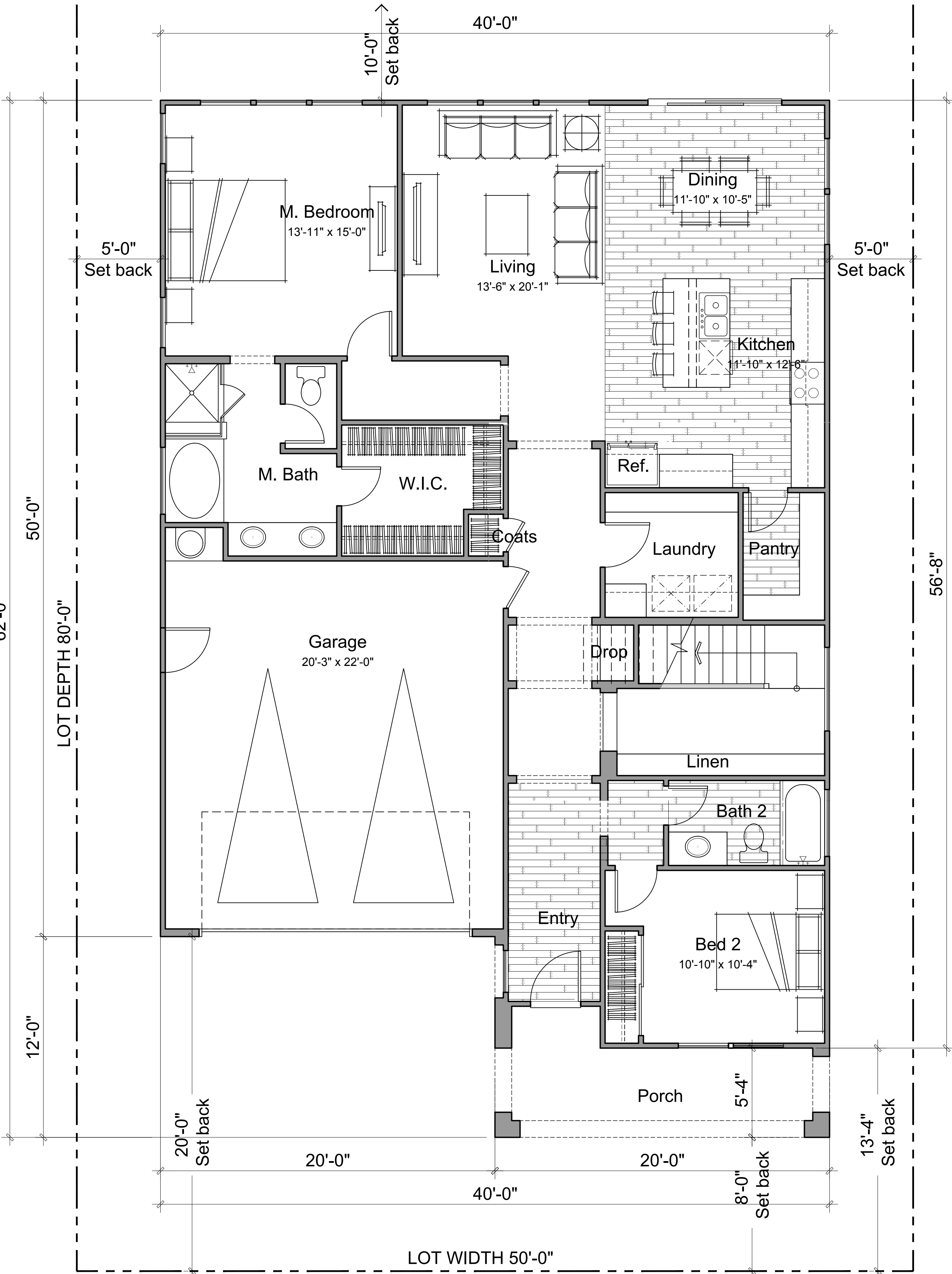


BEDROOM 3 & SITTING ROOM



OPTIONAL MASTER BED 2

SECOND FLOOR



FIRST FLOOR

PLAN IX - FLOOR PLAN

SCALE: 0 2 4 8

A2.1

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

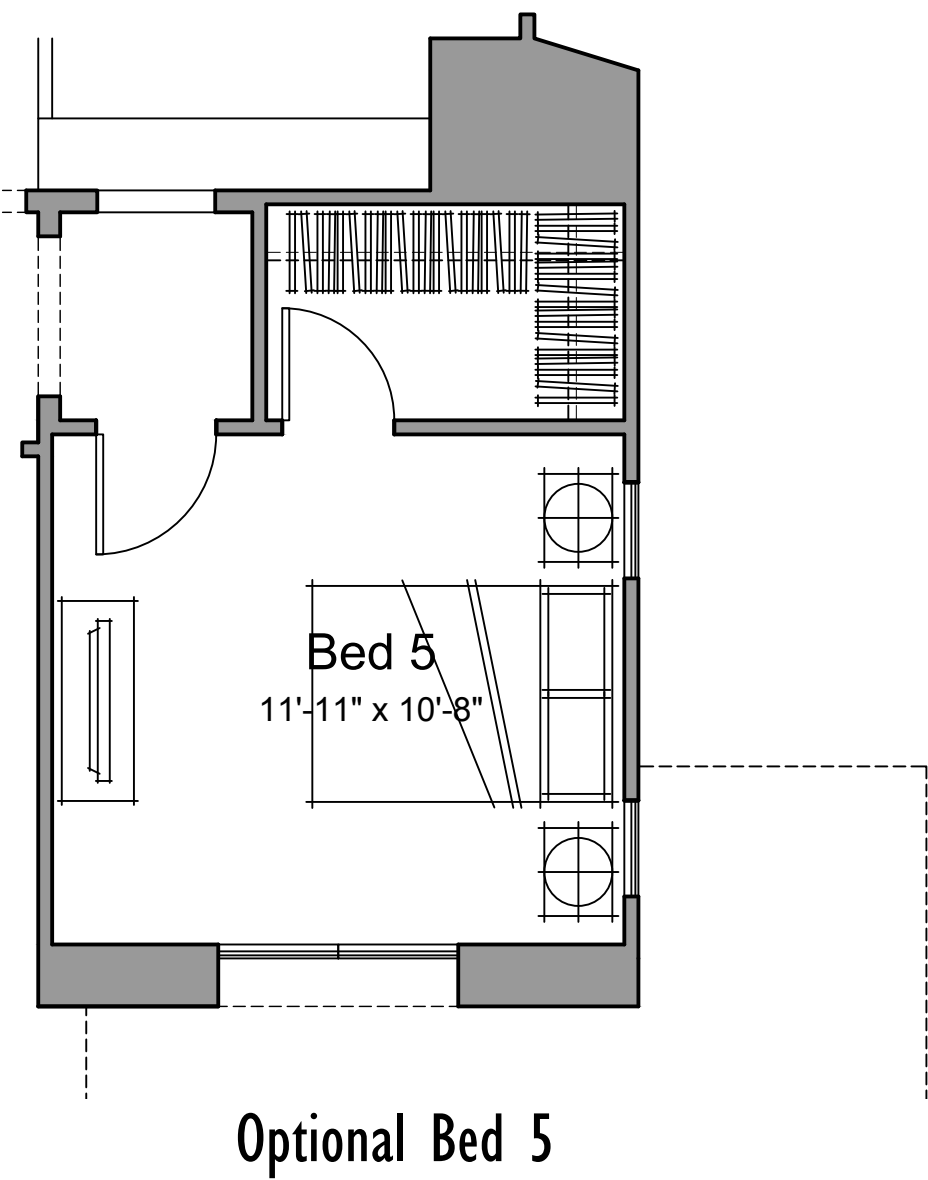
GROSS SF	
FIRST FLOOR	1648 SQ. FT.
SECOND FLOOR	535 SQ. FT.
TOTAL LIVING	2183 SQ. FT.
GARAGE	468 SQ. FT.

HANFORD, CALIFORNIA
KTGY # 20150973

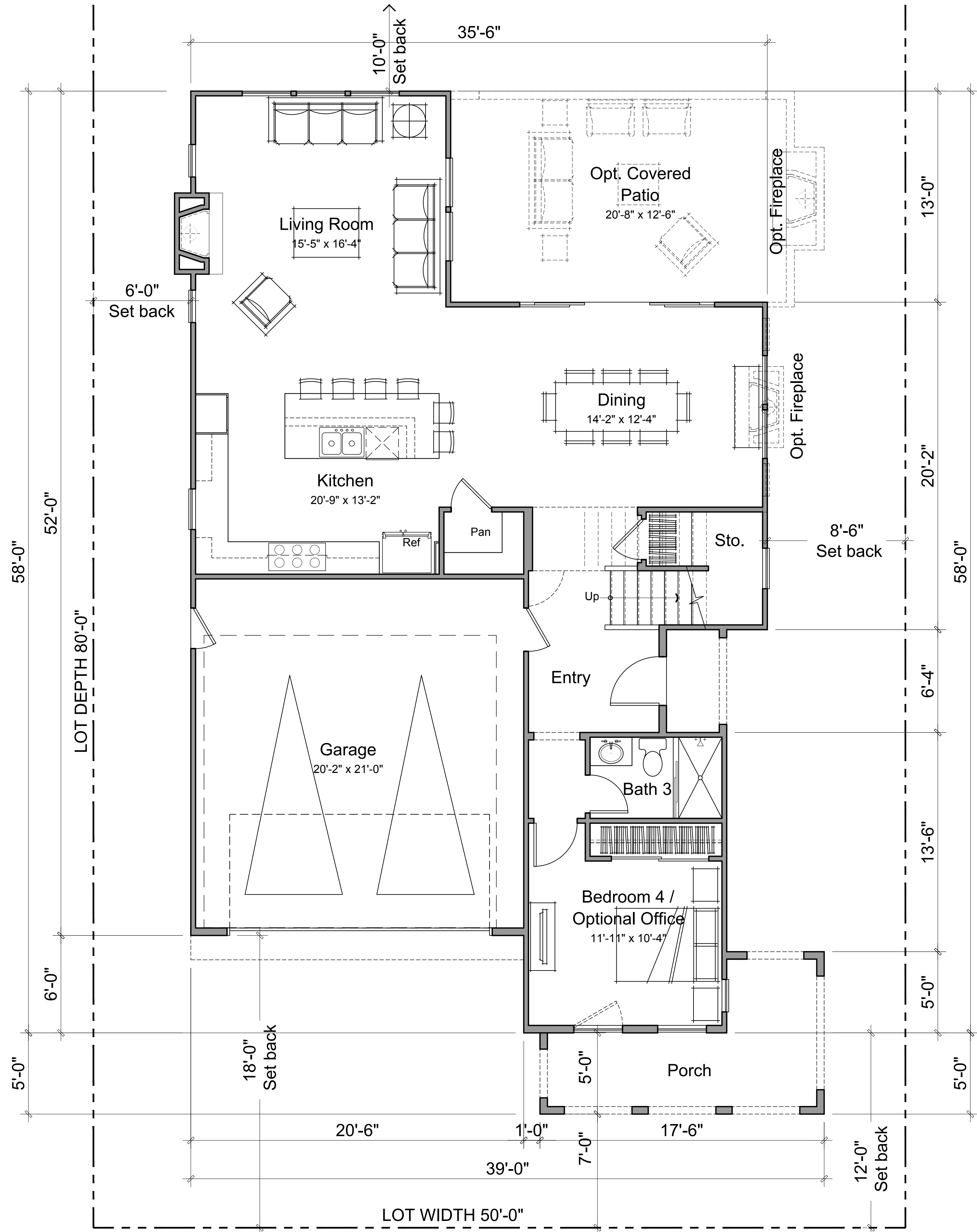
Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

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949 851 2133 / ktgy.com





SECOND FLOOR



FIRST FLOOR

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

GROSS SF	
FIRST FLOOR	1147 SQ. FT.
SECOND FLOOR	1372 SQ. FT.
TOTAL LIVING	2519 SQ. FT.
OPT. COVERED PATIO	275 SQ. FT.
GARAGE	450 SQ. FT.

PLAN 2 - FLOOR PLAN

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

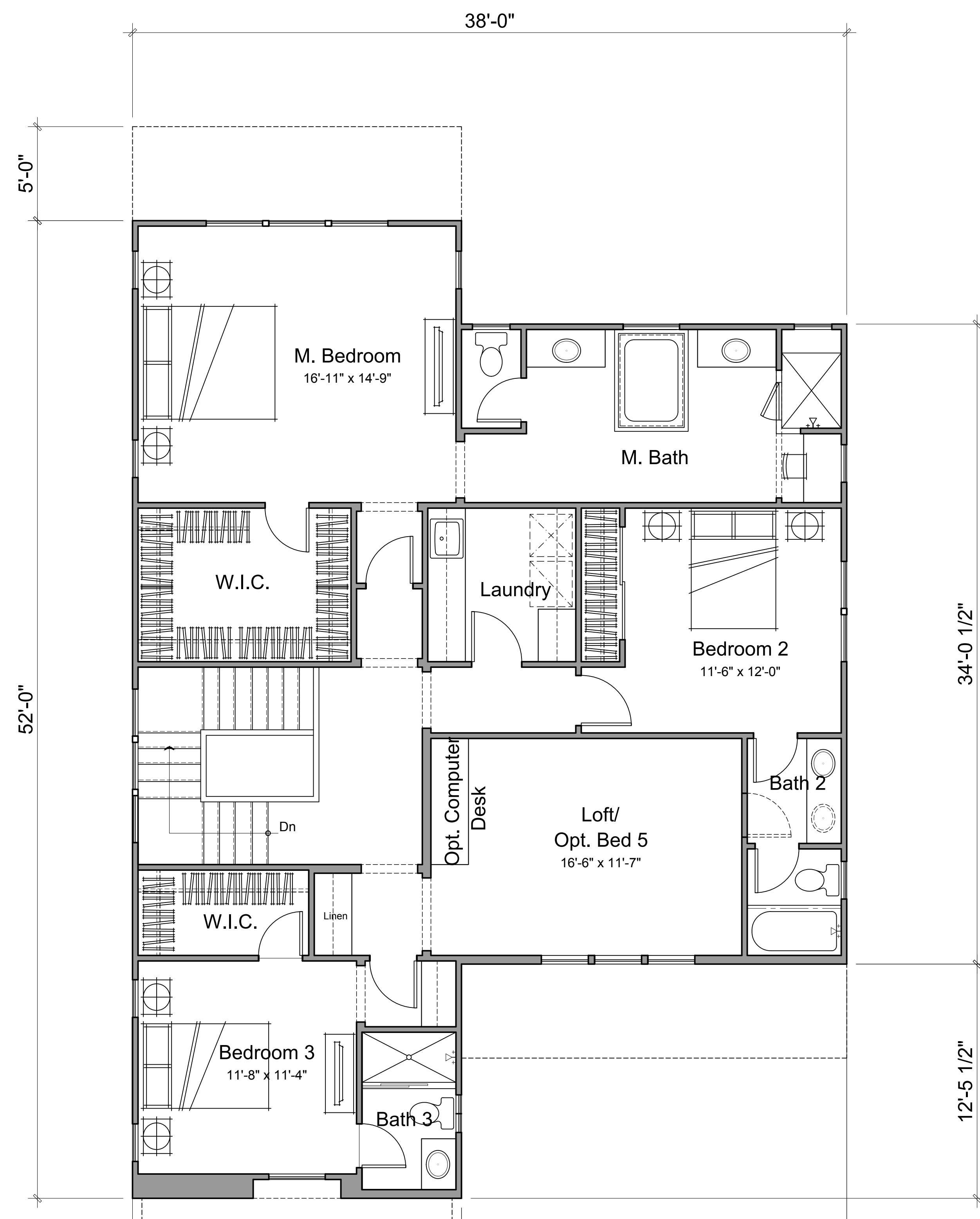
Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com

SCALE: 0 2 4 8



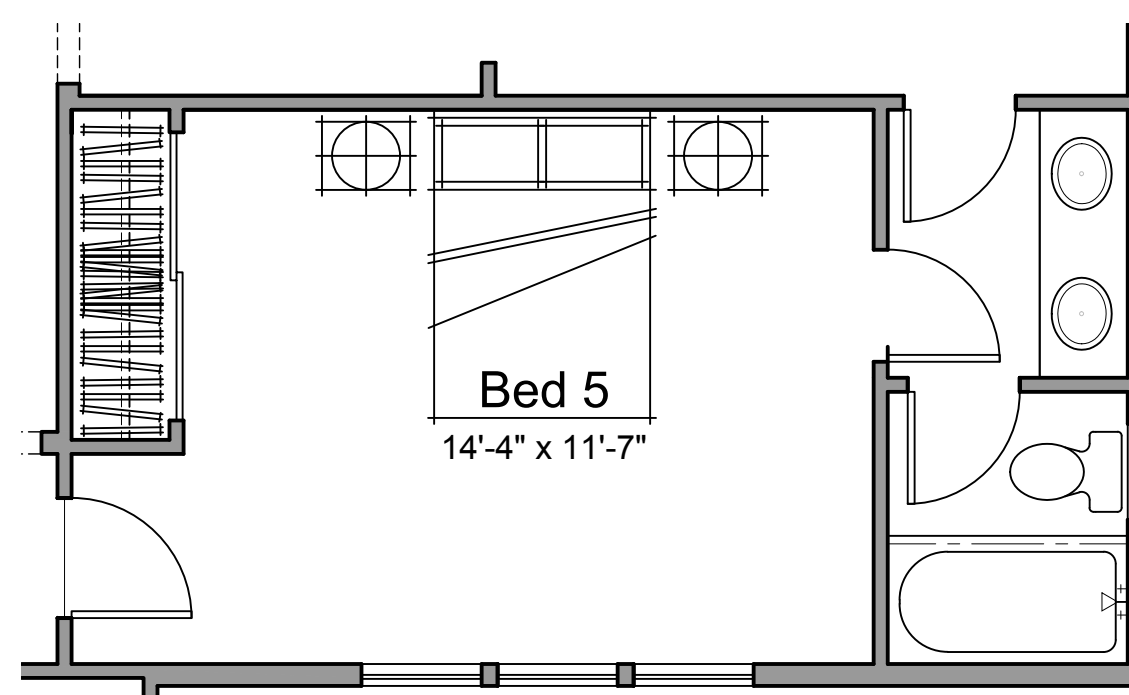
A2.2

Attachment 2 - Elevations and Floor Plans (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)



SECOND FLOOR

OPTIONAL BED 5



GROSS SF	
FIRST FLOOR	1228 SQ. FT.
SECOND FLOOR	1504 SQ. FT.
TOTAL LIVING	2732 SQ. FT.
OPT COVERED PATIO	256 SQ. FT.
GARAGE	431 SQ. FT.

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 I ST SUBMITTAL

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com



Packet Pg. 143



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - TUSCAN FARMHOUSE A3.0

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1 ST SUBMITTAL

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com





R I G H T



R E A R



L E F T



F R O N T

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

P L A N I - T U S C A N F A R M H O U S E A3.1

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 I ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
949 851 2133 / ktgy.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - ADOBE RANCH

A3.2

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1 ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

P L A N I - S P A N I S H - A

HANFORD, CALIFORNIA
K T G Y # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 I ST SUBMITTAL

Architecture + Planning
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949 851 2133 / ktgy.com



A3.3



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

P L A N I - S P A N I S H - B

A3.4

HANFORD, CALIFORNIA
K T G Y # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 I ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
949 851 2133 / ktgy.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN I - SPANISH - C

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 I ST SUBMITTAL

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com



A3.5



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - TUSCAN FARMHOUSE A3.6

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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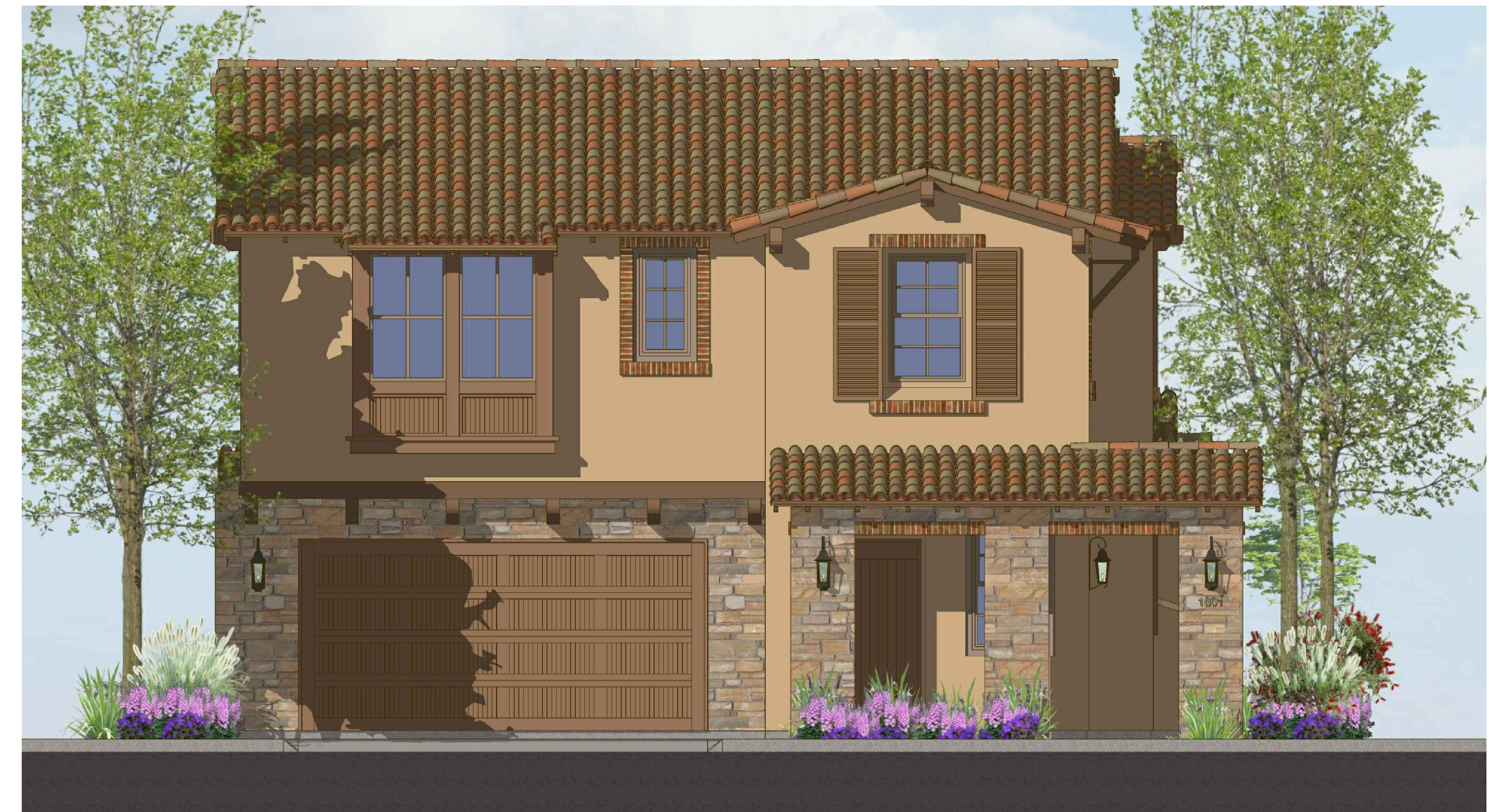
R I G H T



R E A R



L E F T



F R O N T

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

P L A N 2 - T U S C A N F A R M H O U S E A3.7

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1ST SUBMITTAL

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - ADOBE RANCH

A3.8

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com



Attachment: Attachment 2- Elevations and Floor Plans (Continued Item Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915)



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 2 - SPANISH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1 ST SUBMITTAL

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Irvine, CA 92614
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A3.9



HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - TUSCAN FARMHOUSE A3.10

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1ST SUBMITTAL

Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
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RIGHT



REAR



LEFT



FRONT

HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - TUSCAN FARMHOUSE A3.11

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - ADOBE RANCH

A3.12

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
949 851 2133 / ktgy.com





HANFORD - 14

Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

PLAN 3 - SPANISH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1 ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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A3.13

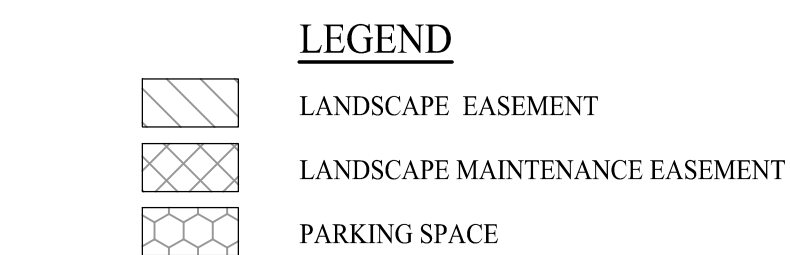
ENCLAVE DEVELOPERS, LLC

**VESTING TENTATIVE SUBDIVISION MAP
COUNTY TRACT No. 915
THE ENCLAVE
50' x 80' LOTS**

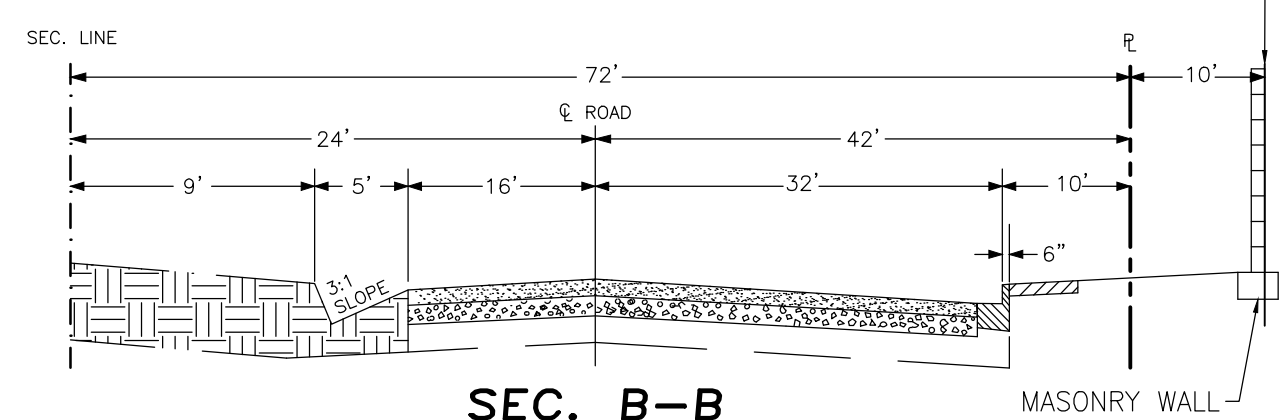
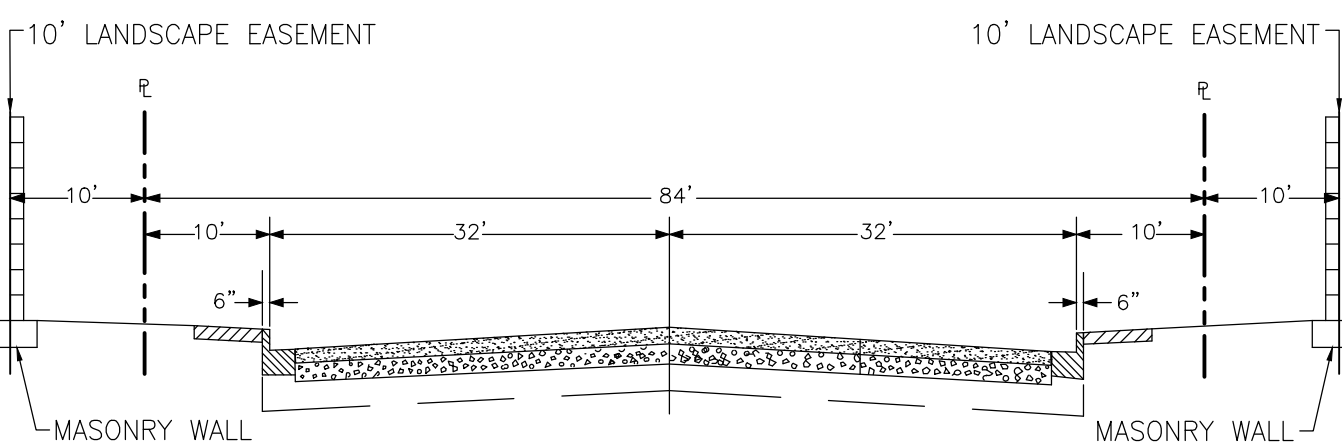
CIVIL ENGINEERS
**ZUMWALT
HANSEN** 
LAND SURVEYORS

DRAWN BY:	JRJ
CHECKED BY:	JZ
INDEXED BY:	
DATE:	See Below
JOB NO.:	0752711
SHEET:	1

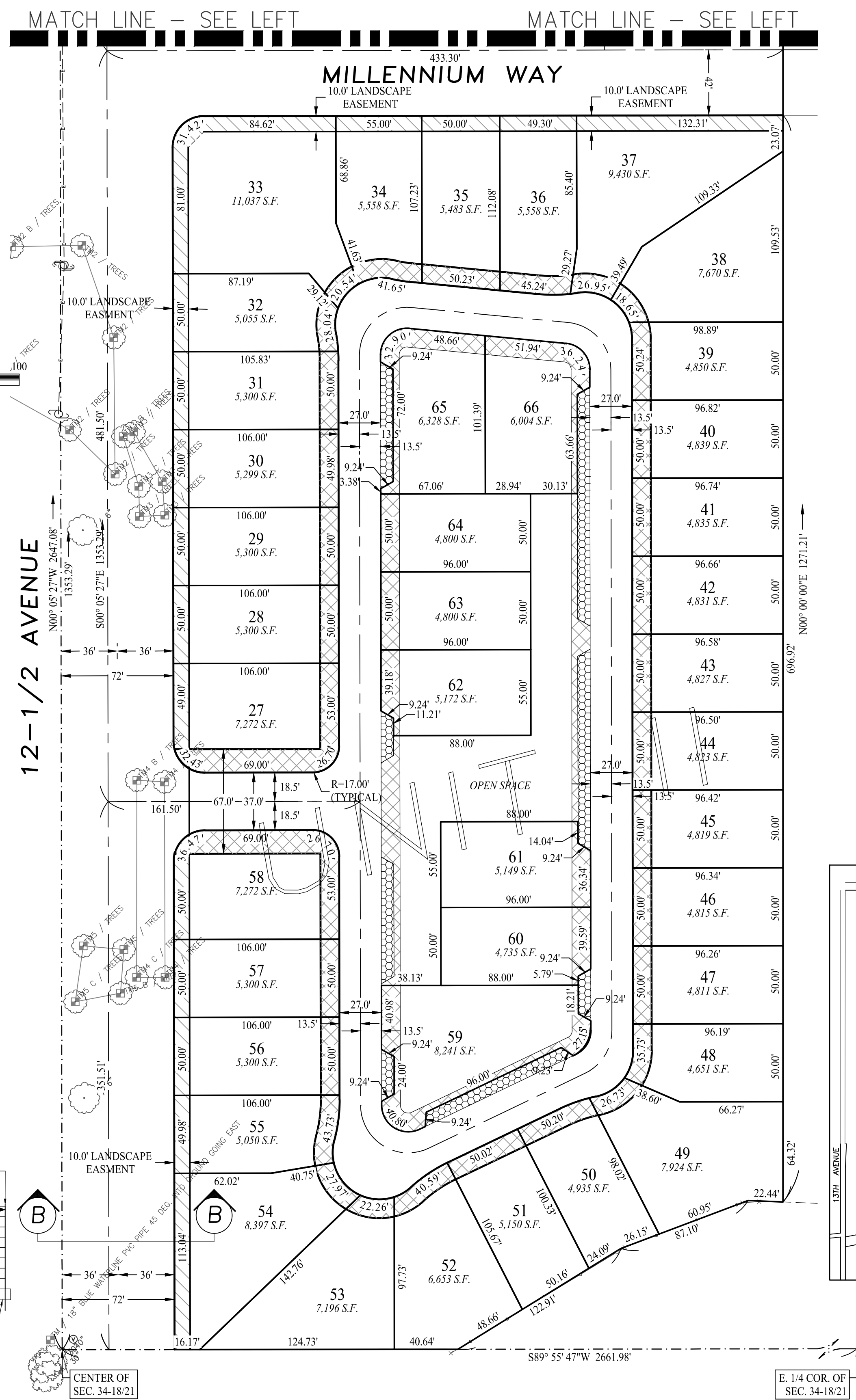
Packet Pg. 15



SEC. A-A
MILLENNIUM WAY
PER CITY STD. ST-23

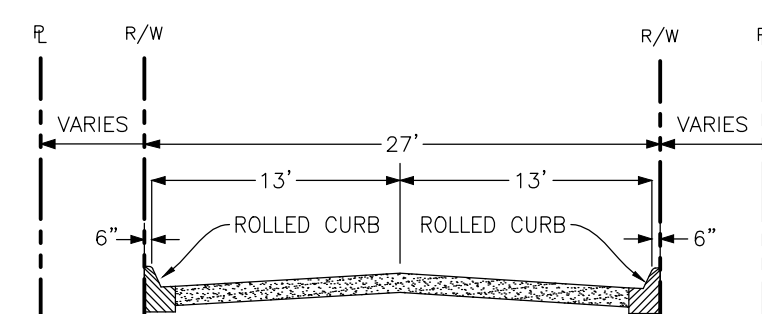
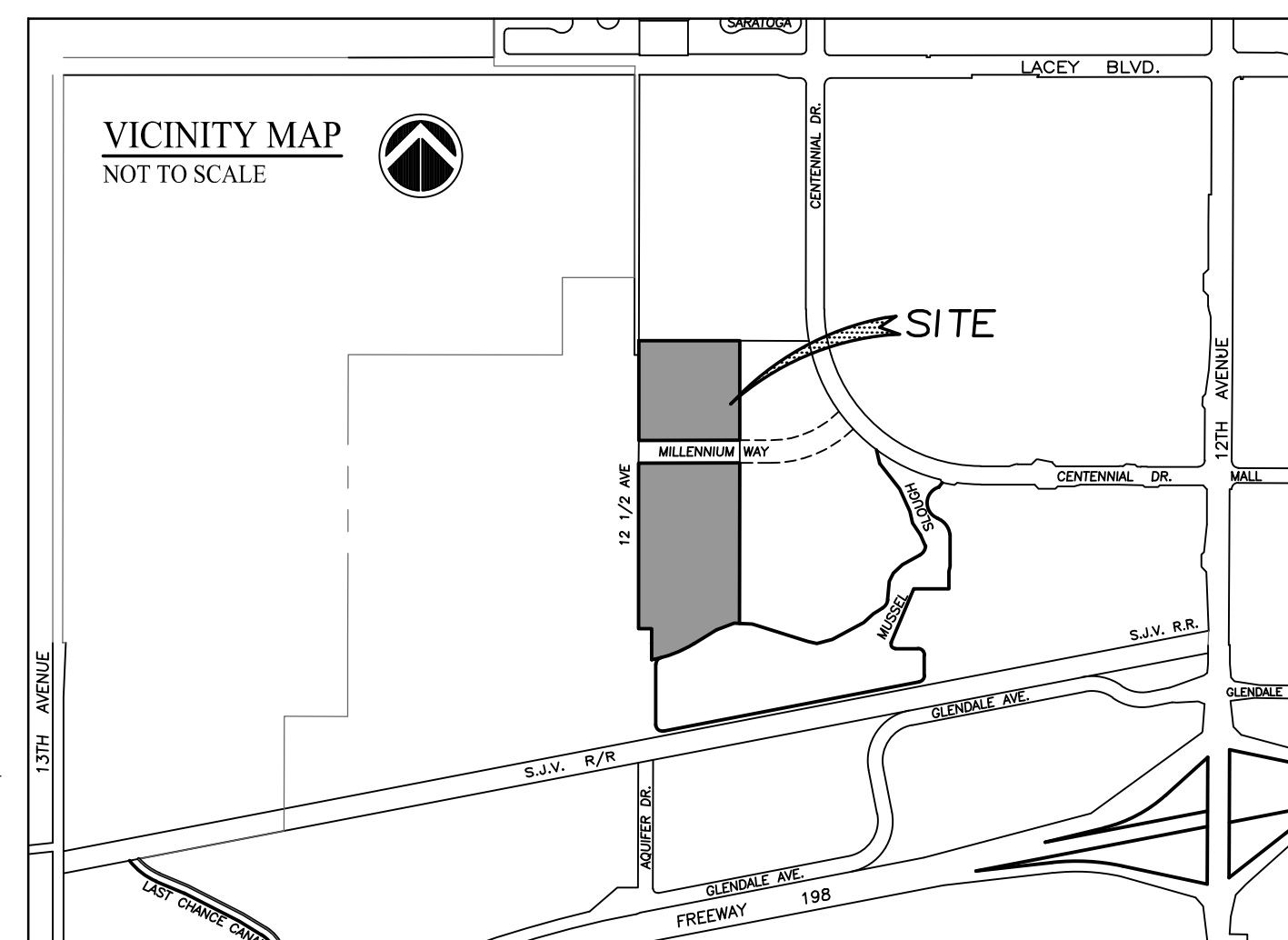


SEC. B-B
12-1/2 AVE
(LOOKING NORTH)
PER CITY STD. ST-23



TYPICAL 27'
INTERIOR STREET

 LANDSCAPE EASEMENT
 LANDSCAPE MAINTENANCE EASEMENT
 PARKING SPACE



R:\JOB FILES\0752711 Holly Hills\DWG\0752711s.dwg 2/14/2018 11:37:43 AM 1st Submittal Plotted by ITZ

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

NOTICE IS HEREBY GIVEN that on Tuesday, June 12, 2018 at 7:00 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

Vesting Tentative Tract 915: A request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay.

Planned Unit Development No. 2018-01: A request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915.

The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

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: May 18 to June 7, 2018 [20 day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by June 7, 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

MITIGATED NEGATIVE DECLARATION NO. 2018-06**Project Title:** Tentative Tract 915 and Planned Unit Development No. 2018-01**File Number:** TT 915 (504.0530) and PUD 2018-01 (509-0096)**State Clearinghouse Number:** N/A**Lead Agency:** City of Hanford**Responsible Agency:** N/A

Applicant/Property Owner: The Enclave Developers, LLC
 (C/o Daniel Bailey)
 480 E. Bogert Trail
 Palms Springs, CA

Vesting Tentative Tract 915: A request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay. **Planned Unit Development No. 2018-01:** A request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915.

The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

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:***Gabrielle de Silva***Date:** May 16, 2018**Review Period:** 20 days [May 18 – June 7, 2018]

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2018-04

Prepared For

The Enclave Developers, LLC

Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01

Prepared By

The City of Hanford

May 16, 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:

Vesting Tentative Tract 915: A request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low-Density Residential zone district with a planned unit development overlay. **Planned Unit Development No. 2018-01:** A request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915.

The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

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.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01, 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, 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 April 13, 2018
Responses were received from the following:

1. Southern California Gas Company
2. San Joaquin Valley Air Pollution Control District
3. Department of Transportation

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)

Pre-Consultation Letters Received:

Consultation from David Kemp with the Southern California Gas Company on April 16, 2018

Consultation from Brian Clements for San Joaquin Valley Air Pollution Control District (SJVAPCD) on May 1, 2018

Consultation from Michael Navarro for the Department of Transportation on May 10, 2018

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2018-06

1. Project Title: Tentative Tract 915 and Planned Unit Development 2018-01
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address: n/a
4. Contact Person/Phone Number: Gabrielle de Silva
Community Development Department
(559) 585-2578
5. Project Location: The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).
6. Project Sponsor's Name/Address: The Enclave Developers, LLC
(c/o Daniel Bailey)
480 E. Bogert Trail
Palms Springs, CA
7. General Plan Designation: Low-Density Residential
8. Zoning: R-L-5
9. Description of the Project: The project is a request to subdivide a 14.29-acre parcel into 66 Residential lots in the R-L-5 Low-Density Residential zone district with a Planned Unit Development overlay. Planned Unit Development No. 2018-01 is a request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915.

10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	R-H	High-Density Residential	Vacant
East	R-H	High-Density Residential	Planned apartments - 100 units
South	CO	Open Space	Mussle Slough remnant
West	AL-10 County	Low-Density Residential	Agricultural

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

5-16-18
 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 the Mussle 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 zones 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
LIGHT AND GLARE 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, causes substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences. Checklist Discussion: a) Less than Significant Impact – 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. These projects are along the western edge of the city and an existing developed area; therefore, the project would not have a significant effect on any scenic vista. 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 development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. Being a planned unit development, elevations have been submitted and would become a condition of development. The project would be required to provide development consistent with the approved elevations. (MM Aesthetics 1) The project will also be held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics. d) Less than Significant Impact with Mitigation Incorporation– The development of the project area 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 project is subject to the appropriate development standards of the Hanford Municipal Code and the approved elevations associated with the Planned Unit Development. MM Aesthetics 2: That the project is 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 with the incorporation of mitigation measures.				
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:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☒	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☒	☐	☐
Agriculture and Forestry Resources: The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and includes mitigation measures to reduce those impacts, however, impacts to agricultural lands remain significant and unavoidable. A Statement of Overriding Considerations was adopted for the impacts to agricultural lands. Environmental Setting				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The City's climate, water availability, and proximity to transcontinental transportation routes have made it a premier location for agricultural land development for over a century. Most of the land surrounding the urbanized area of Hanford was converted to agricultural uses over a century ago, leaving very little undisturbed natural landscape.

A majority of Prime Farmland is shown toward the northern and western portions of the Study Area. Farmland of Statewide Importance is located on portions of land toward the southern edge of the Study Area. The acreage total for Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within the Study and Planned Areas is categorized as follows:

**Table 4.2-1
Farmland Mapping and Monitoring Program**

Area	Prime Farmland (Acres)	Farmland of Statewide Importance (Acres)	Unique Farmland (Acres)	Total (Acres)
Planned Area	877	1,724	105	2,705
Study Area (Excluding Planned Area)	10,280	7,495	380	18,157
Total (Study Area)	11,157	9,219	485	20,862

There are 3,056 acres of land currently subject to a Williamson Act contract within the Planned Area and 16,299 acres of land currently subject to a Williamson Act contract within the Study Area. There are 335 acres currently under non-renewal and are scheduled to be removed from the provisions of the Williamson Act in the Planned Area.

There are no forest lands found within the Study Area, as defined by Public Resources Code Section 12220 (g), which defines such areas as "land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allow for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." There is also no "timberland" found in the Study Area, as defined by the Public Resources Code Section 4526, which defines such areas as "land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."

Build-out of the General Plan would result in significant and unavoidable impacts to farmland conversion and conflicts with land under Williamson Act land use contracts. Thus, the overall impact of full-build out of the General Plan would be cumulatively significant and unavoidable.

Significance Criteria

The Project may result in significant impacts to agricultural resources since the project results in the removal of lands designated as prime farmland by the Department of Conservation.

Checklist Discussion:

- No Impact – The project is located within an area listed as Vacant or Disturbed Land on the Department of Conservation website. Vacant or Disturbed Land includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges. Therefore, the project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural impacts.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Less than Significant Impact with Mitigation Measures – Approximately 0.xx acres west of the project site, there are existing agricultural activities taking place within the County. Under Chapter 16.40.110 (Right to Farm) of the Hanford Municipal Code, adjacent uses to future development could result in "potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limit to, equipment and animal noise; farming activities conducted on a 24 hour a day, 7-days 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 agriculture operations." This acknowledgement establishes the right of adjacent landowners to continue to farm and therefore precludes indirect conversion of adjacent farmland, as a result of potentially incompatible land uses as a result of the project. A mitigation of the project will include, that a right-to-farm provision be recorded, in order to mitigate potential impacts to indirect conversion of adjacent farmland. 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. Therefore, 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. Therefore, there would be no impact. e) Less than Significant Impact with Mitigation Measures – See e. Mitigation Measures: MM Agriculture 1: That a right-to-farm provision be recorded to insure that future residents of the development are aware of adjacent agricultural uses and their right to continue to operate. Conclusion: The project is located on land which is considered vacant or disturbed and has no value as agricultural land. The impacts to existing agricultural activities are considered less than significant with the incorporation of a mitigation measure that a right to farm be recorded for the property.				
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 goods 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						

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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 Significant Impact	Than	No Impact
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 standards 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				

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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 Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on May 1, 2018. A copy of the pre-consultation letter is attached to this initial study. Comments were provided, as follows: "The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above referenced project consisting of a request to subdivide a 14.29-acre parcel into 66 residential lots (Project) located east of 12 ½ Avenue and west of Centennial Drive, in Hanford, CA. (APN 011-020-046) The District offers the following comments: 1. <u>Significance Impact for Annual Criteria Pollutant Emissions</u> – 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 micron 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				

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on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds. 2. <u>District Rule 9510 (Indirect Source Review)</u> –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 fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. If subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project level approval from a public agency. In this case, if not already done, please immediately submit an AIA application to the District to comply with District Rule 9510. In the case the Project is subject to Rule 9510, an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, 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. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm 3. <u>District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)</u> – In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm. 4. <u>Regulation VIII (Fugitive PM10 Prohibitions)</u> – 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 5. <u>Other District Rules and Regulations</u> – 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 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 email SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/ruleslist.htm. 6. <u>Potential Air Quality Improvement Measures</u> – 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) <u>Cleaner Off-Road Construction Equipment</u> – 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				

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achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards. b) <u>Improve Walkability Design</u> – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments. c) <u>Improve Destination Accessibility</u> – 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) <u>Increase Transit Accessibility</u> – 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 within 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/top 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) <u>Voluntary Emission Reduction Agreement (VERA)</u> – 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 increased 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 Georgia Stewart at (559)230-5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20180425." A copy of the District's comments has been provided to the project proponent. Checklist Discussion				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Less than Significant with Mitigation Incorporation- The project does not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. The development is subject to the SJVAPCD Indirect Source Review (Rule 9510) since more than 50 residential units are proposed in the project area. The applicant would be required to obtain permits demonstrating compliance with Rule 9510 or payment of mitigation fees to the SJVAPCD. 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 b) Less than Significant with Mitigation Incorporation - The project would not obstruct implementation of an air quality plan; however, temporary air quality impacts could result from construction activities. 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. The project would not create a significant impact over the current levels of ozone and PM10 or result in a violation of any applicable air quality standards. 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. The project is not anticipated to conflict with the attainments plans adopted by the SJVUAPCD. With these mitigation measures, the project will have a less than significant impact. c) Less than Significant Impact with Mitigation Incorporation – The San Joaquin Valley is a region that is already at non-attainment for air quality. The project does not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. The development is subject to the SJVAPCD Indirect Source Review (Rule 9510), as more than 50 residential units are proposed in the project area. The applicant would be required to obtain permits demonstrating compliance with Rule 9510 or payment of mitigation fees to the SJVAPCD. The project would not obstruct implementation of an air quality plan; however, temporary air quality impacts could result from construction activities. 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. The project would not create a significant impact over the current levels of ozone and PM10 or result in a violation of any applicable air quality standards. 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. The project is not anticipated to conflict with the attainments plans adopted by the SJVUAPCD. With these mitigation measures, the project will have a less than significant impact. d) Less than Significant Impact - There are no known pollutant concentrations that would be generated by the future development of a high-density residential project that would expose sensitive receptors to substantial pollutant concentrations. There are not known pollutant concentrations to be emitted from the project, the project impact is considered less than significant e) Less than Significant Impact – The project is a single-family residential development. No objectionable odors are anticipated to occur as part of the project. Mitigation Measures: MM Air Quality 1: That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD. MM Air Quality 2: 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. MM Air Quality 3: That the project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. 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.				

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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 ;				
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, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
Environmental Setting Natural Communities The natural communities tracked by the California Natural Diversity Database in the Study Area and surrounding vicinity include Valley Sacaton Grassland and Valley Sink Scrub. Valley Sacaton Grassland is mid-height to three feet tussock-forming grassland dominated by alkali sacaton. The community is fine textured and poorly drained on usually alkaline soils with generally a seasonally high water table or are overflowed during winter flooding. This community was formerly extensive in the Tulare Lake Basin.				

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Checklist Discussion				
a) Less than significant impact – the conversion to urban development was evaluated under the General Plan EIR for which a Statement of Overriding Considerations was certified. The project is being developed consistent with the General Plan designation for the area, High-Density Residential. No new impacts would occur that were not already analyzed in the General Plan. b) No Impact – the site does not contain any riparian habitat or other sensitive natural community. c) No Impact – the site is not identified as a federally protected wetland. d) Less than significant impact - The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. There is not natural habitat remains within the project area. e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological resources. f) Less than Significant Impact – the project pertains to land that has no value as natural habitat; therefore, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Conclusion: The site is within an urban area of the City and contains no natural, undisturbed areas for habitat. The project would have a less than significant cumulative impact for biological resources. Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017)				
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
Ethnographic Setting Hanford is situated between the former "delta" formed by the Kaweah River to the south and the Kings River to the north. Yokuts lived in villages consisting of wood frame huts covered with large tule mats. The Hanford-Lemoore region on the south side of the Kings River was home to the Nutunutu Yokuts. Across the Kings River and north of the Nutunutu, were the Wimalche people. Only one village for the Wimalche and two for the Nutunutu have been described. The Wimalche village of Ugonia was located north of the Kings River, 7 miles below Laton. The Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village, was at old Kingston on the south bank of the Kings River downstream from Laton. The better known Tachi Yokuts occupied the north and west shores of Tulare Lake.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 sheepherder's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region. In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels. Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials. National Register of Historic Places Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places. Hanford Carnegie Library The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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: • 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 on April 13, 2018. A response has not been received, as of the date of preparation of this environmental assessment. Thresholds of significance				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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				
Significance Criteria The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site.				
Checklist Discussion a) Less than Significant Impact - The project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource. b) Less than Significant Impact with Mitigation Measures – Due to the consultation meeting, which took place between the City and the Tachi Yokut tribe on January 17, 2017, per the request of the Tachi Yokut Tribe, the following condition shall apply to all projects which require an initial study: • That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. c) Less than Significant Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature. d) See B.				
Mitigation Measures - MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.				
Conclusion: The incorporation of mitigation measures requested from the Tachi Yokut Tribe will reduce the impacts of development on Cultural Resources. Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b).				
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.	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 sandy 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 ponding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

Seismicity

The greatest potential for seismic activity in the City is posed by the San Andreas Fault, which is located approximately 46.5 miles southwest of the western boundary of the Study Area. The White Wolf Fault, located near Arvin and Bakersfield to the southwest in Kern County, which has the potential to cause seismic hazards for the County to a much lesser degree than the San Andreas Fault.

Fault Rapture

Kings County doesn't have any major fault system within its boundaries.

Strong Seismic Ground Shaking

Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 spreading generally occurs on 0.3 to 5% slopes underlain by loose sand and shallow groundwater. Subsidence Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused 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 hydro compaction of moisture-deficient deposits above the water table. Collapsible Soil Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils. Expansive Soil Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low. Septic Systems The City does not have septic requirements for septic systems within the City. Significance Criteria The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation. Checklist Discussion				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Less than Significant Impact with Mitigation Incorporation -				
i.	No Impact - No portion of the project area is located within an earthquake fault zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.			
ii.	Less than Significant Impact with Mitigation Measures – Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iii.	Less than Significant Impact with Mitigation Measures – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event, coupled with a concurrent seismic event, may create a condition where liquefaction could occur. Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iv.	Less than Significant with Mitigation Measures – the entire City is located within an area of low landslide incidence but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.			
b)	Less than Significant Impact with Mitigation Measures – development would result in construction-related ground disturbance as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.			
c)	Less than Significant Impact with Mitigation Measures: in order to ensure a structure would not be located on soil that is unstable, or that would become unstable as a result of the project, the City requires the following as mitigation: 1.) That copies of a preliminary soils investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans; 2) that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Departments prior to acceptance of the development improvements or issuance of building permits, whichever occurs first; 3) That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.			
d)	Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.			
e)	No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.			

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Mitigation Measures: MM Geology 1: That the physical 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 for the project 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. MM Geology 4: That copies of a preliminary soils investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans; MM Geology 5: that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Departments prior to acceptance of the development improvements or issuance of building permits, whichever occurs first; MM Geology 6: That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits. 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
occurring in the past, such as during previous ice ages. The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG needed to stabilize global temperatures and climate change impacts. The IPCC predicted that global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius to 6.4 degrees C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios. Increased Temperatures and Extreme Heat events Climate change is expected to lead to an increase in ambient average air temperatures with greater increases 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 - Hydrofluorocarbons (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:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or - Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs				
Checklist Discussion a. Less than Significant Impact - The project complies with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level. 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	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
an adopted emergency response plan or emergency evacuation plan?				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Setting

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 maintain the Emergency Operations Plan (EOP), which serves as a guideline for who will do what, as well as when, with what resources, and by what authority- before, during, and immediately after an emergency.

Significance Criteria

The project may result in significant hazards if it does any one of the following:

1. Create a public health hazard
2. Involve the use or production, disposal or upset of materials which pose a hazard to people in the area or interferes with an emergency response plan
3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards.

Checklist Discussion

- a) **Less than Significant Impact with Mitigation** – the new development would be required to comply with applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would ensure impacts related to transport, use and disposal of hazardous materials would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) See a. c) Less than Significant Impact- there is a school within a ¼ mile radius of the project site; however, the General Plan restricts land uses around schools, such as industrial uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites. d) No Impact – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 e) No Impact -The project site is not located within two miles of a public airport/airstrip therefore there is no impact. f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact. g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development. This plan is consistent with the policy of the General Plan, therefore, impacts are considered less than significant. h) Less than Significant Impact– the City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires, therefore, the impact is considered less than significant. Mitigation Measures: MM Hazards 1: The development proposed must comply with applicable federal, state, and local regulations related to hazardous materials. Conclusion The impact from hazards and hazardous materials are expected to be less than significant. Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List				
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater	☐	☒	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
drainage systems or provide substantial additional sources of polluted runoff?				
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford. Surface Water Quality There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments. Groundwater Resources Regional The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, and 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 –				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
-	Construction: potential impacts on water quality arise from erosion and sedimentation are expected to be localized and temporary during construction of new development. All new development that disturb more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs. 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.			
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 substantially 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 – In accordance with public works department's conditions for the project, the developer shall 1. Comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; 2. A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan; 3. The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.			
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			

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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be inundated by tsunami. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgraded from aboveground water storage tanks.

Mitigation Measures:

Conclusion:

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

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

MM Hydrology 5: The developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information;

MM Hydrology 6: A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan;

MM Hydrology 7: The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans. The work

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	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 the development of open land and will not involve the physical division of an establish community. b) Less than significant with mitigation incorporation- The project is consistent with the policy in the General Plan and will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation and environmental effect. The development requires a planned unit development in order to deviate from the standards of the R-L-5 District, in order to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915. With the approval of the planned unit development, the project will not conflict applicable policy in the Hanford Municipal Code. 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 1: That approval of the Planned Unit Development No. 2018-01 is required, in order to develop the site, as proposed under Tentative Tract 915. 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 Planned Unit Development No. 2018-01.				
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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan. Sand and Gravel The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines. Significance Criteria The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource. Checklist Discussion a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City. b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan. Conclusion There will be no impact to mineral resources.				
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise 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 ground borne vibration or ground borne 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas, but aircraft and rail activities are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources. Highways and Roadways Existing noise levels in the City are primarily generated by transportation noise sources. Highway and roadway traffic noise levels are generally dependent upon three primary factors, which include the traffic volume, traffic speed, and percent of heavy vehicles on the roadway. Railroad Local railroad lines include an east-west Union Pacific Railroad (UP) line and a north-south Burlington Northern Santa Fe (BNSF) line. The east-west UP tracks are currently used by the San Joaquin Valley Railroad (SJVR), which operates two trains of approximately 5 to 10 cars per day, five days per week, at approximately 10 to 20 miles per hour. The BNSF is located in the central portion of the City in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight trains per day. Most north-south rail traffic moves through the county at approximately 50 mph. As of early 2014, the CA High Speed Rail Authority has been moving forward on an alignment for the HST that would run through the far easterly portion of the planning area. Airport Hanford Municipal Airport is a general aviation facility serving Kings County and the surrounding Communities of Hanford, Armona, and Lemoore in south-central CA. The Hanford Municipal Airport Master Plan identified existing and future year noise contours as a result of airport operations. Stationary Noise Sources Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawn maintenance equipment. The following operations have been identified as major stationary noise sources in and around Hanford - 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 - Ground vibration generated by common construction equipment would be 75 VdB or less at a distance of 100 feet or more. Given that the physical development of the parcel would be located on a vacant parcel in a moderately developed area, the nearest offsite structures to the new development site would				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
be located in excess of 100 ft. from construction activities. As a result, predicted vibration levels at the nearest offsite structures would not exceed vibration levels greater than 75 VdB. 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 2.5 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: 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
In 2014, there were 20,900 jobs in the planning area. It is estimated that the implementation of the General Plan could result in 33,308 additional jobs in 2035 for an estimated total number of 54,208 jobs. Jobs-Housing Balance Jobs-housing balance is achieved by increasing opportunities for 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 has 66 residential units and has the potential induce population growth in the area by approximately 205 persons (based 66 units multiplied by the average household size, 3.11 persons per unit). 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Area. These two stations protect approximately 16.5 square miles, Station 1 is located at 350 W. Grangeville Blvd and covers the city limits north of SR 198 and station 2 is located at 10533 Houston Avenue and covers the city limits south of SR 198. In addition, two properties have been purchase for future fire stations. The City currently owns sites at Centennial Drive and Berkshire Lane and Florinda Street and 9 ¼ Avenue, which have been planned for future fire stations. The Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. The HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management. Police Protection City residents receive police protection services from the Hanford Police Department, which currently operates out of a single station located at 425 N. Irwin Street. The City's recent growing problem that requires the need of police services includes gang and drug issues. The HPD's actual average response times are 6:30 minutes for Priority 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 the project will increase demands on the HFD to provide fire protection and emergency services. The development is 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 the project will increase demands on the HPD to provide law enforcement services. The physical development of the project 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 increase in population as a result of the physical project will increase demands on schools to provide education services. The development is subject to School Impact fees. d) (PARKS) Less than Significant Impact with Mitigation Measures – the increase in population as a result of the project will increase demands on recreation. The development is subject to a park impact fee.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 physical development of the project will be subject to Fire Impact Fees. MM Public Services 2: That the physical development of the project will be subject to Police Impact Fees. MM Public Services 3: That the physical development of the project will be subject to School Impact Fees. MM Public Services 4: That the physical development of the project will be subject to Park Impact Fees. Conclusion The project can be served by existing public services. Impact fees will be required of physical development. Sources: 2017 General Plan and General Plan Update; City Ordinances No. 90-09, 90-10, and 98-14				
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 The project may create impacts if it creates demand for new expanded parks and recreation facilities or substantially				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 physical development of the project site would be subject to park impact fees.				
b) Less than Significant Impact – the planned unit development includes a recreational element for use by residents. The recreational space includes open space totaling 19,179 square feet.				
Mitigation Measures				
MM Recreation 1: That the development is subject to the payment of park in-lieu 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 10th Avenue and SR 43. KART-Vanpool Program KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool				

	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 high voltage power lines between 7th and 8th Avenues. Freight Service Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system. Consultation During Pre-Consultation, the City received the following comment from Michael Navarro with the Department of Transportation: "Thank you for the opportunity to review Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01. The project proposes to divide a 14.29-acre parcel into 66 residential lots with a planned unit development overlay. The project is located east of 12 ½ Avenue, on both sides of Millennium Way, about ½ mile northwest of State Route (SR) 198 and 12th Avenue interchange. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Based on the information provided, Caltrans has the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities: 1. A portion of the trips generated by the proposed development would utilize the SR 198 and 12th Avenue interchange. The interchange was recently reconstructed to accommodate the projected traffic demand and to improve the safety and operations of the facility. Caltrans recommends the project contribute its equitable share to the City of Hanford's Regional Traffic Impact Fee program. 2. Per Kings County Regional Bicycle Plan, 12th Avenue appears to be a Class III Bike Route and Centennial Drive appears to be a planned bikeway within the vicinity of the project. In addition, this area has been identified as a potential walking district. Caltrans seeks to reduce vehicle trips and new vehicle miles traveled associated with development and recommends that the project take appropriate measures to minimize or mitigate				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
transportation impacts through smart mobility and multimodal design by improving pedestrian, bike, and transit services and infrastructure." Analysis: The project is subject to the City of Hanford's Traffic Impact Fee program; payment of a Traffic Impact fee has been required of development. Additionally, as part of the Capital Improvement Plan, Class II and Class III paths (bike routes or shared lanes) within existing roadways in conformance with the adopted Pedestrian and Bicycle Master Plan. The new facilities provide an alternative mode of transportation other than motorized vehicles and will provide air quality benefits, as well. Funding for this project is allocated from Congestion Mitigation and Air Quality funds and Gas Tax Reserves. Significance Criteria The project may result in significant transportation/circulation impact if it does the following: a) 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. b) Creates traffic conditions which expose people to traffic hazards. c) Substantially interferes or prevents emergency access to the site or surrounding properties. d) Conflicts with adopted policies or plans for alternative transportation. Checklist Discussion a) Less than Significant Impact – The following conditions of approval have been required of development from the Public Works Engineering Division to ensure effective circulation of the project and existing area: 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 Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required. a. That all of the improvements on Millennium Way, including landscaping and block walls, must be completed with the first phase of development. b. If not currently constructed, Millennium Way will need to be constructed with two 12 foot travel lanes and a 4 foot paved shoulder (8 foot shoulder in total) from the east line of the development to Centennial Drive. 3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required. 4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications: a. Minimum street width shall be 27 feet.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b. No Parking shall be allowed on the street, only in off street parking indicated on the tentative map. c. H.O.A. to maintain all interior private streets. 5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32. a. The drive approach to Lot 22 shall be on the North end of its frontage and no more than 16 feet in width so that it shall not interfere with access to Millennium Way. 6. 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. b) See a. c) Less than Significant - The proposed project will not create a change in air traffic patterns nor increase traffic levels or change in location that result in substantial safety risks. The project is located approximately 2.5 miles northwest from the nearest municipal airport. d) Less than Significant Impact- the development of the site has been conditioned by the Public Works Department to ensure the project will not feature any hazardous design elements. e) Less than Significant Impact –The project can be adequately be accessed by emergency services. f) See a. Mitigation Measures MM Traffic 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. MM Traffic 2: That Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required. MM Traffic 3: That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required. MM Traffic 4: That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications: - Minimum street width shall be 27 feet. - No Parking shall be allowed on the street, only in off street parking indicated on the tentative map. - H.O.A. to maintain all interior private streets. MM Traffic 5: That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32. MM Traffic 6. The development is subject to a Transportation Impact Mitigation Fee.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Conclusion The development has been evaluated and conditioned to ensure adequate and effective circulation of the site. Mitigation measures will reduce the impact of the project on traffic and transportation. Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code; City Resolution No. 98-56-R				
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 11 th 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				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater. Water Supply The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin. The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer. The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years. Storm Water Drainage The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding. There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company. The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins. The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities. Solid Waste Disposal The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals. Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettlemen Hills. The landfills at the Kettlemen 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.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The City has instituted a green waste collection mixed recycle collection program for single-family residential customers. Dry Utilities Gas and Electric Service The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines. Communication Systems AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access. Pre-Consultation Received Pre-consultation was received from David Kemp with the Southern California Gas Company. Comments are as follows, "Thank you for forwarding the information concerning Tentative Tract 915. The Southern California Gas Company would like to request that the entire width of any private streets be designated as a public utility easement in order to accommodate our gas main and service crossings" Analysis: The Public Works Department has conditioned the project to require that all proposed landscape and public utility easements, located as shown on the tentative subdivision map including the private street identified as a public utility easement shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map, unless modified herein. 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 is a request to change the designation on a portion of a parcel from office to high-density residential. There are no concrete plans being proposed for the development of the parcel into office and high-density residential. At the time of development, the project would be reviewed by the Public Works Department to ensure stormwater drainage is adequately addressed. 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 impact with Mitigation Measures (Payment of Impact Fees) – 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. The development is subject to a Refuse and Recycling Impact Fee.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Less than Significant impact with Mitigation Measures – that the future of the project site be required to comply with all statutes and regulations related to solid waste. Mitigation Measure: MM Utilities 1: That the development would be required to implement water conservation measures. MM Utilities 2: That the development is subject to Refuse and Recycling Impact Fees. MM Utilities 3: That the future of the project site 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 mitigation incorporation. Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015				
XVII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or 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 with mitigation incorporation, 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, with mitigation incorporation, the project will not have environmental effects that will cause substantial adverse effects on human beings.				

Gabrielle de Silva

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Associate Planner

5-16-18

Date
May 16, 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 this project and two high-density residential multi-family developments, one 100-unit apartment complex (Site Plan Review No. 2017-16 and Variance no. 2018-01) and a 216-unit apartment complex (Site Plan Review No. 2015-05).

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - Impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and the previously-approved past project. Additionally, this project is subject to developing in substantial conformance with the approved elevations.

Agriculture and Forest Resources

Less than Significant- the proposed project and previously-approved projects are not in an area designated as prime farmland. Therefore, impacts to agriculture are not cumulatively considerable. A right to farm disclosure must be recorded on properties within 1 mile of agricultural operations, which are permitted in the County to mitigate the effect of the projects on existing agricultural operations.

Air Quality

Less than Significant with Mitigation Incorporation -The projects will not create or result in any significant air quality impacts. Effects to air quality from this project and the previously-approved projects will be mitigated through compliance with the regulations set forth through the San Joaquin Valley Air Pollution Control District.

Biological Resources

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

Cultural Resources

Less than Significant with Mitigation Incorporation – through consultation with the Tachi Yokut Tribe on previous projects, it is anticipated the project and surrounding project area may contain culturally-sensitive materials. The effect of this project and future development of previously-approved plans have been mitigated to reduce impacts to sensitive cultural resources by the requirement to enter into a Burial Treatment Plan between the applicant/property owner prior to any earth disturbing activities.

Geology and Soils

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

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – the projects (planned and future) 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 (planned and future) would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant.

Hazards and Hazardous Materials

Less than Significant – The projects (proposed and planned) are not expected to have a significant impact as a result of hazards or hazardous materials, as the project area plans office and residential land uses, which typically do not generate/use hazardous materials.

Hydrology/Water Quality

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

Land Use Planning and Population

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

Mineral Resources

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

Noise

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

Population and Housing

Less than Significant - The future development of residences has the potential to impact population and induce growth into the area, which is considered an implementation of the General Plan.

Public Services

Less than Significant with Payment of Impact Fees to Mitigate Effect -The projects (both planned and future) are subject to impact fees to reduce impacts to public service.

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 or the dedication of park space by the developer.

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect – Traffic improvements in the area will result in a LOS D or above in year 2035, with the proposed future develop of the project site and surrounding planned projects. The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The 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.

Gabrielle deSilva

From: Kemp, David L <DKemp@semprautilities.com>
Sent: Monday, April 16, 2018 2:37 PM
To: Gabrielle deSilva
Cc: Larco, Johnathan A
Subject: Vesting Tentative Tract 915

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
Thank you for forwarding the information concerning Tentative Tract 915. The Southern California Gas Company would like to request that the entire width of any private streets be designated as a public utility easement in order to accommodate our gas main & service crossings. Please feel free to contact me if you have any questions.
Thanks,

David Kemp
Pipeline Planning Asst.
Southern California Gas Co.
404 N. Tipton St. Visalia, CA 93292
(559) 739-2224
DKemp@semprautilities.com



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



May 1, 2018

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

**Project: Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01
for Enclave Developers, LLC**

District CEQA Reference No: 20180425

Dear Ms. de Silva:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above referenced project consisting of a request to subdivide a 14.29-acre parcel into 66 residential lots (Project) located east of 12 ½ Avenue and west of Centennial Drive, in Hanford, CA. (APN: 011-020-046) 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) - 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 fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. If subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project level approval

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)
1890 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.healthyliving.com

from a public agency. In this case, if not already done, please immediately submit an AIA application to the District to comply with District Rule 9510.

In the case the Project is subject to Rule 9510, an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, 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>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>

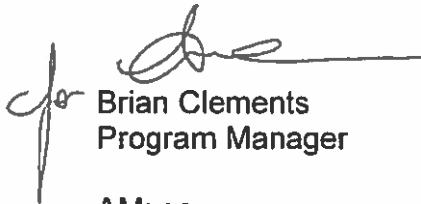
3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbuln.htm>.
4. 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 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
5. 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.
6. 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 improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- c. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
- d. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling

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 Georgia Stewart at (559) 230- 5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20180425.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: gs

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

1352 WEST OLIVE AVENUE

P.O. BOX 12616

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May 10, 2018

06-KIN-198-R16.5
VTT 915 & PUD No. 2018-01

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

Dear Ms. Silva:

Thank you for the opportunity to review Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01. The project proposes to divide a 14.29-acre parcel into 66 residential lots with a planned unit development overlay. The project is located east of 12 ½ Avenue, on both sides of Millennium Way, about ½ mile northwest of the State Route (SR) 198 and 12th Avenue interchange.

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

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

1. A portion of the trips generated by the proposed development would utilize the SR 198 and 12th Avenue interchange. This interchange was recently reconstructed to accommodate the projected traffic demand and to improve the safety and operations of the facility. Caltrans recommends the project contribute its equitable share to the City of Hanford's Regional Traffic Impact Fee program.
2. Per Kings County Regional Bicycle Plan, 12th Avenue appears to be a Class III Bike Route and Centennial Drive appears to be a planned bikeway within the vicinity of the project. In addition, this area has been identified as a potential walking district. Caltrans seeks to reduce vehicle trips and new vehicle miles traveled associated with development and recommends that the project take appropriate measures to minimize or mitigate transportation impacts through smart mobility and multimodal design by improving pedestrian, bike, and transit services and infrastructure.

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

Sincerely,

MICHAEL NAVARRO, Chief
Transportation Planning – South / North

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

Vesting Tentative Tract 915 and Planned Unit Development No. 2018-01
Mitigation Measures
Mitigated Negative Declaration 2018-04

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 project is subject to the appropriate development standards of the Hanford Municipal Code and the approved elevations associated with the Planned Unit Development.	Developer to provide; City to require on site plan and building permits
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 development is 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 to provide; City to require on site plan and building permits
AGRICULTURE			
MM Agriculture 1.	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?	That a right-to-farm provision be recorded 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.	City to require; Developer to disclose
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 standard?	That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	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 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.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 3	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents.	Developer
CULTURAL RESOURCES			

MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	1) That a Burial Treatment Plan be entered into 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 physical development of the project site comply 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 for the project.	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project site shall comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check	City to require; developer to comply

	topsoil?	and development review process.	
MM Geology 4-6	That the project could be located on a geological 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 landslides, lateral spreading, subsidence, liquefaction or collapse?	1) That copies of a preliminary soil investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans. 2) that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Department prior to acceptance of the development improvements or issuance of building permits, whichever occurs first 3) - That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed, in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The new development would be required to comply with applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would ensure impacts related to transport, use, and disposal of hazardous materials would be less than significant.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. Otherwise substantially degrade water quality?	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	City to require; Developer to provide

		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.	
MM Hydrology 3	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.	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	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 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.	Developer
MM Hydrology 5-7	The project could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater	That the developer shall: 1. Comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state	Developer

	drainage systems or provide substantial additional sources of polluted runoff.	Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; 2. A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan; 3. The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.	
LAND USE AND PLANNING			
MM Land Use 1:	That the project may 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?	That approval of the Planned Unit Development is required in order to develop the site, as proposed under Tentative Tract 915.	City to process variance
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the	Residents and developer; Police

	in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	greatest extend feasible.	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 between 7:00 a.m. and 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 facilities. (Police)	The project will be subject to Police Impact Fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts	That the project will be subject to School Impact Fees	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (School)		
MM Public Facilities 4	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. (Park)	That the project will be subject to Park 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 project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	That the project is subject to Park Impact Fees.	Developer to pay

TRANSPORTATION AND TRAFFICE		
MM Traffic 1-7	The project could 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 and relevant components of the circulation system. The project could conflict with an applicable congestion management program. The project could conflict with adopted policies, plans, or programs supporting alternative transportation.	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 Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, and transitional paving as required. 3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required. 4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications: - Minimum street width shall be 27 feet. - No Parking shall be allowed on the street, only in off street parking indicated on the tentative map. - H.O.A. to maintain all interior private streets. 5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.

		6. The development is subject to a Transportation Impact Mitigation Fee.	
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?	The project site would be required to implement water conservation measures	Developer
MM Utilities 2 and 4:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees;	Developer to pay and provide
MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer