The City of Hanford
CALIFORNIA

AGENDA

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, August 13, 2019

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 July 23, 2019 Meeting

PUBLIC HEARING

1. **Planned Unit Development No. 2018-01 Amendment #1: A request to amend previously approved Planned Unit Development No. 2018-01, in order 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 with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district. Mitigated Negative Declaration No. 2018-06: An addendum to the previously approved Mitigated Negative Declaration No. 2018-06 has been prepared to certify that the project will not have a significant effect 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).**
2. **Specific Plan Amendment No. 2019-01: A request to repeal the Downtown East Precise Plan as a regulatory document, adopt the underlying zoning for the plan area, and adopt the Downtown East Precise Plan by resolution as a guidance document. General Plan Amendment No. 2019-01: a) A request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial; and b) A request to delete references to the Downtown East Precise Plan from the General Plan Policy Document. Rezone No. 2019-02: A request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial. Zone Text Amendment No. 2019-04: A request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17. Mitigated Negative Declaration No. 2019-24: a request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. The project pertains to the Downtown East Precise Plan, which is located between Harris Street and 10th Avenue, North of the San Joaquin Valley Railroad tracks, south of the centerline of the alley between Ninth and Tenth Streets.**

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: 8/13/2019	**AGENDA SECTION:**

SUBJECT:
Approval of the Minutes of the July 23, 2019 Meeting

RECOMMENDATION:
Approve the Minutes of the July 23, 2019 meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:
07-23-19 Minutes

The City of Hanford
CALIFORNIA

MINUTES

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, July 23, 2019

Attachment: 07-23-19 Minutes (7-23-19 Minutes)

CALL TO ORDER

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

ROLL CALL

Attendee Name	Title	Status	Arrived
Richard Douglas		Present	6:50 PM
Michael Johnston		Present	6:45 PM
Travis Paden		Present	6:46 PM
Savino Perico		Absent	
Angel Vee Galvan		Present	6:55 PM
Jacob Sanchez		Present	6:45 PM
Jason Kemp Van Ee		Present	6:54 PM

INVOCATION

Pastor Jim Hanson, Hanford Church of the Nazarene

FLAG SALUTE

Commissioner DOUGLAS led the flag salute.

PUBLIC COMMENT

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Rose Shapley, Hanford resident, presented a summary report of Hanford's recreational needs. She also expressed concerns about air quality, utilities, and other issues.

CONSENT CALENDAR

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

Motion to approve.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Jacob Sanchez
SECONDER:	Michael Johnston
AYES:	Douglas, Johnston, Paden, Galvan, Sanchez, Kemp Van Ee
ABSENT:	Perico

Approval of the Minutes of the June 11, 2019 Meeting

PUBLIC HEARING

Tentative Parcel Map No. 2019-02: a request to designate a 0.829-acre (36,122 sq. ft.) property for future office condominiums on a single-parcel in the O Office zone district. The property is located west of Kings County Drive, north of Lacey Boulevard (APN 010-310-031).

Chairperson PADEN opened the Public Hearing at 7:08 p.m. and called for the staff report.

Senior Planner Myers presented the staff report, recommended approval, and responded to questions from the Commissioners.

Chairperson PADEN opened Public Comment. There being none, he then closed Public Comment.

There were no questions from Commissioners.

Chairperson PADEN closed the Public Hearing at 7:18 p.m. and called for a motion.

Motion to adopt Resolution 2019-11, approving Tentative Parcel Map No. 2019-02.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Jacob Sanchez
SECONDER:	Richard Douglas
AYES:	Douglas, Johnston, Paden, Galvan, Sanchez, Kemp Van Ee
ABSENT:	Perico

GENERAL BUSINESS

DIRECTOR'S COMMENTS

Community Development Director Mata

--encouraged the Commissioners to meet Interim City Manager Mike Olmos.

--had interviews for new Planning staff last week and may have an announcement soon.

Attachment: 07-23-19 Minutes (7-23-19 Minutes)

--announced that the cannabis applications acceptance period is July 2, 2019-August 15, 2019.
--answered questions from Commissioners.

COMMISSIONERS' ITEMS OF INTEREST

There were no items.

ADJOURNMENT

Chairperson PADEN adjourned the meeting at 7:22 p.m.

Respectfully submitted,

Diana Black
Recording Secretary

Attachment: 07-23-19 Minutes (7-23-19 Minutes)

AGENDA
STAFF REPORT

MEETING DATE: 8/13/2019	**AGENDA SECTION:** 1

SUBJECT:
Planned Unit Development No. 2018-01 Amendment #1: A request to amend previously approved Planned Unit Development No. 2018-01, in order 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 with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district. Mitigated Negative Declaration No. 2018-06: An addendum to the previously approved Mitigated Negative Declaration No. 2018-06 has been prepared to certify that the project will not have a significant effect 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).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:
Staff Report - PUD 2018-01 Amendment 1
Resolution No. 2019-17
Attachment 1 - Conceptual Design - July 4, 2019 (without lot dimensions)
Attachment 1 - Conceptual Design (with lot dimensions)
Attachment 2 - Previous PUD Staff Report (June 26, 2018)
Attachment 3 - Vehicle Track Plan
Attachment 4 - Addendum No. 1
Signed Resolution No. 2018-15 (PUD 2018-01)
Signed Resolution No. 2018-16 (TT 915)

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, August 13, 2019

PROJECT: **Planned Unit Development No. 2018-01 Amendment #1:** A request to amend previously approved Planned Unit Development No. 2018-01, in order 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 with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district.

Mitigated Negative Declaration No. 2018-06: An addendum to the previously approved Mitigated Negative Declaration No. 2018-06 has been prepared to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

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

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2019-17, approving Planned Unit Development No. 2018-01 Amendment #1.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2019-17, approving Planned Unit Development No. 2018-01 Amendment #1.

PROJECT DESCRIPTION

Planned Unit Development No. 2018-01 Amendment #1 is an amendment to the originally approved Planned Unit Development No. 2018-01. Due to changes to the originally approved planned unit development, the applicant was required to submit an amendment to the planned unit development, which requires approval by the Planning Commission.

Notable changes to the project include:

1. The proposal for a rolled curb throughout the subdivision

2. A slight reduction in lot widths– the lot widths are less than those permitted under the originally approved planned unit development

3. Lot configuration changes to interior corner lots – specifically lots 10 – 11, 33 – 34, 37 – 38, and 48 – 49

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

BACKGROUND INFORMATION

The project 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

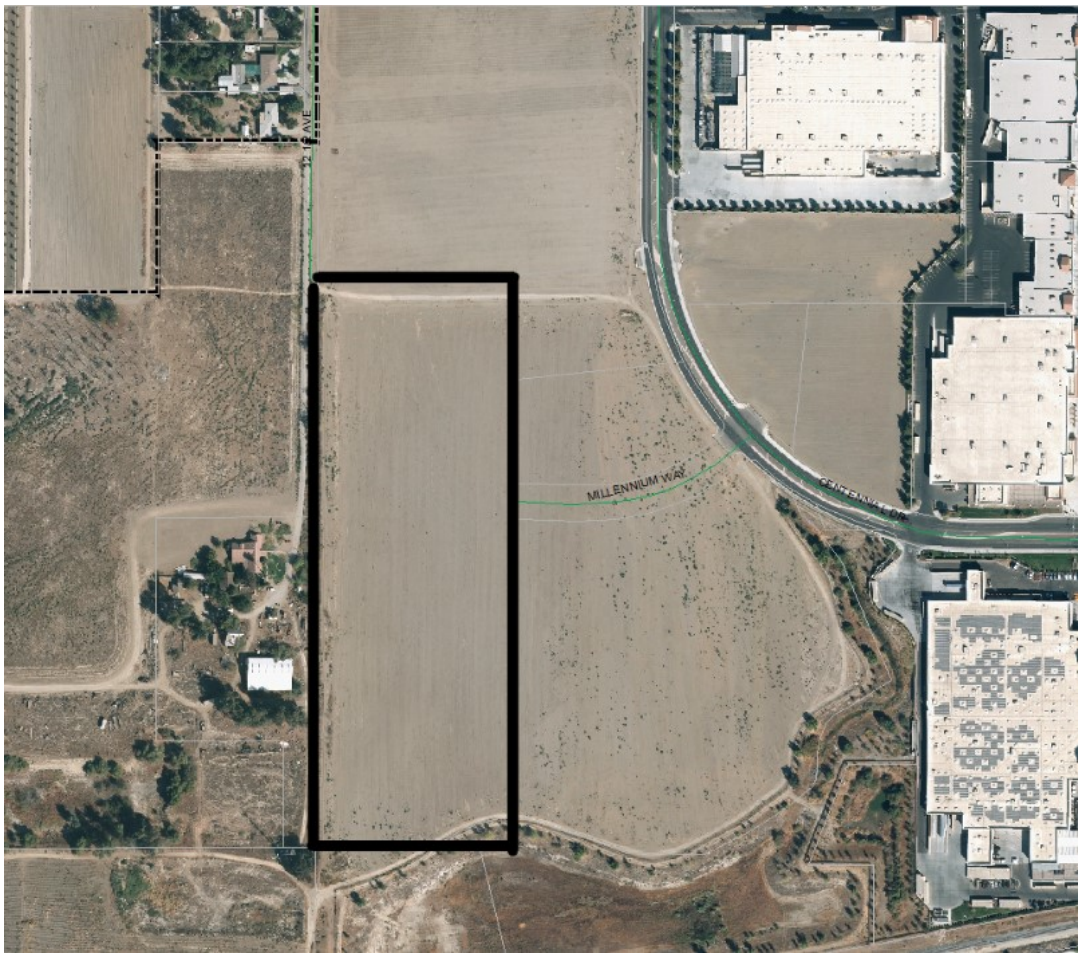


Figure 2:
General Plan Designation Low-Density Residential

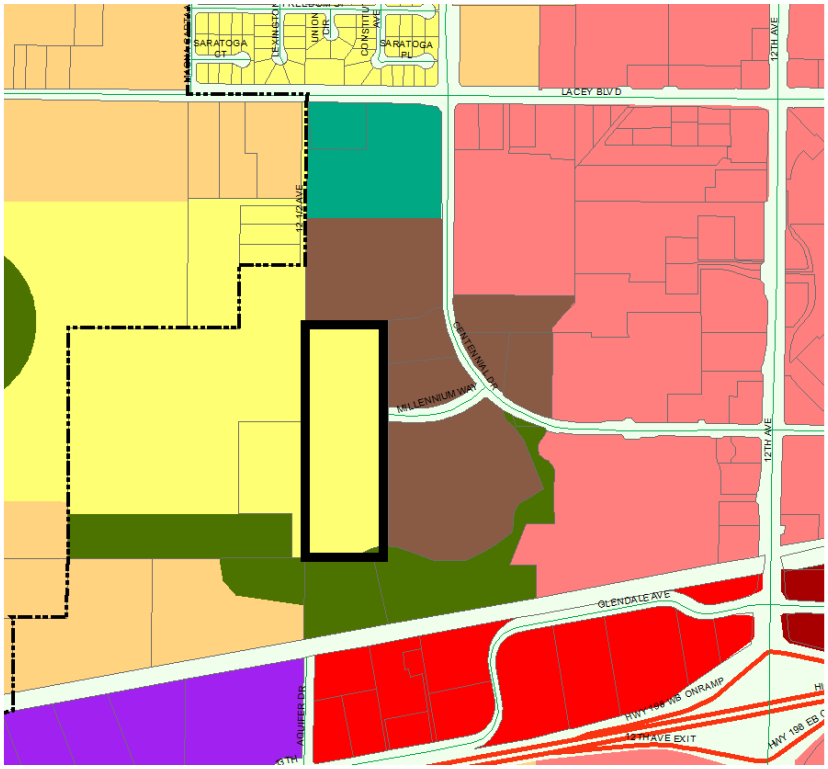
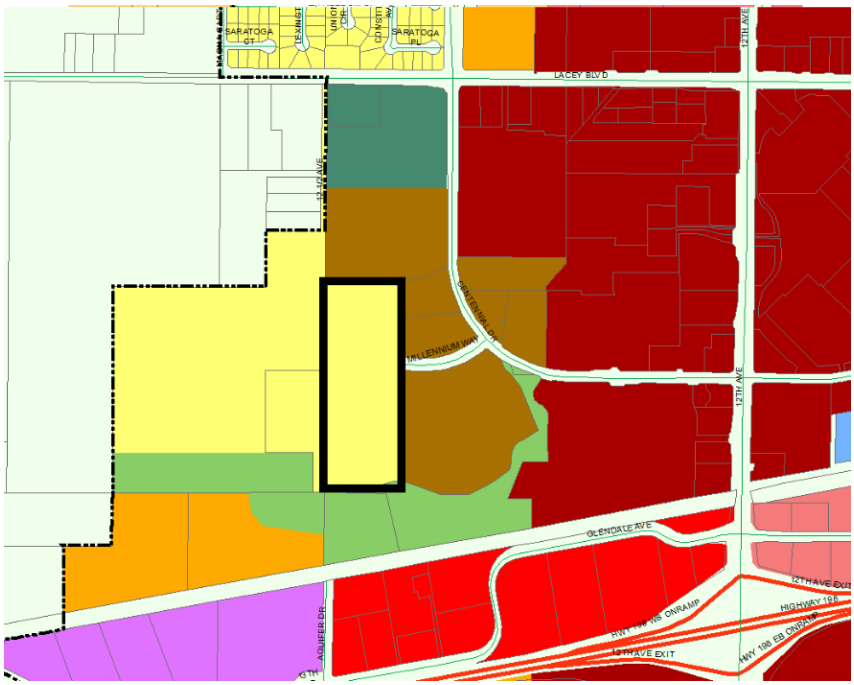


Figure 3:
Zoning Designation R-L-5 Low-Density Residential



The Planning Commission approved Planned Unit Development No. 2018-01 and Tentative Tract 915 for the site on June 26, 2018.

Planned Unit Development No. 2018-01 (Original)

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

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 original Planning Commission staff report for Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915 is attached as **Attachment 2.**

The applicant proposed changes to Tentative Tract 915, which resulted in reduced lot width, greater than that allowed under Planned Unit Development No. 2018-01. Due to the request to reduce lot width, the applicant was required to apply for an amendment to the planned unit development, which requires approval by the Planning Commission.

PROJECT ANALYSIS

Planned Unit Development No. 2018-01 Amendment #1 is a request to amend previously approved Planned Unit Development No. 2018-01, in order 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 with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district.

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

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	Original PUD	**Amendment #1**
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)	4,521 square feet – lot 24 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)	31.05 feet curve length – lot 10; minimum 30 feet requested
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots	Requesting minimum 48 feet; and minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth	No deviation requested.
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.	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)	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)
	Rear – 20 feet for one-story with rear along landscape easement.	Rear (one –story) – 10 feet Rear (two-story) – 10 feet	Rear (one –story) – 10 feet Rear (two-story) – 10 feet

	Increase by 10 feet for buildings over one-story high		No structure – including accessory structures shall be permitted to encroach into the 10 ft. rear-yard setback
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)
Patio	17.50.170 Exceptions in building setback A. architectural features, including without limitation, sills, chimneys, fireplaces, cornices and eaves, may extend into a required side building setback area, a required rear building setback area, or a space between structures, not more than 36 inches, and may extend into a required front building setback area not more than six feet. No building or projection thereof may extend into a public easement or right-of-way.	Patios shall be setback 10 feet from the front property line	Patios shall be setback 10 feet from the front property line
Street Right-of-Way Width	60 feet	27 feet for interior streets	27.33 feet for interior streets

<u>Lot Area and Density</u>

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-feet requirement. The minimum lot size proposed in the subdivision is 4,521 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 30 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification on the conceptual layout 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 two feet for subdivision, to a minimum lot width of 48 feet. 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.

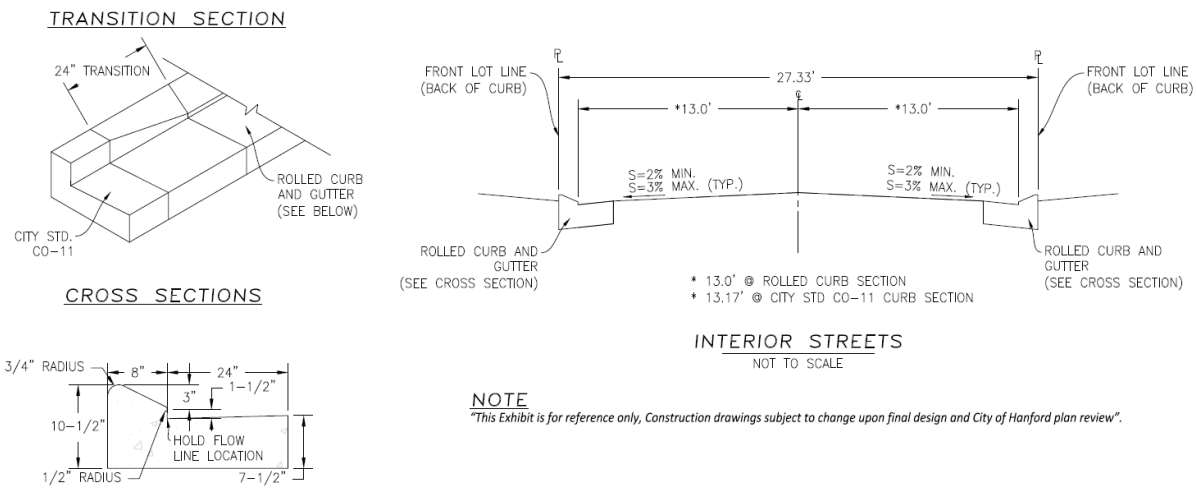
Due to the significant reduction in the rear-yard setback, staff recommends a condition of approval to limit any structures, including accessory structures, from being located in the rear 10-foot setback area.

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 27.33-foot wide street with rolled curb, as shown in the cross section below.

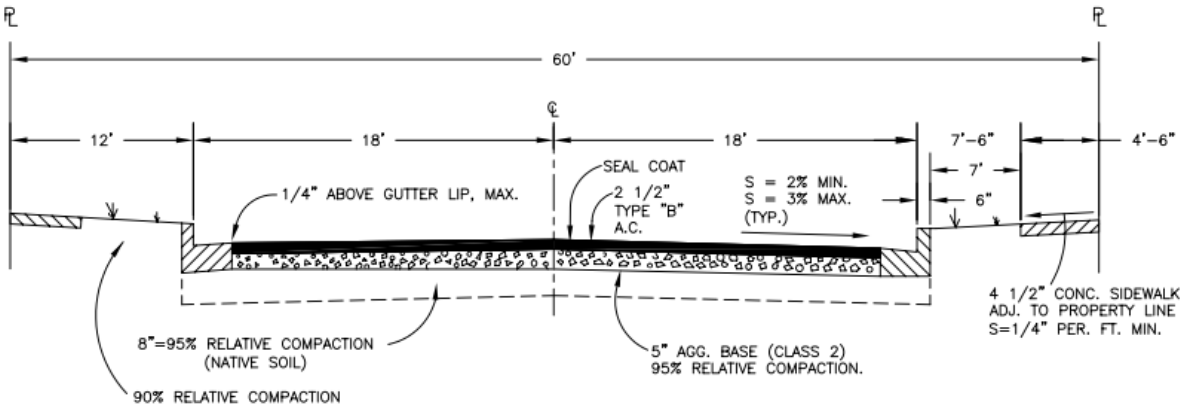
Figure 4
Street Cross Section



The vehicle track plan shown in **Attachment 3,** verifies that the street width proposed will not preclude refuse and fire trucks from accessing and navigating through the development.

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.

REQUIRED FINDINGS

Planned Unit Development No. 2018-01 Amendment #1

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

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

   Analysis: Location - That in accordance with Section 17.82.050 of the Hanford Municipal Code, a planned unit development shall be a minimum five-acre site area, except that there shall be no minimum site area requirements if the site is an infill development site. The property is 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 Amendment #1 is consistent with the objectives of Section 17.82.

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

   Analysis: That the planned unit development is requested, in order to achieve the following 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: <u>Lot Area and Density:</u> 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-feet requirement. The minimum lot size proposed in the subdivision is 4,521 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.

   <u>Lot Frontage</u>

   The applicant requests to be allowed to reduce the lot frontage to a minimum of 30 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of

frontage. The applicant has provided verification on the conceptual layout 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 two feet for subdivision, to a minimum of 48 feet. 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.

Due to the significant reduction in the rear-yard setback, staff recommends a condition of approval to limit any structures, including accessory structures, from being located in the rear 10 foot setback area.

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 27.33-foot wide street for interior streets within the subdivision. Since the street does not meet City standard, the street will be considered a private street to be maintained through a homeowners' association.

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.

The deviations proposed under Planned Unit Development No. 2018-01 Amendment #1 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.

Elevations are included for the project and attached in the resolution.

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.

PUBLIC COMMENT

Noticing of the project was published in the newspaper on August 2, 2019, and mailed to property owners within 300 feet of the project site on August 1, 2019. 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), an Initial Study was prepared and Mitigated Negative Declaration No. 2018-06 was adopted on June 26, 2018 for Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915. Due to the changes to the project proposed under Planned Unit Development No. 2018-01 Amendment #1, Addendum No. 1 was prepared. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in Mitigated Negative Declaration No. 2018-06 The addendum is attached as **Attachment 4.**

CONDITIONS OF APPROVAL

The following conditions of approval shall be added to the project to ensure the development functions properly:

1. That all conditions of approval of Resolution No. 2018-15 and Resolution 2018-16 shall apply, except as amended under Planned Unit Development No. 2018-01 Amendment #1.

2. That if solid waste cannot service the neighborhood because of bin placement by the property owners, the home owners association (HOA) may be held responsible for finding a solution.

3. That no structures shall be placed in the 10-ft. rear-yard setback area, including accessory structures.

4. That the residences within the development shall be staggered, as shown in the conceptual site plan.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Mitigated Negative Declaration No. 2018-06 for the project.

2. Adopt Resolution No. 2019-17, approving Planned Unit Development No. 2018-01 Amendment #1.

RESOLUTION NO. 2019-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO PLANNED UNIT DEVELOPMENT NO. 2018-01 AMENDMENT #1 A REQUEST TO AMEND PREVIOUSLY APPROVED PLANNED UNIT DEVELOPMENT NO. 2018-01, IN ORDER 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 WITH DEVIATIONS TO THE RESIDENTIAL STREET STANDARD, REDUCED SETBACKS, REDUCED STREET FRONTAGE, AND REDUCED LOT WIDTHS FOR THE DEVELOPMENT PROPOSED UNDER VESTING TENTATIVE TRACT 915 – A 14.29-ACRE, 66-LOT SUBDIVISION IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT. 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 August 13, 2019 on motion of Commissioner , seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, Planned Unit Development No. 2018-01 Amendment #1: A request to amend previously approved Planned Unit Development No. 2018-01, in order 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 with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district, 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 Amendment #1 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 planned unit development 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, due to the changes to the project proposed under Planned Unit Development No. 2018-01 Amendment #1, Addendum No. 1 was prepared. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in Mitigated Negative Declaration No. 2018-06; 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, That all conditions of approval of Resolution No. 2018-15 and Resolution 2018-16, approving Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915 shall apply, except as amended under Planned Unit Development No. 2018-01 Amendment #1.

WHEREAS, Planned Unit Development 2018-01 Amendment #1 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 Amendment #1 is consistent with the objectives of Section 17.82.

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

Analysis: That the planned unit development is requested, in order to achieve the following 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: <u>Lot Area and Density:</u> 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-feet requirement. The minimum lot size proposed in the subdivision is 4,521 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 30 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification on the conceptual layout that three refuse bins can be accommodated on site, despite the reduced lot frontage. The vehicle track plan confirms that there are

Lot Width

The applicant requests to deviate from the required 50-foot lot width on interior lots varies by two feet for subdivision, to a minimum of 48 feet. 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.

Due to the significant reduction in the rear-yard setback, staff recommends a condition of approval to limit any structures, including accessory structures, from being located in the rear 10 foot setback area.

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 27.33-foot wide street for interior streets within the subdivision. Since the street does not meet City standard, the street will be considered a private street to be maintained through a homeowners' association.

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.

The deviations proposed under Planned Unit Development No. 2018-01 Amendment #1 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.

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:

1. **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 Amendment #1, as follows:

Category	R-L-5 Standard	Original PUD	**Amendment #1**
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)	4,521 square feet – lot 24 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)	31.05 feet curve length – lot 10; minimum 30 feet requested
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots	Requesting minimum 48 feet; and minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth	No deviation requested.
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.	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)	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	Rear (one –story) – 10 feet Rear (two-story) – 10 feet No structure – including accessory structures shall be permitted to encroach into the 10 ft. rear-yard setback
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)
Patio	17.50.170 Exceptions in building setback	Patios shall be setback 10 feet from the front property line	Patios shall be setback 10 feet from the front property line

Attachment: Resolution No. 2019-17 (Planned Unit Development No. 2018-01 Amendment #1)

	A. architectural features, including without limitation, sills, chimneys, fireplaces, cornices and eaves, may extend into a required side building setback area, a required rear building setback area, or a space between structures, not more than 36 inches, and may extend into a required front building setback area not more than six feet. No building or projection thereof may extend into a public easement or right-of-way.		
Street Right-of-Way Width	60 feet	27 feet for interior streets	27.33 feet for interior streets

2. That if solid waste cannot service the neighborhood because of bin placement by the property owners, the home owners association (HOA) may be held responsible for finding a solution.

3. That no structures shall be placed in the 10-ft. rear-yard setback area, including accessory structures.

4. That the residences within the development shall be staggered, as shown in the conceptual site plan, attached as **Exhibit A.**

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 13th day of August 2019.

Darlene R. Mata, Secretary

Exhibit A
Planned Unit Development No. 2018-01 Amendment #1

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

HANFORD - 14
HANFORD, CA

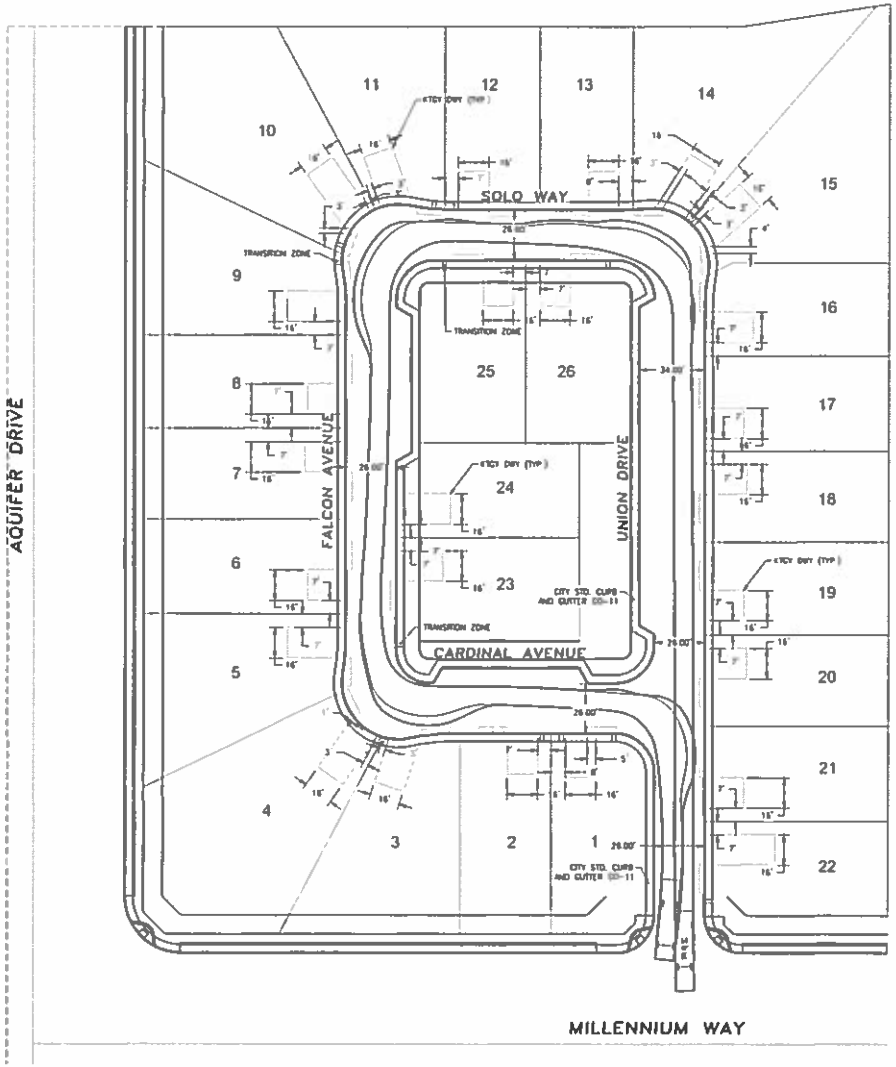
CONCEPTUAL DESIGN
AUGUST 9, 2019

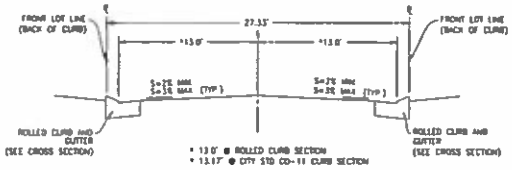
CONCEPTUAL SITE PLAN

A1.0

SCHEMATIC OF SITE PLAN

COUNTY TRACT NO. 915
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, A PLANNED UNIT DEVELOPMENT

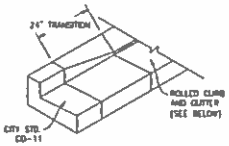




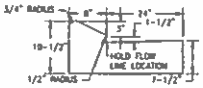
INTERIOR STREETS
NOT TO SCALE

NOTE
"The Exhibit is for reference only. Construction drawings subject to change upon final design and City of Hanford plan review"

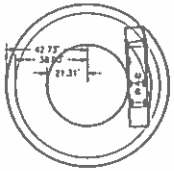
TRANSITION SECTION



CROSS SECTIONS



PATH OF TRAVEL



PATH OF TRAVEL INFORMATION FURNISHED BY THE HANFORD FIRE DEPARTMENT DAVID SUMMA

NOTES:
- DRIVEWAY LOCATION AND DIMENSIONS PER #TCV SITE PLAN
- FOR SIMPLICITY THE CURB TO CURB WIDTH IS CONSERVATIVELY SHOWN AS 26.0' IN ALL LOCATIONS EVEN THOUGH IT IS SLIGHTLY WIDER IN SOME LOCATIONS.

LEGEND
- DESIGNATED REFUSE CAN PICK UP AREA (15' WIDE AND 3' DEEP)
- PORTION OF THE CURB THAT'S CITY STD. CD-11
- TRANSITION SECTION (SEE DETAIL) TYPICALLY 3' IN LENGTH

HOLLY HILLS GROUP 480 E. BOGERT TRAIL PALM SPRINGS, CA 92264	PRELIMINARY
SCHEMATIC OF REFUSE CONTAINER LOCATIONS AND FIRE ENGINE TRACK COUNTY TRACT No. 915	
CIVIL ENGINEERS ZUMWALT HANSEN & LAND SURVEYORS 409 N. Irwin St. Hanford, CA 93230 Office: (559) 582-1856 Fax: (559) 584-0143	
DRAWN BY JTZ CHECKED BY JH APPROVED BY DATE 03/13/2019 JOB NO. 0757710 SHEET 1 OF 1	

SCHEMATIC OF SITE PLAN
COUNTY TRACT NO. 915
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, A PLANNED UNIT DEVELOPMENT
DETAIL
TRANSITION SECTION
CROSS SECTIONS
INTERIOR STREETS
NOT TO SCALE
NOTE
PATH OF TRAVEL
AQUIFER DRIVE
MILLENNIUM WAY
ENGLISH SPARROW DRIVE
SPOTTED OWL WAY
FALCON AVENUE
UNION DRIVE
BLUE HERON WAY
SCHEMATIC OF REFUSE CONTAINER LOCATIONS AND FIRE ENGINE TRACK
COUNTY TRACT No. 915
PRELIMINARY
HOLLY HILLS GROUP
480 E. BOGERT TRAIL
PALM SPRINGS, CA 92264
ZUMWALT HANSEN & ASSOCIATES
LAND SURVEYORS
CIVIL ENGINEERS

Exhibit B
Elevations and Floor Plans

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date:

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

SHEET INDEX

ARCHITECTURAL

	COVER SHEET
A0.1	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

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

HANFORD, CALIFORNIA
XTGY # 20150973

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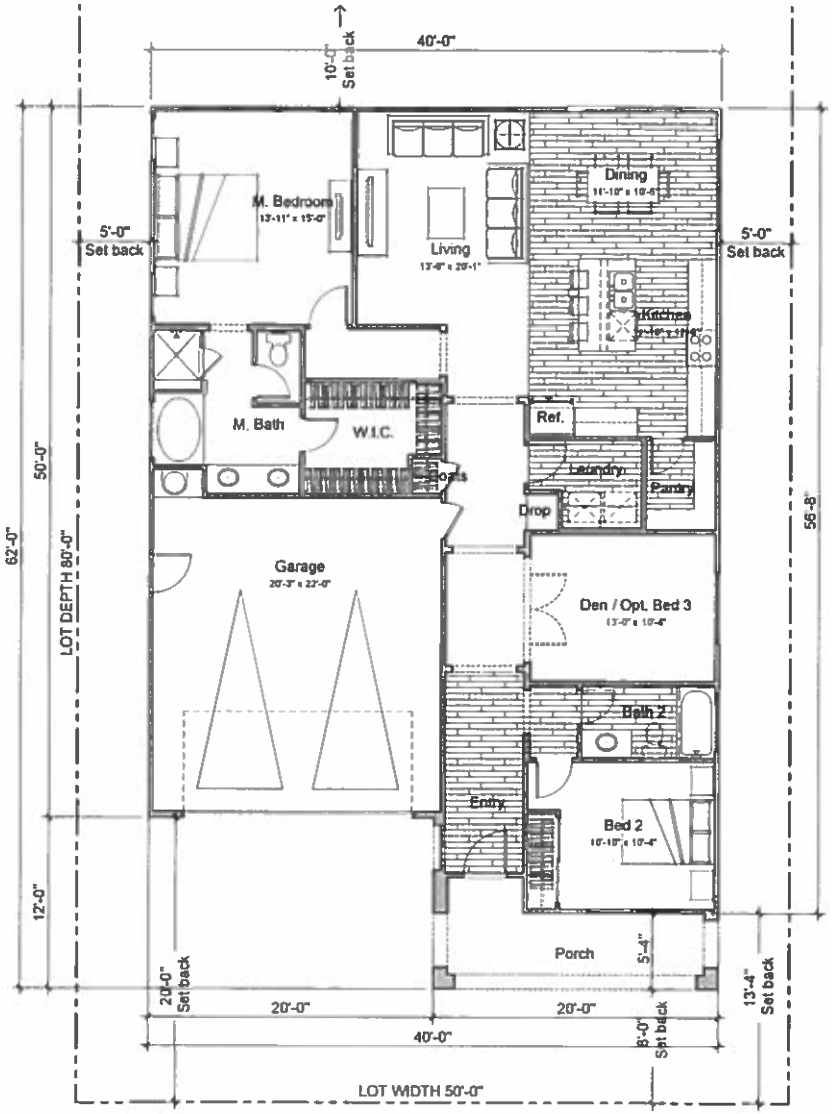
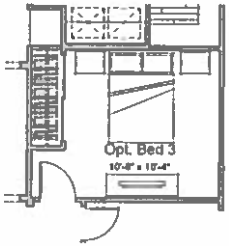




OPTIONAL BED 3

HANFORD - 14

PLAN 1 - FLOOR PLAN

A2.0

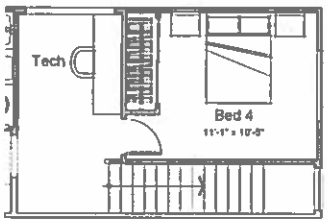
Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

GROSS SF	
FIRST FLOOR	1648 SQ. FT.
TOTAL LIVING	1648 SQ. FT.
GARAGE	448 SQ. FT.

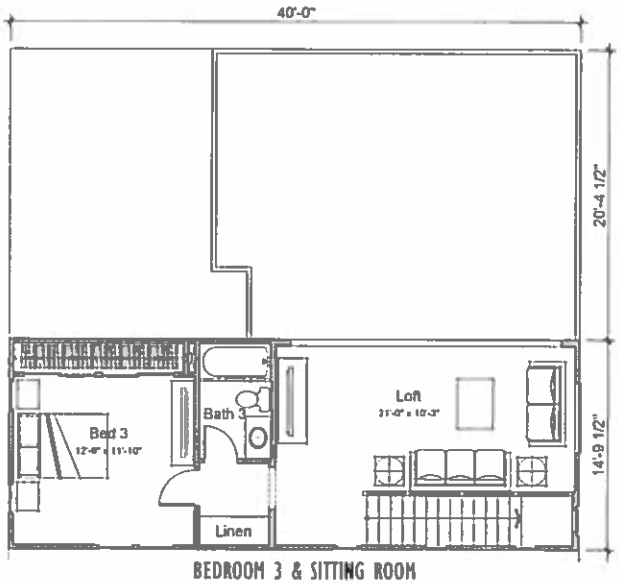
HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

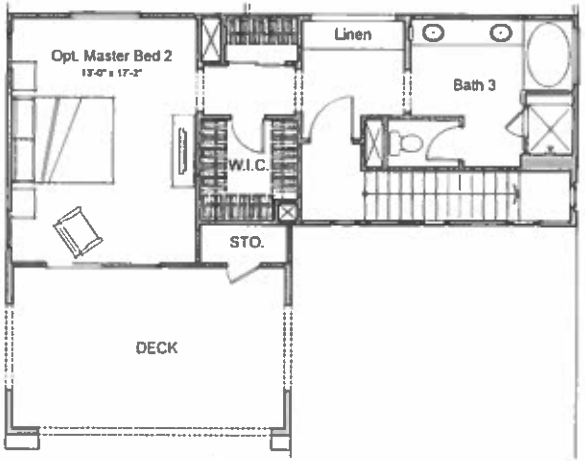
Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com



OPTIONAL BED 4

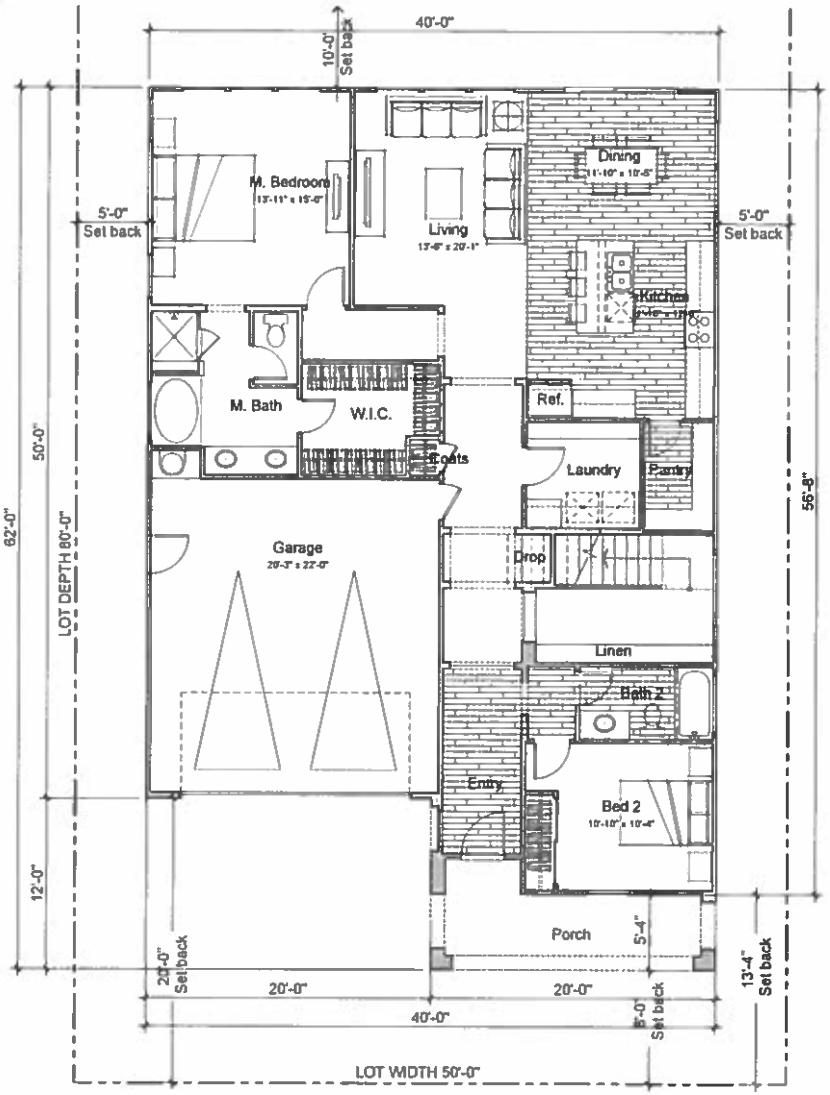


BEDROOM 3 & SITTING ROOM



OPTIONAL MASTER BED 2

SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN IX - FLOOR PLAN

A2.1

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

GROSS SF	
FIRST FLOOR	1649 SQ. FT.
SECOND FLOOR	535 SQ. FT.
TOTAL LIVING	2183 SQ. FT.
GARAGE	448 SQ. FT.

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KTGY # 20150973

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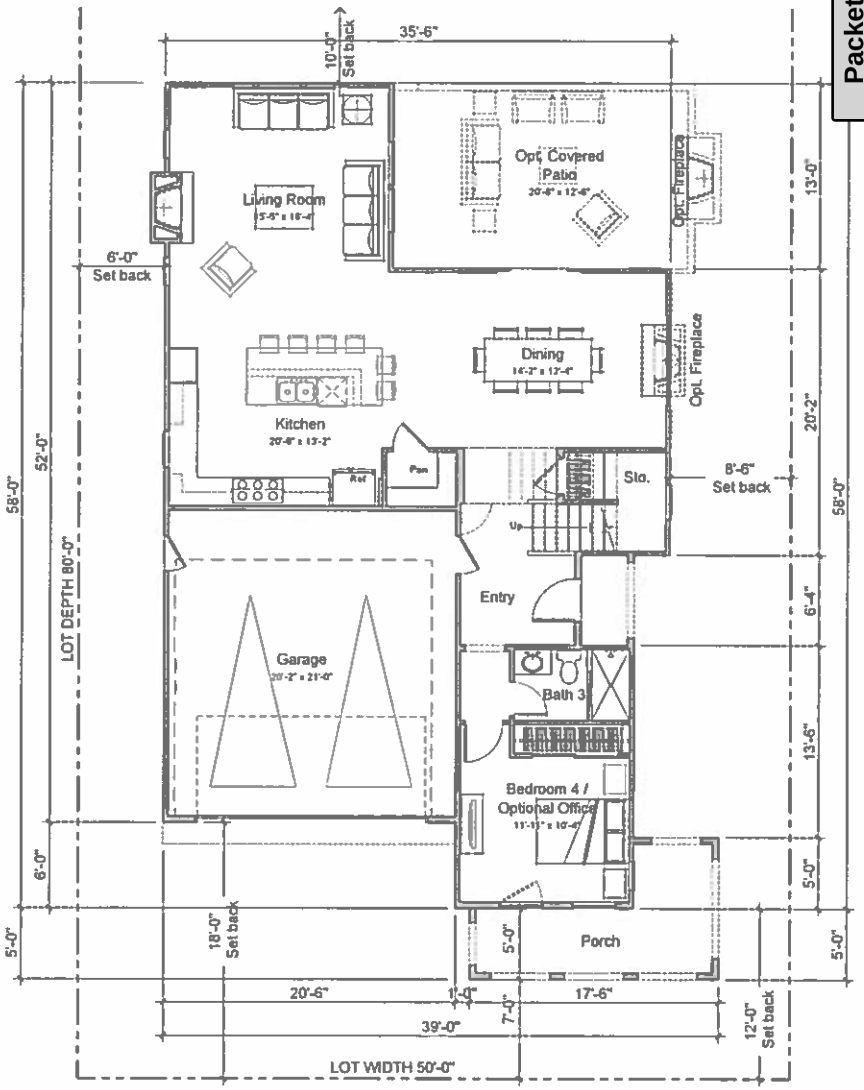
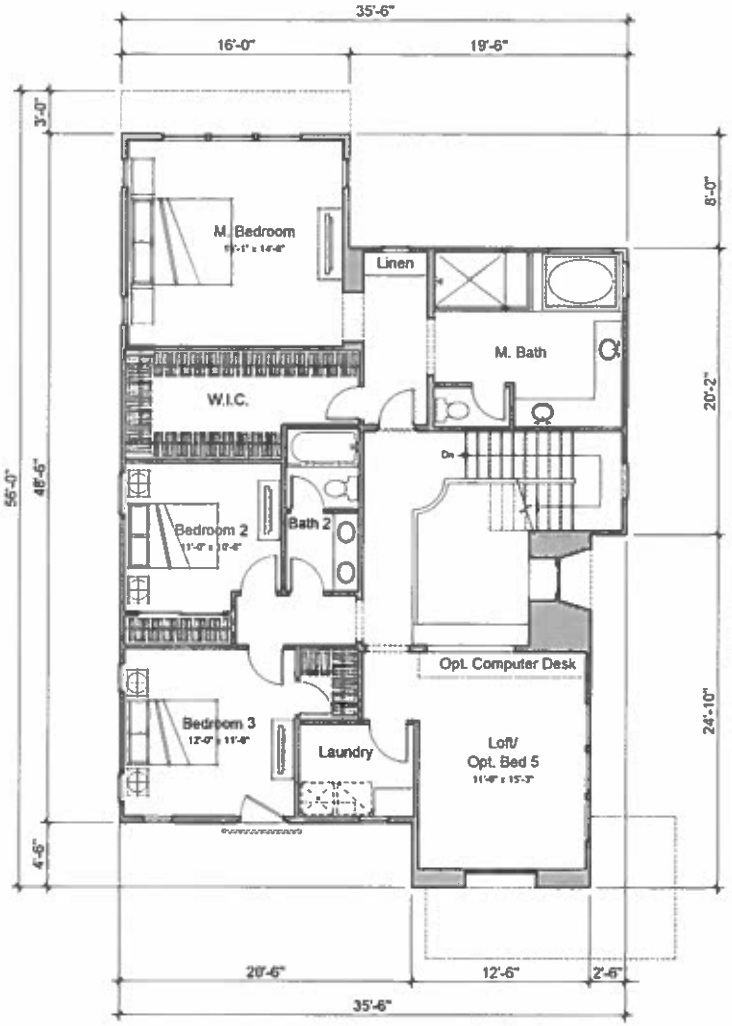


FIRST FLOOR



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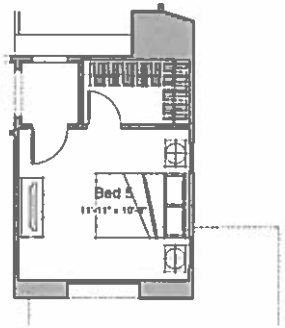

Optional Bed 5

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

A2.2

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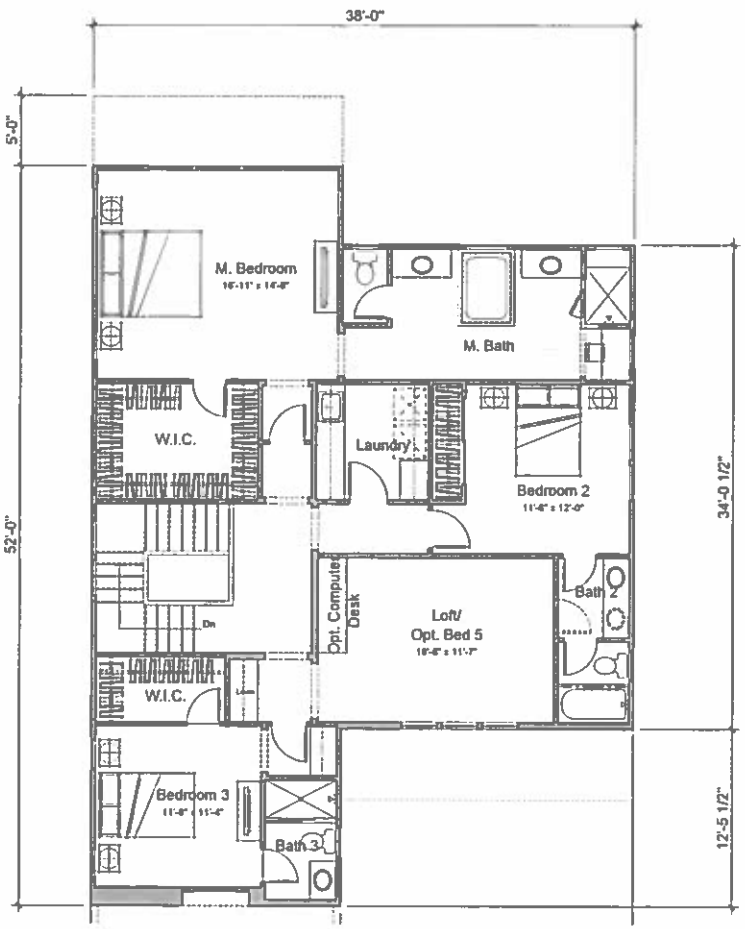
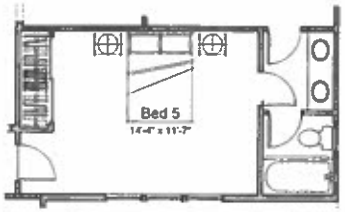
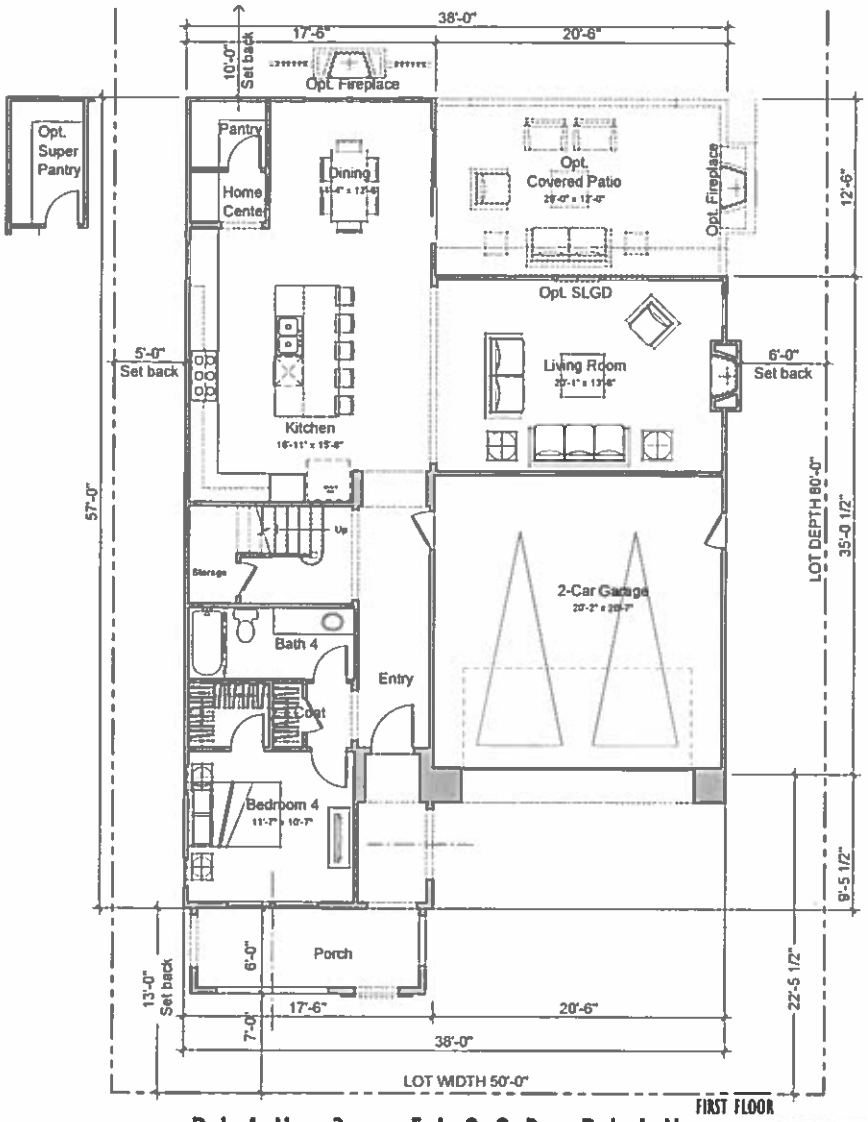




OPTIONAL BED 5



HANFORD - 14

PLAN 3 - FLOOR PLAN

SCALE

A2.3

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

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.

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PLAN 1 - TUSCAN FARMHOUSE A3.0

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480 E. Bogert Trail
Palm Springs, CA 92264

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KTGY # 20150973

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RIGHT

REAR

LEFT

FRONT

HANFORD - 14

PLAN 1 - TUSCAN FARMHOUSE A3.1

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

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Holly Hills Group
480 E. Bogert Trail
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PLAN 1 - ADOBE RANCH

A3.2

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HANFORD - 14

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

PLAN 1 - SPANISH - A

HANFORD, CALIFORNIA
KTGY # 20150973

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A3.3

HANFORD - 14

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

PLAN 1 - SPANISH - B

HANFORD, CALIFORNIA
KTGY # 20150973

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A3.4

HANFORD - 14

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

PLAN 1 - SPANISH - C

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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A3.5

HANFORD - 14

PLAN 2 - TUSCAN FARMHOUSE A3.6

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

HANFORD, CALIFORNIA
KTGY # 20150973

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RIGHT

REAR

LEFT

FRONT

HANFORD - 14

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

PLAN 2 - TUSCAN FARMHOUSE A3.7

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KTGY # 20150973

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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

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

PLAN 2 - SPANISH

HANFORD, CALIFORNIA
KTGY # 20150973

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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:

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REAR

RIGHT

FRONT

LEFT

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 PLANCHECK

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HANFORD - 14

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

PLAN 3 - ADOBE RANCH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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A3.12

HANFORD - 14

PLAN 3 - SPANISH

A3.13

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

HANFORD, CALIFORNIA
XTGY # 20150973

Plot Date: 06.12.2017 PLANCHECK

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Exhibit C
Mitigation Monitoring and Reporting Program

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 competed, 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

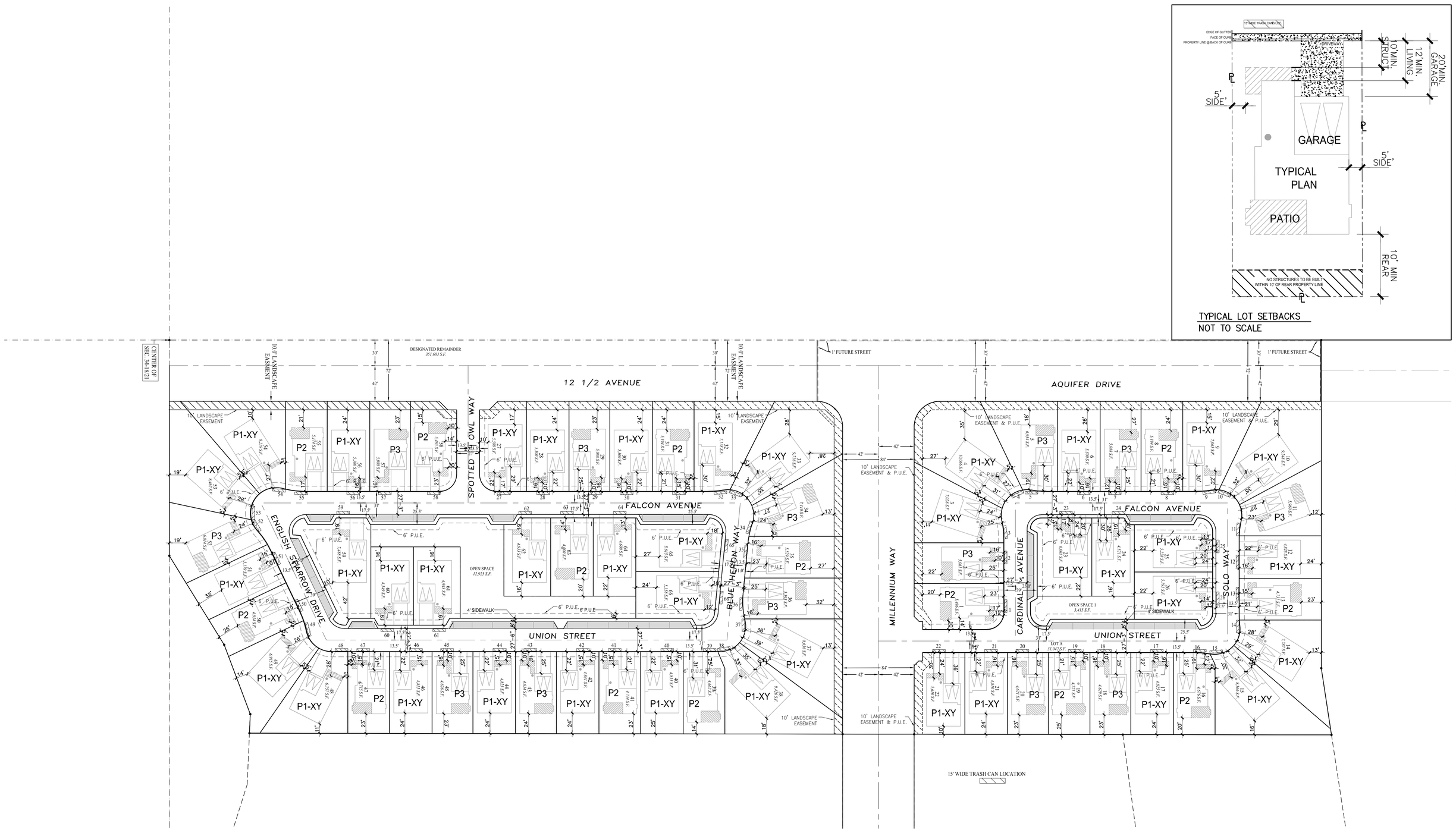
	drainage systems or provide substantial additional sources of polluted runoff.	Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall 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, signing, 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 statures related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer



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

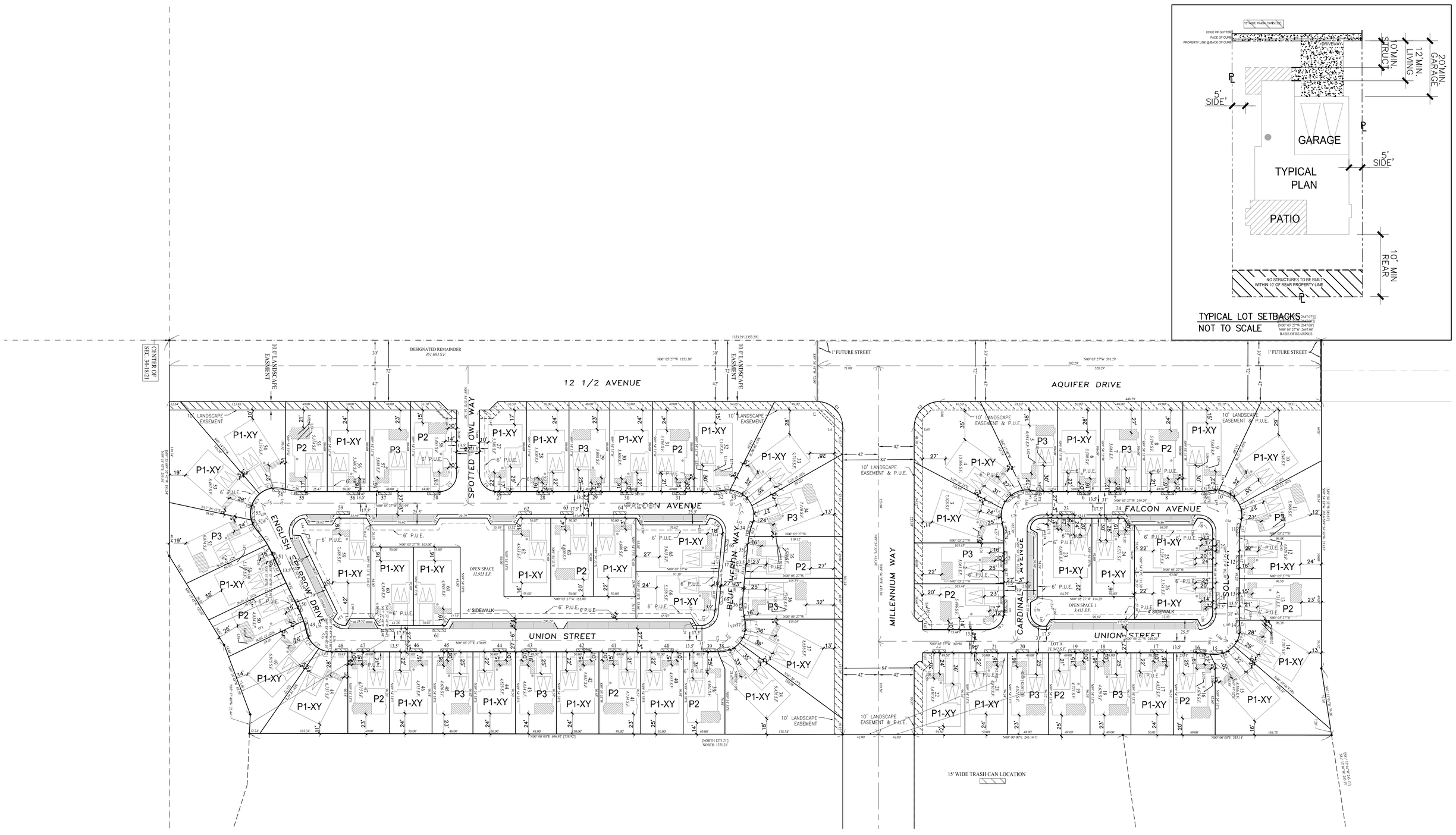
HANFORD - 14
HANFORD, CA # 2015-0973

CONCEPTUAL DESIGN
JULY 4, 2019

CONCEPTUAL SITE PLAN

A1.0

Attachment: Attachment 1 - Conceptual Design - July 4, 2019 (without lot dimensions) (Planned Unit Development No. 2018-01 Amendment #1)



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480 E. Bogert Trail
Palm Springs, CA 92264

HANFORD - 14
HANFORD, CA # 2015-0973

CONCEPTUAL DESIGN
AUGUST 9, 2019

0 25 50 100

CONCEPTUAL SITE PLAN

A1.0

Attachment: Attachment 1 - Conceptual Design (with lot dimensions) (Planned Unit Development No. 2018-01 Amendment #1)

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, June 26, 2018
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.**

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #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.**

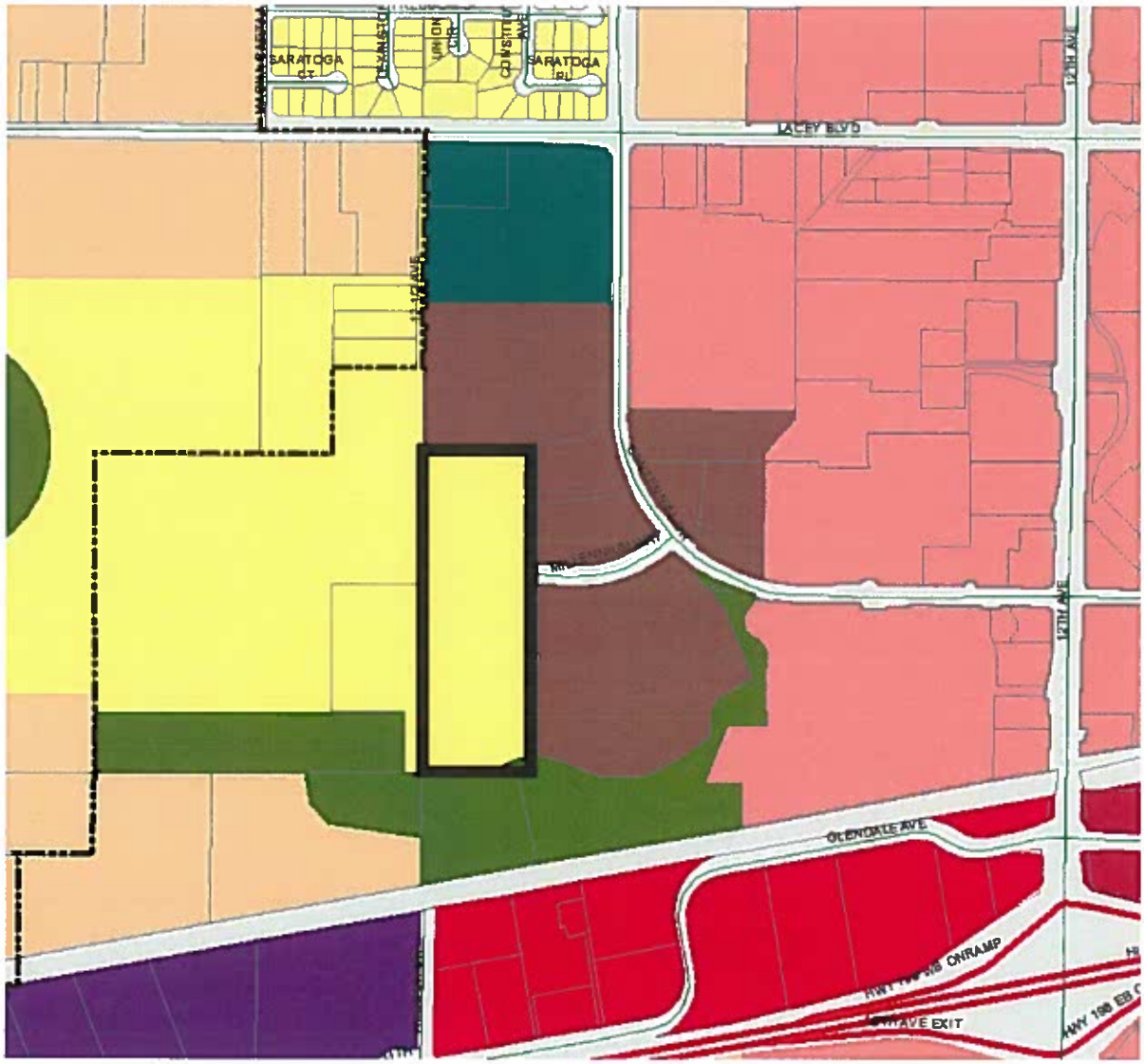
BACKGROUND INFORMATION

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

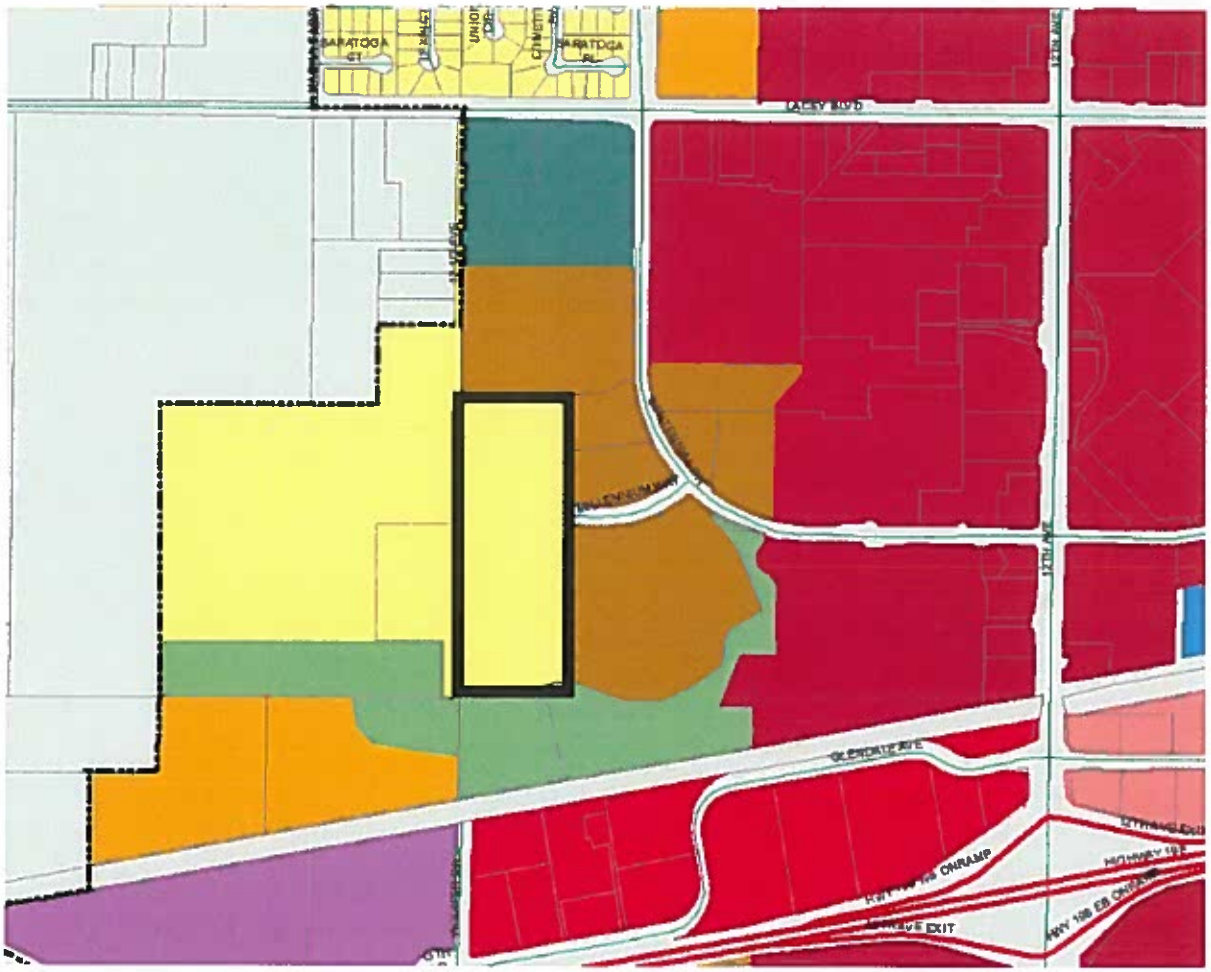
Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

Figure 2:
General Plan Designation
Low-Density Residential



Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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-feet 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.

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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

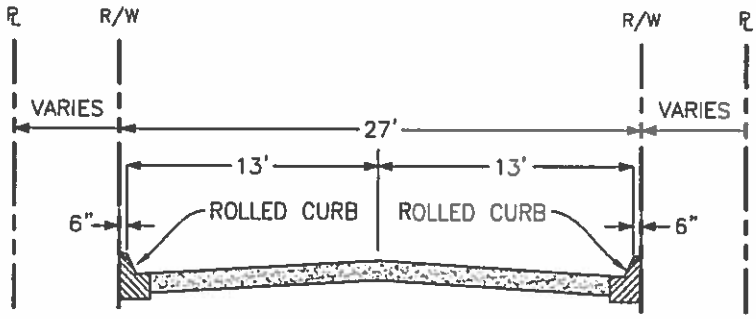
The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The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

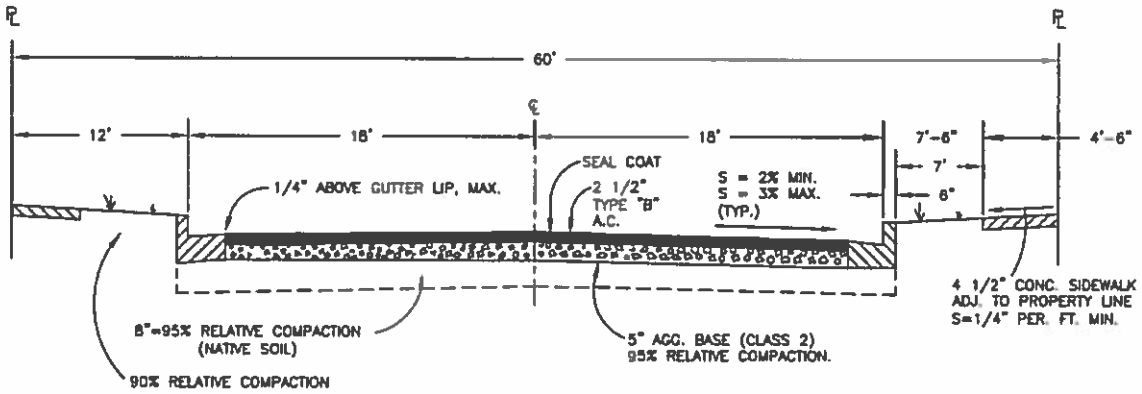
Figure 4
Street Cross Section



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.

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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 proposes 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.

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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-feet 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.**

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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:

Attachment: Attachment 2 - Previous PUD Staff Report (June 26, 2018) (Planned Unit Development No. 2018-01 Amendment #1)

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/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 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, high0frequency 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. Coccidiodes immiti, 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.

Site Summary

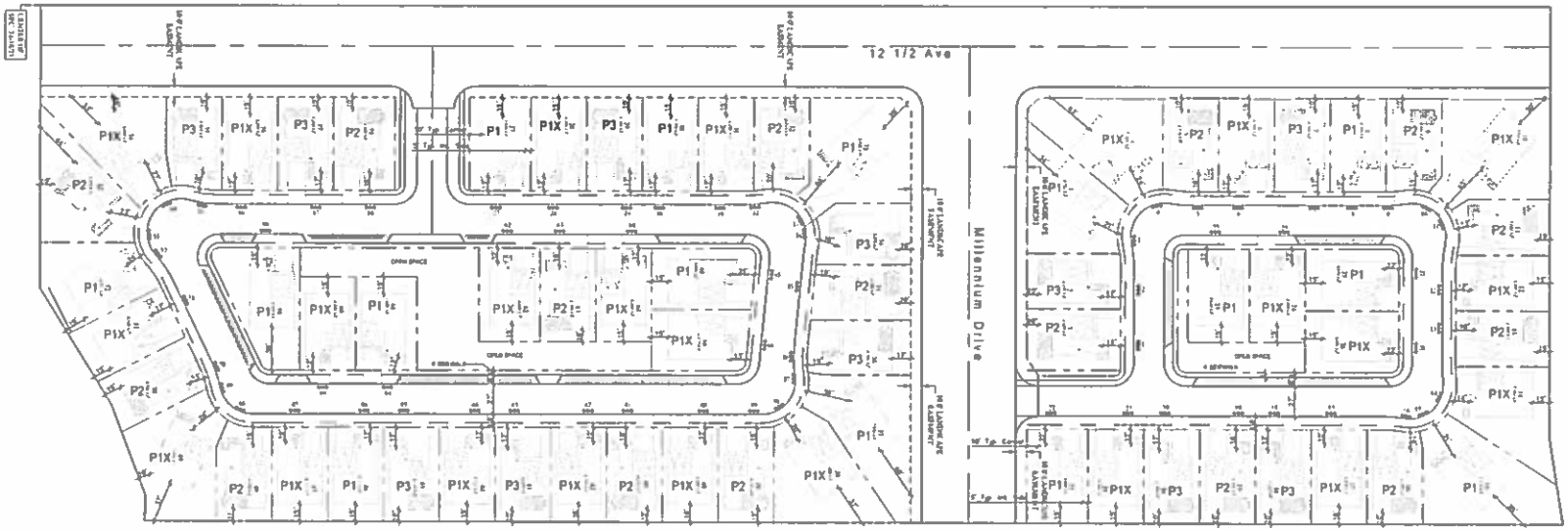
Gross Area:	14.12 ac
Street Dedication:	3.04 ac
Street Dedication (Int.):	1.47 ac
Density:	4.6 du / ac (gross)
	6.8 du / ac (net)

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

HANFORD 14 SITE

OWNER / SUBDIVIDER:

Holly Hills Group

PALM SPRINGS, CA

ARCHITECT:

KTGY

IRVINE, CA

VICINITY MAP N.T.S

HANFORD - 14

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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

SHEET INDEX

ARCHITECTURAL

	COVER SHEET
A0.1	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

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

HANFORD, CALIFORNIA
KTGY # 20150973

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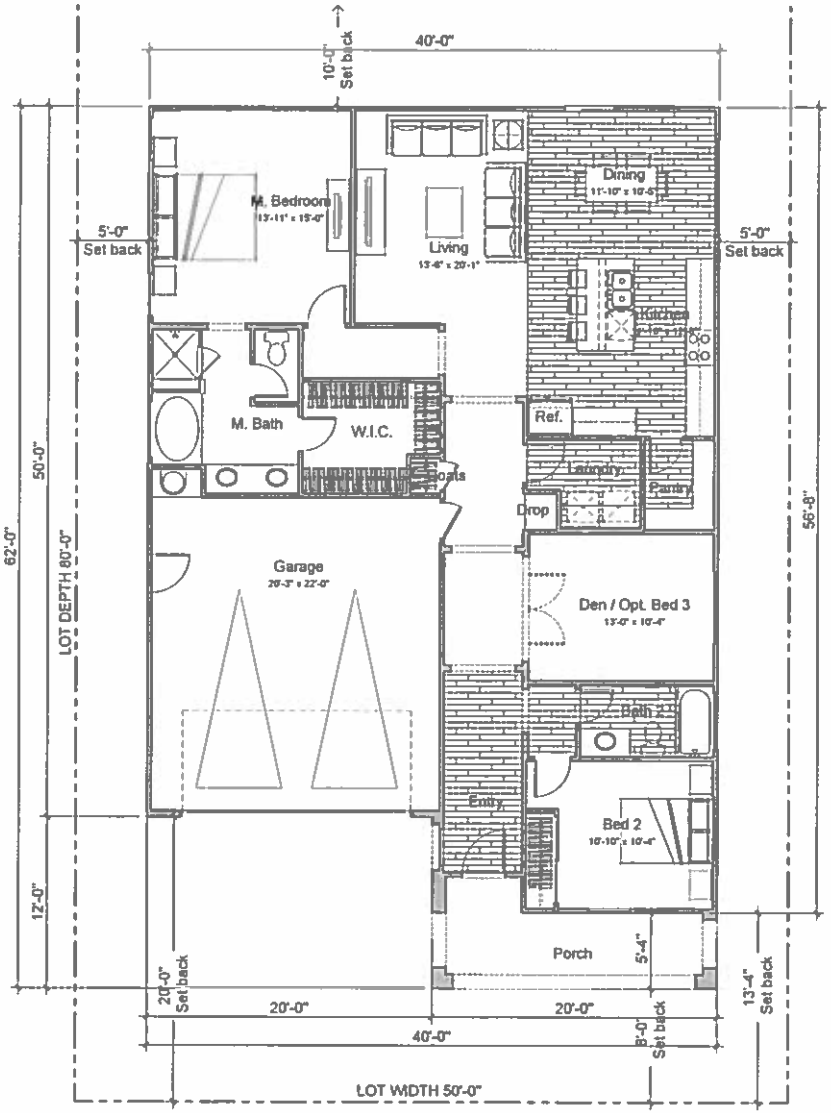

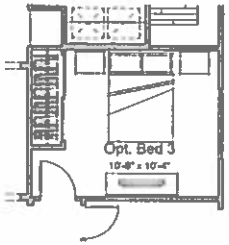

OPTIONAL BED 3

HANFORD - 14

PLAN 1 - FLOOR PLAN

A2.0

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

GROSS S.F.	
FIRST FLOOR	1648 SQ. FT.
TOTAL LIVING	1648 SQ. FT.
GARAGE	468 SQ. FT.

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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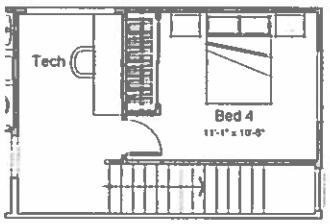

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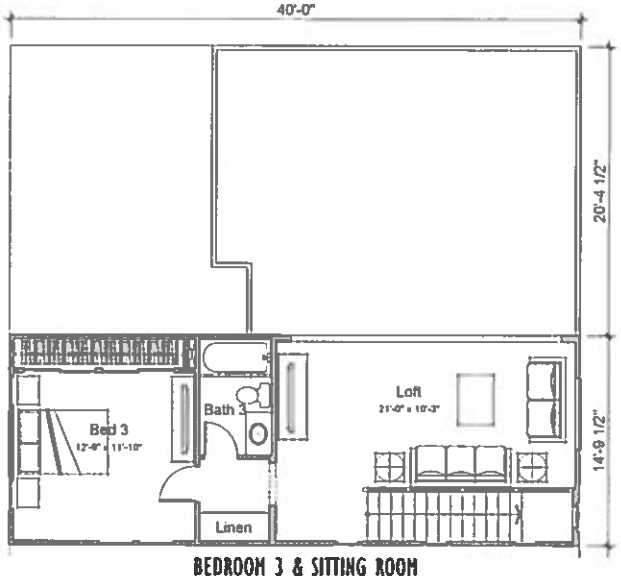
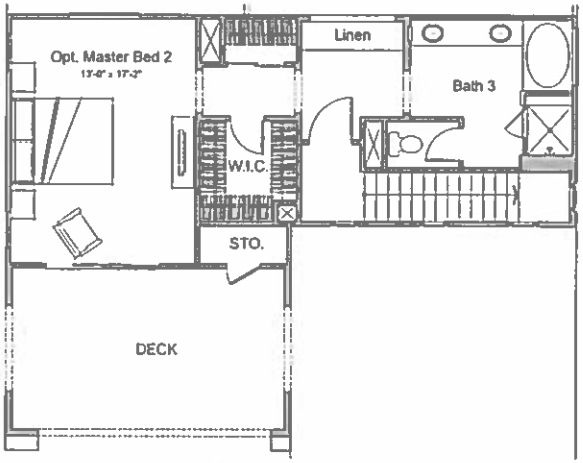
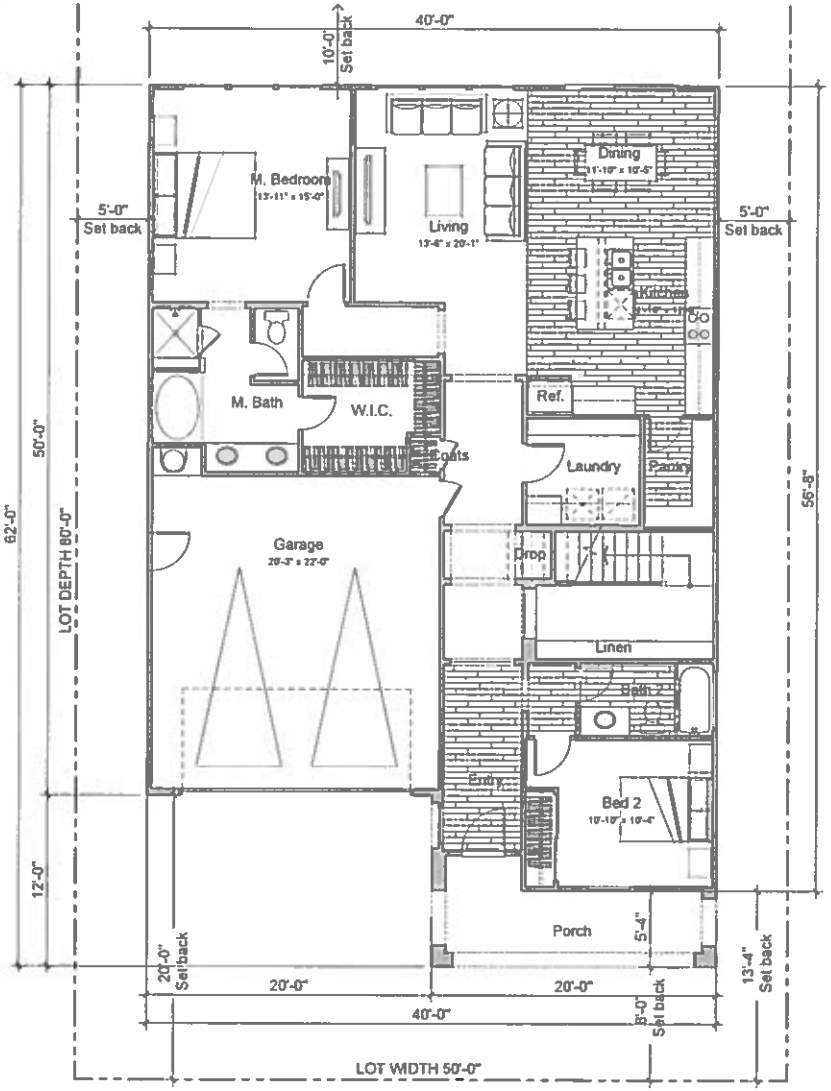


BEDROOM 3 & SITTING ROOM



OPTIONAL MASTER BED 2

SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN IX - FLOOR PLAN

SCALE

A2.1

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

GROSS SF	
FIRST FLOOR	1640 SQ. FT.
SECOND FLOOR	535 SQ. FT.
TOTAL LIVING	2185 SQ. FT.
GARAGE	448 SQ. FT.

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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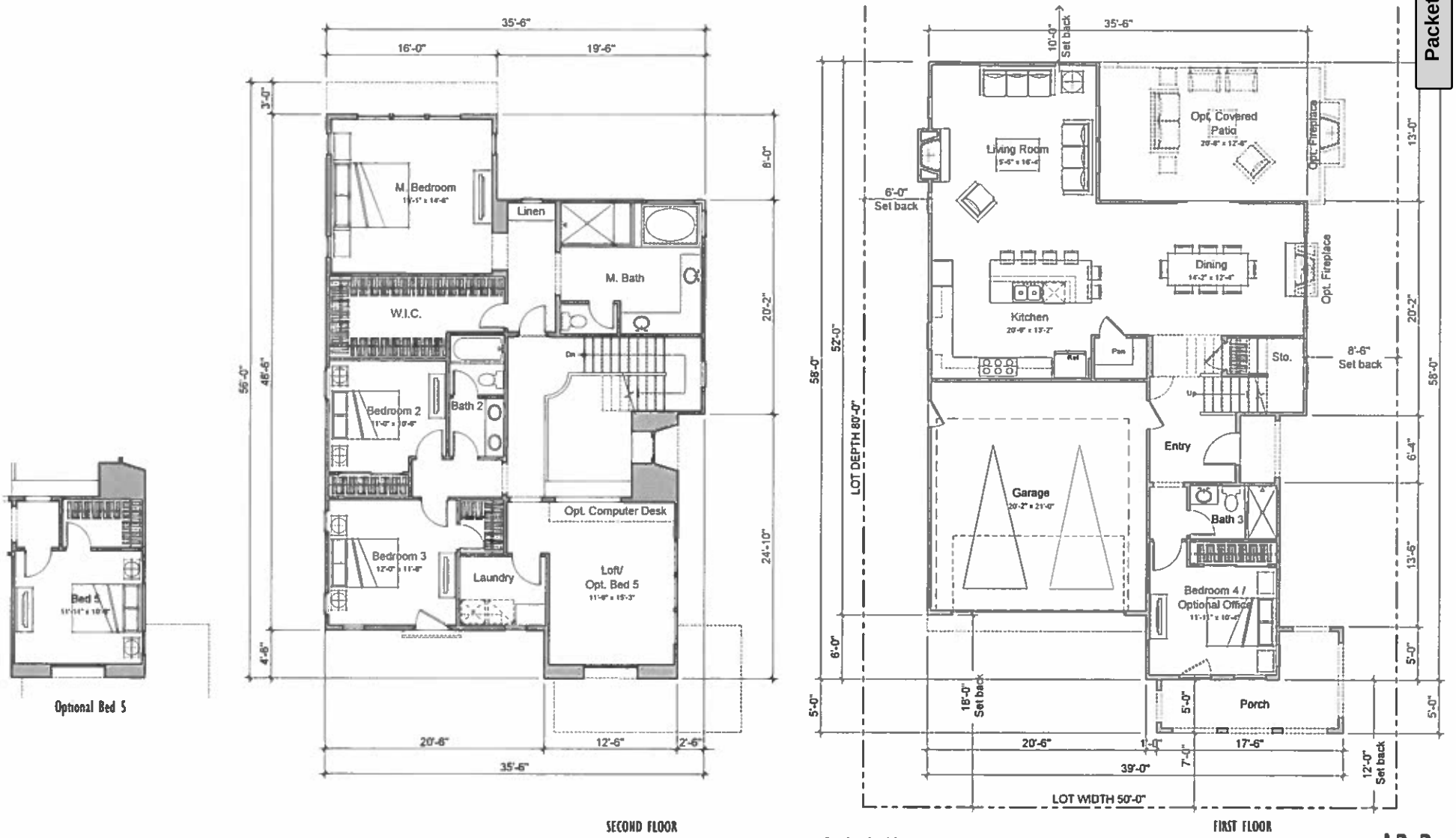

HANFORD - 14

PLAN 2 - FLOOR PLAN

A2.2

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.

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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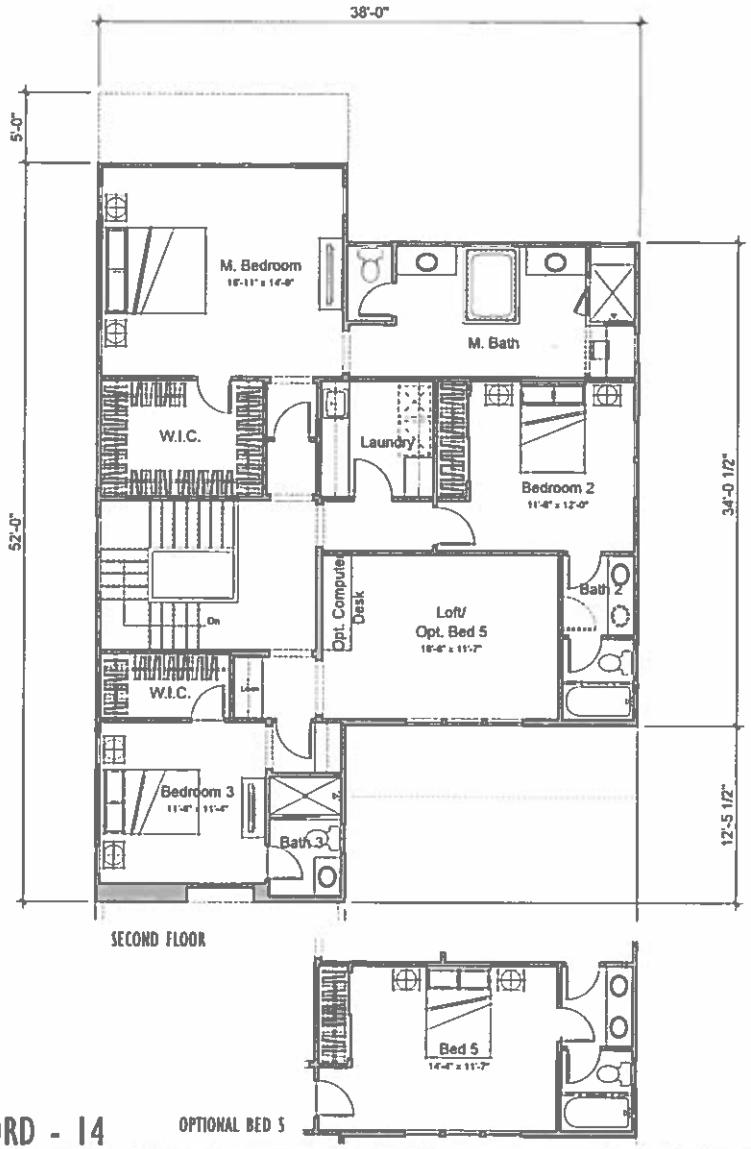

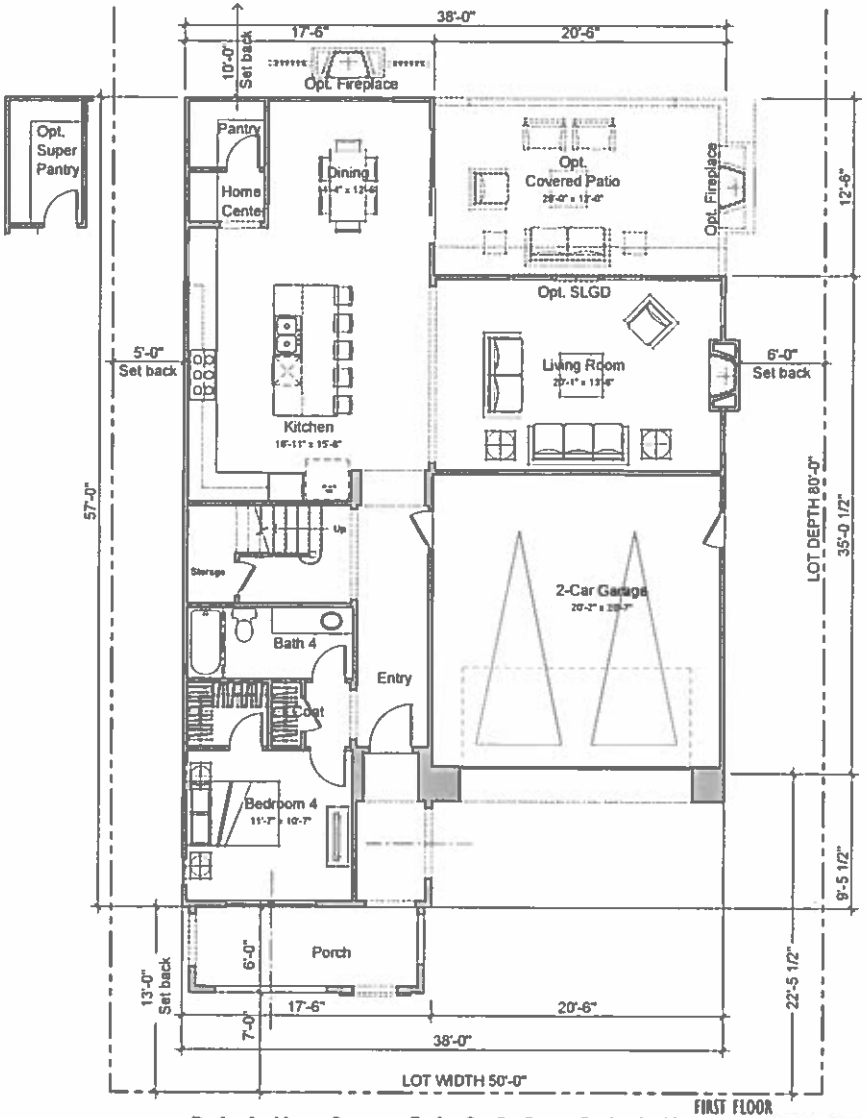

HANFORD - 14

PLAN 3 - FLOOR PLAN

A2.3

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

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

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HANFORD - 14

PLAN 1 - TUSCAN FARMHOUSE

A3.0

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

HANFORD, CALIFORNIA
KTGY # 20150973

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REAR

RIGHT

FRONT

LEFT

HANFORD - 14

PLAN 1 - TUSCAN FARMHOUSE A3.1

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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HANFORD - I4

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

PLAN I - ADOBE RANCH

HANFORD, CALIFORNIA
RTGT # 20150973

Plot Date:

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

A3.2

HANFORD - 14

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

PLAN 1 - SPANISH - A

HANFORD, CALIFORNIA
KTGY # 20150973

Plan Date:

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Irvine, CA 92614
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A3.3

HANFORD - 14

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

PLAN 1 - SPANISH - B

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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

A3.4

HANFORD - 14

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

PLAN 1 - SPANISH - C

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

Architecture + Planning
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Irvine, CA 92614
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A3.5

HANFORD - 14

PLAN 2 - TUSCAN FARMHOUSE A3.6

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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REAR

RIGHT

FRONT

LEFT

HANFORD - 14

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

PLAN 2 - TUSCAN FARMHOUSE A3.7

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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HANFORD - 14

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

PLAN 2 - ADOBE RANCH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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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
RTGY # 10150973

Per Date

Architecture + Planning
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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

Plot Date:

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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 - TUSCAN FARMHOUSE A3.11

HANFORD, CALIFORNIA
KTGY # 20150973

Plan Date:

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Irvine, CA 92614
949 851 2133 / ktgy.com

ktgy

HANFORD - 14

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

PLAN 3 - ADOBE RANCH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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

A3.12

HANFORD - 14

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

PLAN 3 - SPANISH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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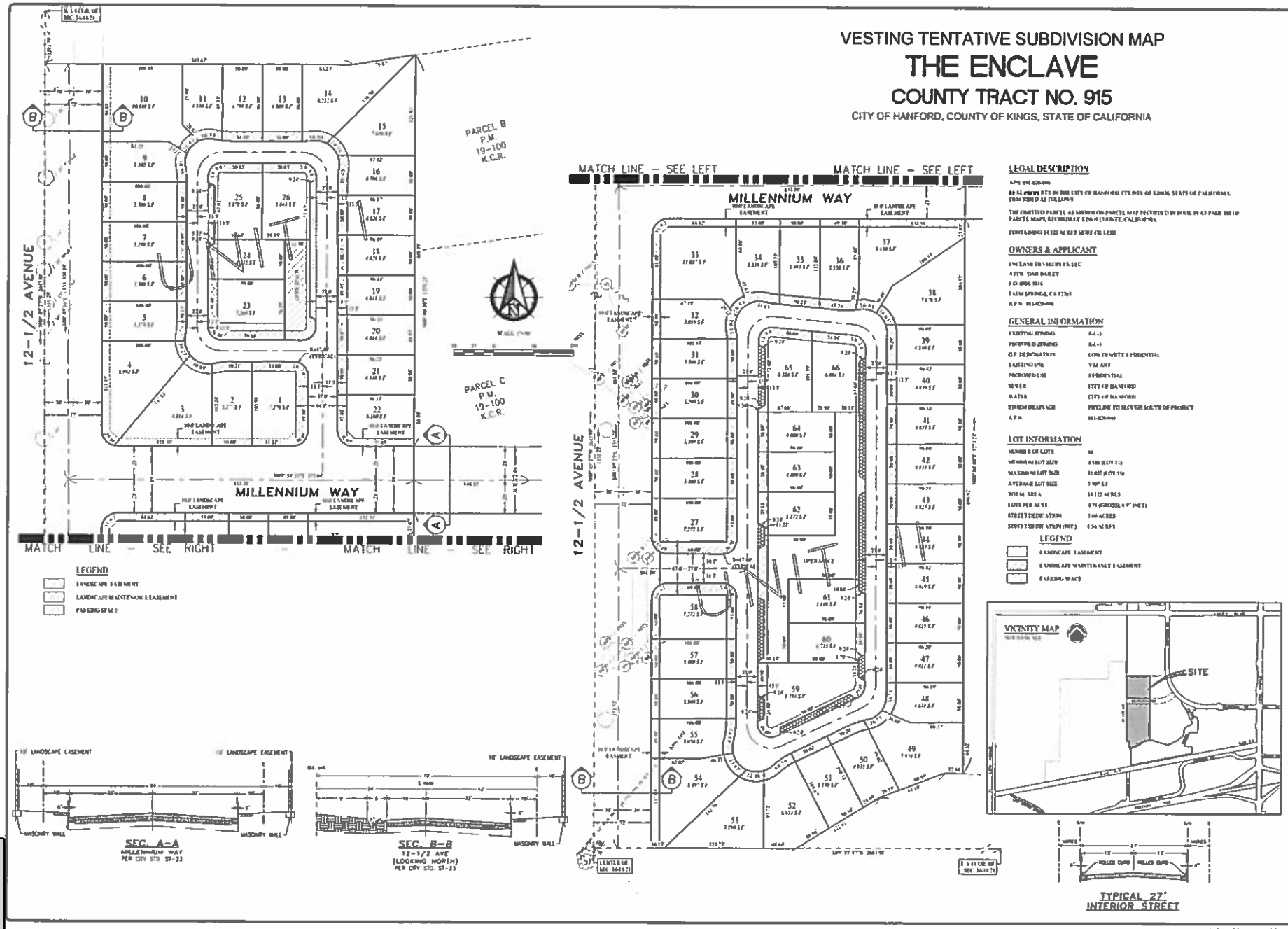
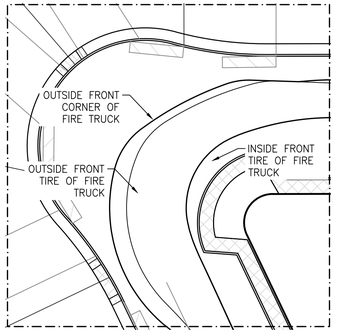
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com

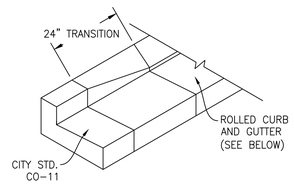
A3.13


VESTING TENTATIVE SUBDIVISION MAP
THE ENCLAVE
COUNTY TRACT NO. 915
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA
MILLENNIUM WAY
12-1/2 AVENUE
MATCH LINE - SEE RIGHT
MATCH LINE - SEE LEFT
PARCEL B P.M. 19-100 K.C.R.
PARCEL C P.M. 19-100 K.C.R.
LEGAL DESCRIPTION
OWNERS & APPLICANT
GENERAL INFORMATION
LOT INFORMATION
LEGEND
LANDSCAPE EASEMENT
LANDSCAPE MAINTENANCE EASEMENT
PARKING SPACE
VICINITY MAP
SITE
TYPICAL 27' INTERIOR STREET
SEC. A-A
MILLENNIUM WAY
PER DRY STD. S1-23
SEC. B-B
12-1/2 AVE
(LOOKING NORTH)
PER DRY STD. S1-23
MASONRY WALL
10' LANDSCAPE EASEMENT
ENCLAVE DEVELOPERS, LLC
VESTING TENTATIVE SUBDIVISION MAP
COUNTY TRACT No. 915
THE ENCLAVE
50' x 80' LOTS
CIVIL ENGINEERS
ZUMWALT HANSEN INC
LAND SURVEYORS

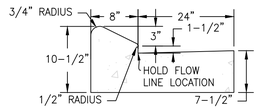
DETAIL

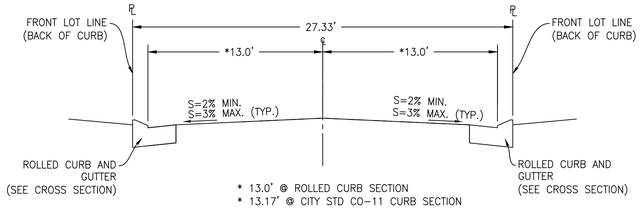


TRANSITION SECTION



CROSS SECTIONS





INTERIOR STREETS

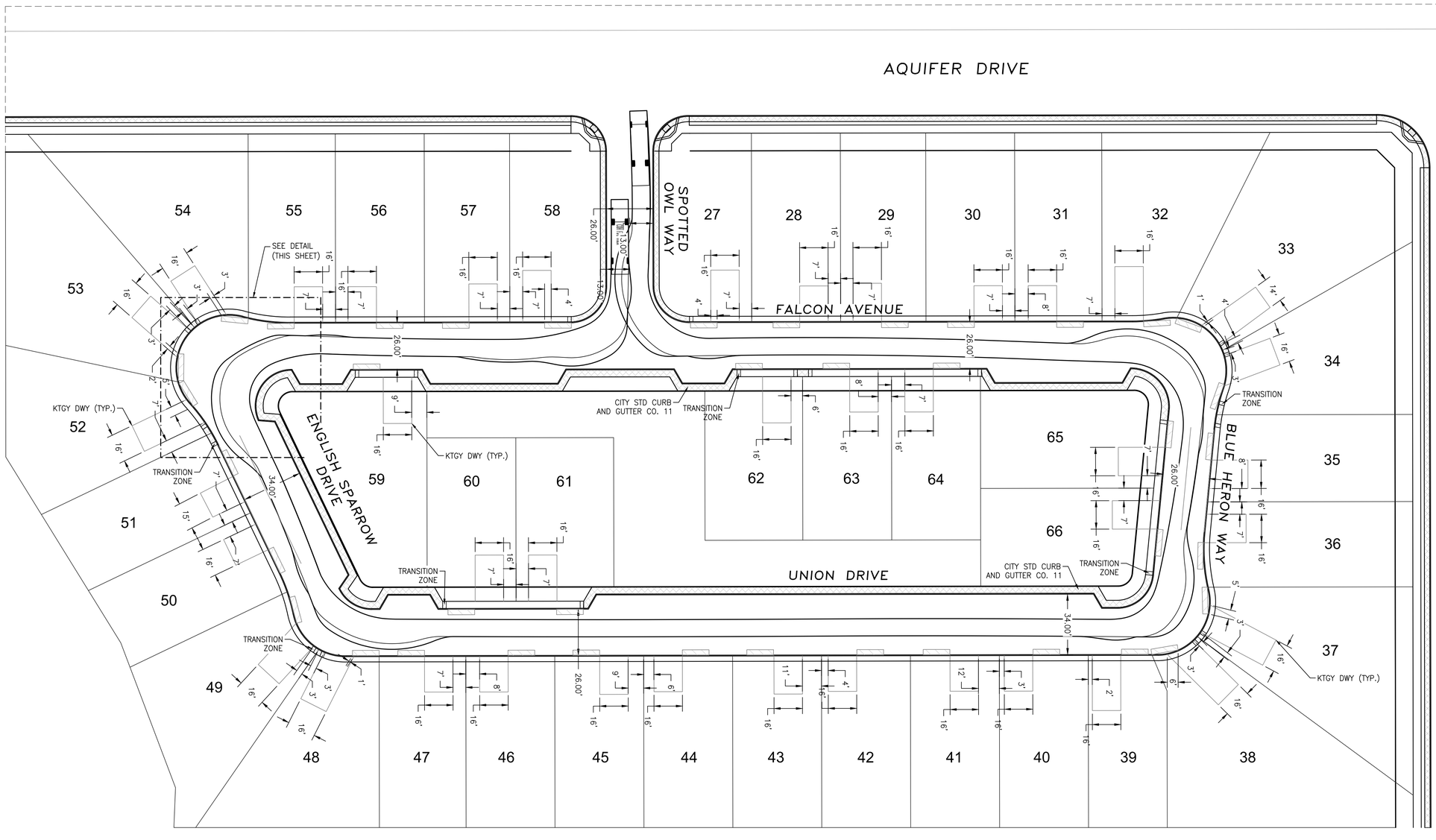
NOT TO SCALE

SCHEMATIC OF SITE PLAN

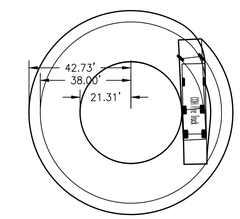
COUNTY TRACT NO. 915
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, A PLANNED UNIT DEVELOPMENT

NOTE

"This Exhibit is for reference only, Construction drawings subject to change upon final design and City of Hanford plan review".



PATH OF TRAVEL



PATH OF TRAVEL: INFORMATION FURNISHED BY THE HANFORD FIRE DEPARTMENT DAVID SUMAYA

NOTES:

- DRIVEWAY LOCATION AND DIMENSIONS PER KTGY SITE PLAN
- FOR SIMPLICITY THE CURB TO CURB WIDTH IS CONSERVATIVELY SHOWN AS 26.0' IN ALL LOCATIONS EVEN THOUGH IT IS SLIGHTLY WIDER IN SOME LOCATIONS.

LEGEND

- DESIGNATED REFUSE CAN PICK UP AREA (15' WIDE AND 3' DEEP)
- PORTION OF THE CURB THAT'S CITY STD. CO-11
- TRANSITION SECTION (SEE DETAIL)

SCALE: 1"=30'

30 15 0 30 60

No.	Revisions	Date
1	Curb Areas, Relief Curb Detail	07/08/19
2	Addl. Sheet, Details, Transition Section	07/18/19

HOLLY HILLS GROUP
480 E. BOGERT TRAIL
PALM SPRINGS, CA 92264

PRELIMINARY
FOR REVIEW ONLY

SCHEMATIC OF REFUSE CONTAINER LOCATIONS AND FIRE ENGINE TRACK
COUNTY TRACT No. 915

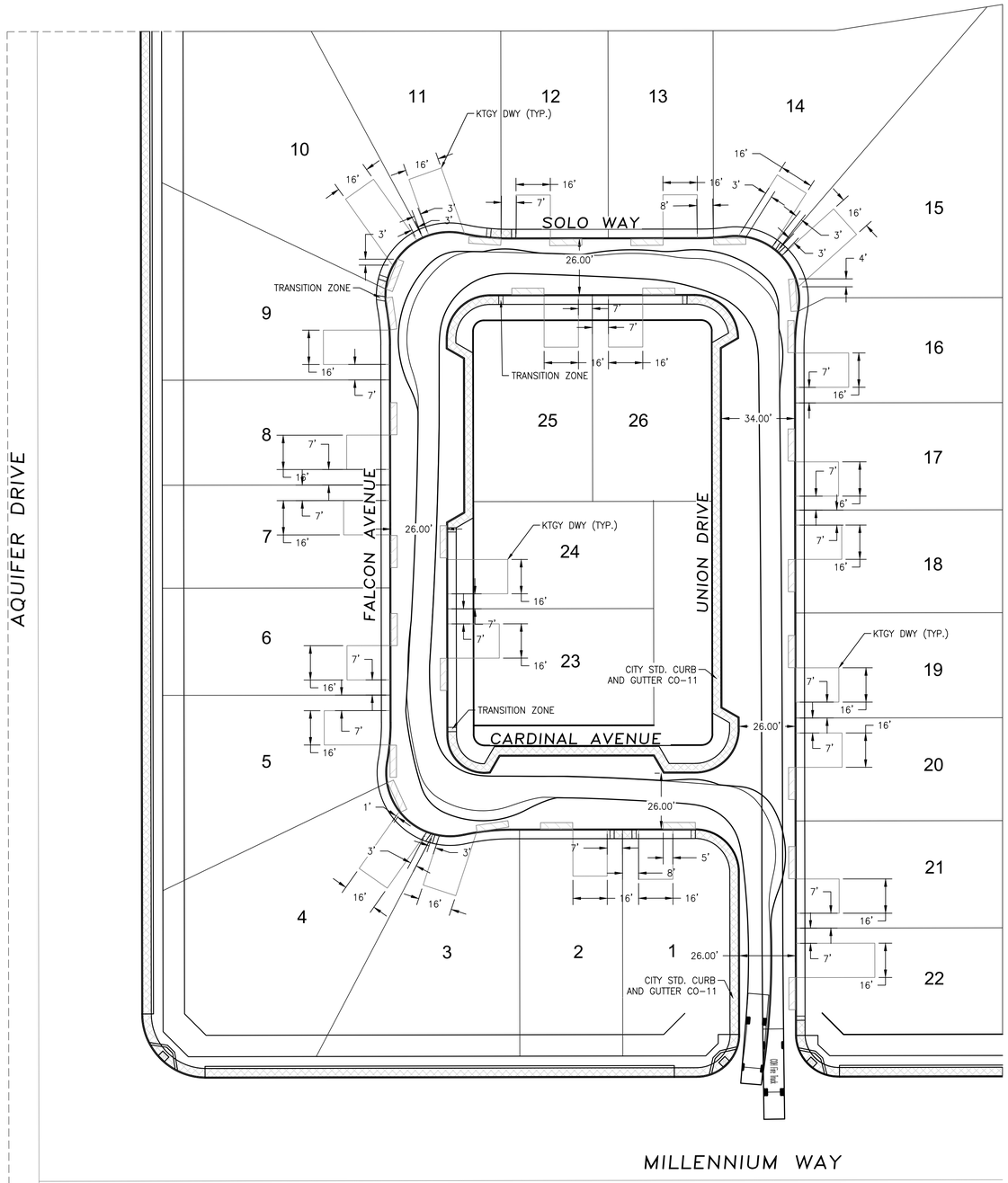
CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

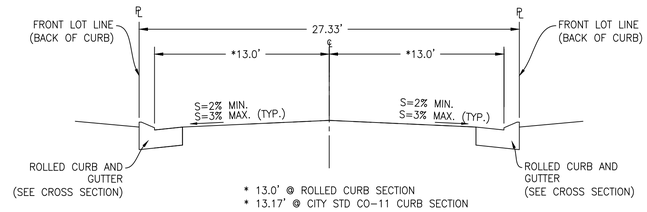
DRAWN BY:	JTZ
CHECKED BY:	JZ
INDEXED BY:	
DATE:	07/18/2019
JOB NO.:	0752711
SHEET:	1 OF 2

Attachment: Attachment 3 - Vehicle Track Plan (Planned Unit Development No. 2018-01 Amendment #1)

SCHEMATIC OF SITE PLAN

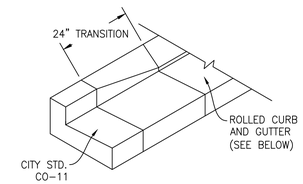
COUNTY TRACT NO. 915
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, A PLANNED UNIT DEVELOPMENT



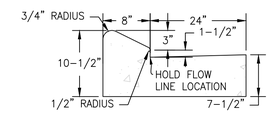


INTERIOR STREETS
NOT TO SCALE

TRANSITION SECTION

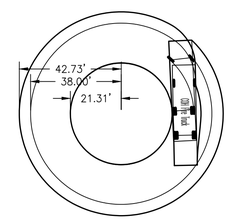


CROSS SECTIONS



NOTE
"This Exhibit is for reference only, Construction drawings subject to change upon final design and City of Hanford plan review".

PATH OF TRAVEL



PATH OF TRAVEL: INFORMATION FURNISHED BY THE HANFORD FIRE DEPARTMENT DAVID SUMAYA

NOTES:
- DRIVEWAY LOCATION AND DIMENSIONS PER KTGY SITE PLAN
- FOR SIMPLICITY THE CURB TO CURB WIDTH IS CONSERVATIVELY SHOWN AS 26.0' IN ALL LOCATIONS EVEN THOUGH IT IS SLIGHTLY WIDER IN SOME LOCATIONS.

LEGEND
- DESIGNATED REFUSE CAN PICK UP AREA (15' WIDE AND 3' DEEP)
- PORTION OF THE CURB THAT'S CITY STD. CO-11
- TRANSITION SECTION (SEE DETAIL), TYPICALLY 2' IN LENGTH

SCALE: 1"=30'
30 15 0 30 60

No.	Revisions	Date
1	Curb Areas, Rolled Curb Detail	07/08/19
2	Addl. Sheet, Details, Transition Section	07/18/19

HOLLY HILLS GROUP
480 E. BOGERT TRAIL
PALM SPRINGS, CA 92264

PRELIMINARY
FOR REVIEW ONLY

SCHEMATIC OF REFUSE CONTAINER LOCATIONS AND FIRE ENGINE TRACK
COUNTY TRACT No. 915

CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
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Hanford, CA 93230
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Attachment: Attachment 3 - Vehicle Track Plan (Planned Unit Development No. 2018-01 Amendment #1)

Addendum No. 1 to
Initial Study/ Mitigated Negative Declaration No. 2018-06
Planned Unit Development No. 2018-01 Amendment #1
August 13, 2019

Overview

On June 26, 2018 the City of Hanford Planning Commission approved Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915, for which an initial study was prepared and Mitigated Negative Declaration No. 2018-06 was adopted. A Notice of Determination was filed with Kings County on July 3, 2019. A request to amend Planned Unit Development No. 2018-01 was received on April 29, 2019, proposing the following changes:

1. The proposal for a rolled curb throughout the subdivision

2. A slight reduction in lot widths– the lot widths are less than those permitted under the originally approved planned unit development

3. Lot configuration changes to interior corner lots – specifically lots 10 – 11, 33 – 34, 37 – 38, and 48 – 49

Staff determined an addendum to Initial Study and Mitigated Negative Declaration No. 2014-02 would adequately address the amendments proposed under Planned Unit Development No. 2018-01 Amendment #1.

Purpose of an Addendum

The purpose of this addendum is to demonstrate that the addition of the TDSX unit proposed under Conditional Use Permit No. 2018-04 would not result in any of the conditions under which a subsequent Environmental Impact Report (EIR) or Negative Declaration would be required pursuant to Public Resources Code Section 21166 or CEQA Guidelines Sections 15162 and 15164.

CEQA and the CEQA Guidelines establish the type of environmental documentation that is required when changes to a project occur or new information arises after an EIR is certified or a Negative Declaration adopted for a project. CEQA Guidelines Section 15162 establishes criteria for determining whether more detailed information, such as the preparation of a Subsequent or Supplemental EIR, is needed, and Section 15164 defines the appropriate use of addendums to previous EIRs and negative declarations.

CEQA Guidelines Section 15162(a) states:

> *When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines on the basis of substantial evidence in the light of the whole record, one or more of the following:*
>
> *(1) Substantial changes are proposed in the project, which will require major revisions in the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*
>
> *(2) Substantial changes occur with respect to the circumstances under which the project is to be undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

(3) New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:

a. The project will have one or more significant effects not discussed in the EIR.

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure; or

d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more effects on the environment but the project proponents decline to adopt the mitigation measure.

CEQA Guidelines Section 15164(b) states: *"An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred."*

The following analysis demonstrates that the amendments proposed under Planned Unit Development No. 2018-01 Amendment #1 do not raise any new environmental issues and requires only minor changes or additions to the previous Negative Declaration No. 2018-06 to satisfy the requirements of CEQA.

Project Description

<u>Planned Unit Development No. 2018-01 Amendment #1</u>

Planned Unit Development No. 2018-01 Amendment #1 is an amendment to the originally approved Planned Unit Development No. 2018-01. Due to changes to the originally approved planned unit development, the applicant was required to submit an amendment to the planned unit development, which requires approval by the Planning Commission.

Notable changes to the project include:

1. The proposal for a rolled curb throughout the subdivision

2. A slight reduction in lot widths– the lot widths are less than those permitted under the originally approved planned unit development

3. Lot configuration changes to interior corner lots – specifically lots 10 – 11, 33 – 34, 37 – 38, and 48 – 49

<u>Conformance with the Standards of the R-L-5 Zone District, with approval of Planned Unit Development No. 2018-01 Amendment #1.</u>

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	Original PUD	Amendment #1
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)	4,521 square feet – lot 24 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)	31.05 feet curve length – lot 10; minimum 30 feet requested
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots	Requesting minimum 48 feet; and minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth	No deviation requested.
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.	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)	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	Rear (one –story) – 10 feet Rear (two-story) – 10 feet No structure – including accessory structures shall be permitted to encroach into the 10 ft. rear-yard setback
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)
Patio	17.50.170 Exceptions in building setback A. architectural features, including without	Patios shall be setback 10 feet from the front property line	Patios shall be setback 10 feet from the front property line

Attachment: Attachment 4 - Addendum No. 1 (Planned Unit Development No. 2018-01 Amendment #1)

	limitation, sills, chimneys, fireplaces, cornices and eaves, may extend into a required side building setback area, a required rear building setback area, or a space between structures, not more than 36 inches, and may extend into a required front building setback area not more than six feet. No building or projection thereof may extend into a public easement or right-of-way.		
Street Right-of-Way Width	60 feet	27 feet for interior streets	27.33 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-feet requirement. The minimum lot size proposed in the subdivision is 4,521 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 30 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification on the conceptual layout that three refuse bins can be accommodated on site, despite the reduced lot frontage. The vehicle track plan confirms that there are

Lot Width

The applicant requests to deviate from the required 50-foot lot width on interior lots varies by two feet for 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

Attachment: Attachment 4 - Addendum No. 1 (Planned Unit Development No. 2018-01 Amendment #1)

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

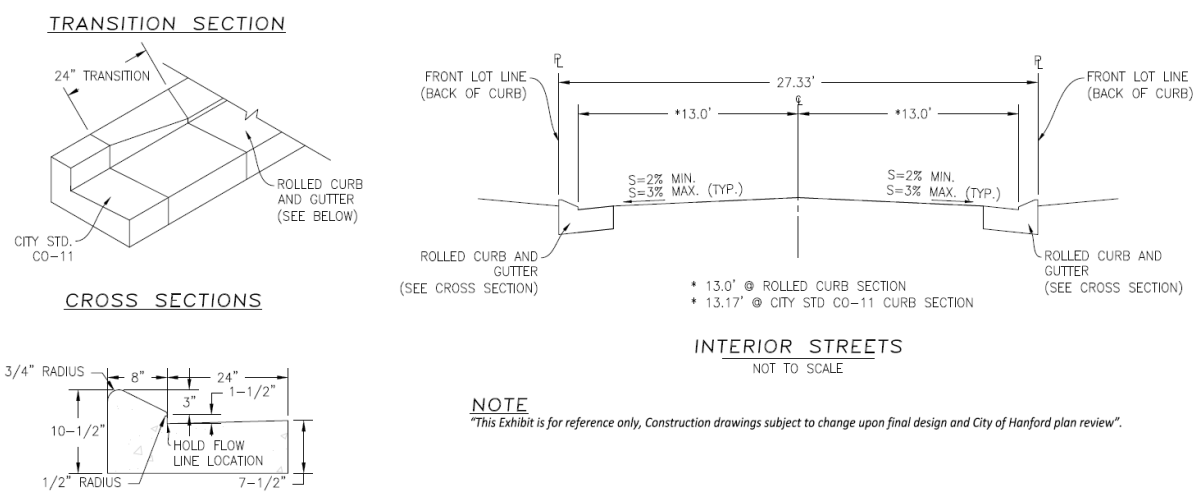
The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The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

Due to the significant reduction in the rear-yard setback, staff recommends a condition of approval to limit any structures, including accessory structures, from being located in the rear 10 foot setback area.

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 27.33-foot wide street with rolled curb, as shown in the cross section below.
Figure 4
Street Cross Section

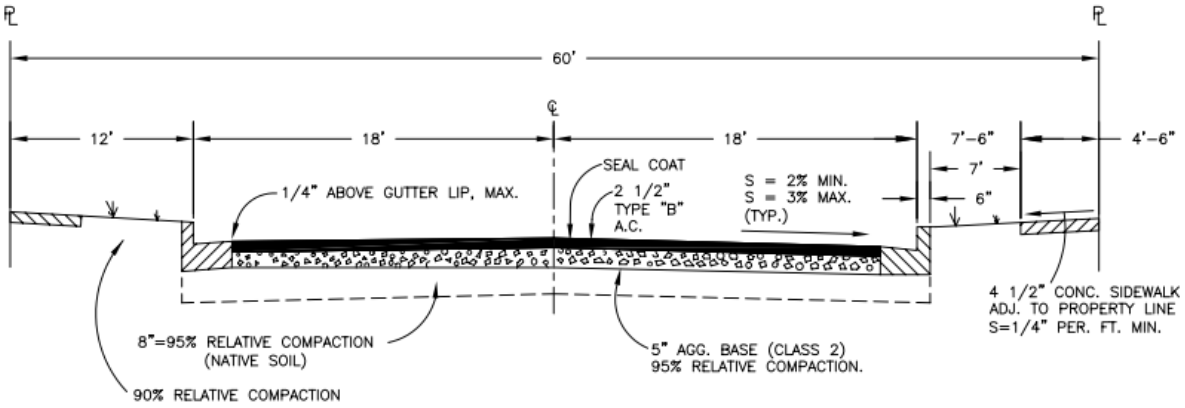


The vehicle track plan shown in Attachment 3, verifies that the street width proposed will not preclude refuse and fire trucks from accessing and navigating through the development.

Attachment: Attachment 4 - Addendum No. 1 (Planned Unit Development No. 2018-01 Amendment #1)

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.

The deviations requested must be approved under Planned Unit Development No. 2018-01 Amendment #1.

Environmental Analysis and Conclusions

The changes proposed to Planned Unit Development do not affect any of the environmental factors evaluated under Mitigated Negative Declaration No. 2018-06.

Conclusion

There is no substantial evidence that approval of Amendment #1 to Planned Unit Development No. 2018-01 would result in new significant environmental impact or impacts that would be more severe than described in the previous Negative Declaration No. 2018-06. Consequently, a subsequent or supplemental EIR or IS/MND is not required.

Attachment: Attachment 4 - Addendum No. 1 (Planned Unit Development No. 2018-01 Amendment #1)

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 GALVAN, seconded by Commissioner HAM, 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-feet 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

Attachment: Signed Resolution No. 2018-15 (PUD 2018-01) (Planned Unit Development No. 2018-01 Amendment #1)

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 font 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.

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☒ 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.

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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.

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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:

   - At least one man door shall be provided - only exterior door(s) are allowed,
   - 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.
   - One-hour rated construction,
   - Fire sprinkler head coverage required,
   - Normal and emergency back-up lighting shall be installed inside the fire riser room,
   - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
   - For existing buildings: please contact the fire department for requirements.

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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.

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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

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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:

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

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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.

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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 12½ 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 coccidiodes immiti, 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 GALVAN, HAM, JOHNSTON, PERICO, SANCHEZ, PADEN
NOES:	Commissioners DOUGLAS
ABSTAIN:	Commissioners NONE
ABSENT:	Commissioners NONE

Attachment: Signed Resolution No. 2018-15 (PUD 2018-01) (Planned Unit Development No. 2018-01 Amendment #1)

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: Signed Resolution No. 2018-15 (PUD 2018-01) (Planned Unit Development No. 2018-01 Amendment #1)

Site Summary

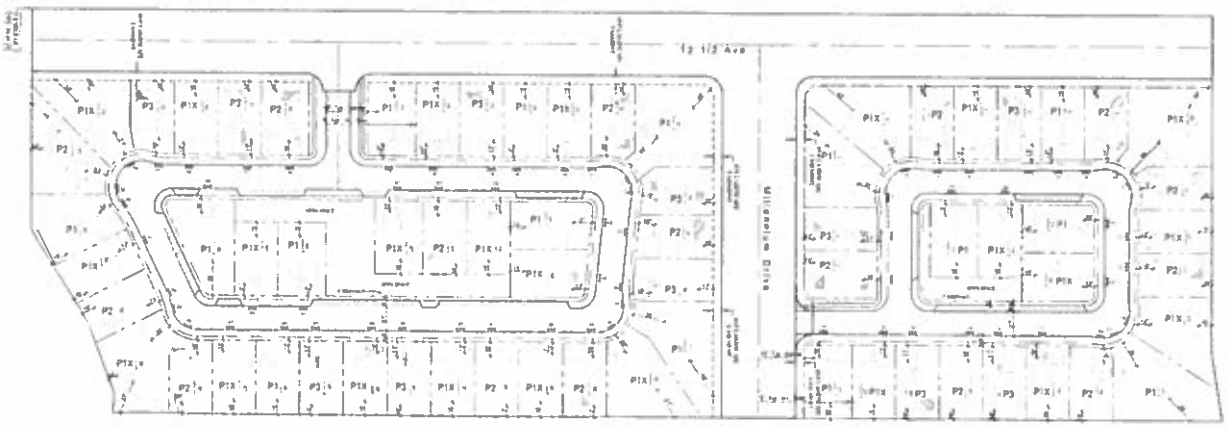
Gross Area:	14.12 ac
Street Dedication:	3.04 ac
Street Dedication (Int.):	1.47 ac
Density:	4.6 du / ac (gross)
	6.8 du / ac (net)

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
460 E. Bogert Trail
Palm Springs, CA 92264

CONCEPTUAL SITE PLAN

HANFORD, CALIFORNIA
KTGY # 20150973
2018-03-22

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

Attachment: Signed Resolution No. 2018-15 (PUD 2018-01) (Planned Unit Development No. 2018-01 Amendment #1)

Exhibit B
Elevations and Floor Plans

Attachment: Signed Resolution No. 2018-15 (PUD 2018-01) (Planned Unit Development No. 2018-01 Amendment #1)

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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SHEET INDEX

ARCHITECTURAL

	COVER SHEET
A0.1	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

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

HANFORD, CALIFORNIA
KTGY # 20150973

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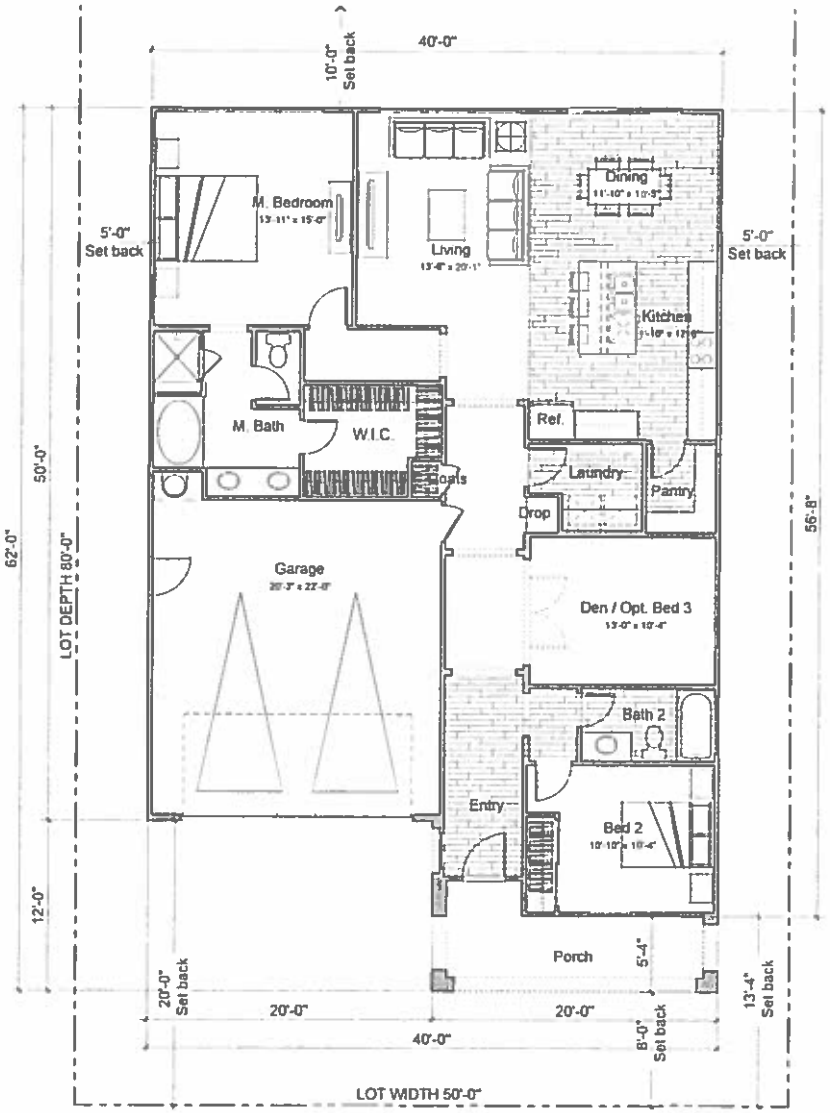

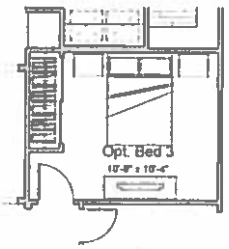

HANFORD - 14

PLAN 1 - FLOOR PLAN

A2.0

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

GROSS SF	
FIRST FLOOR	1646 SQ. FT.
TOTAL LIVING	1646 SQ. FT.
GARAGE	448 SQ. FT.

HANFORD, CALIFORNIA
KTGY # 20150973

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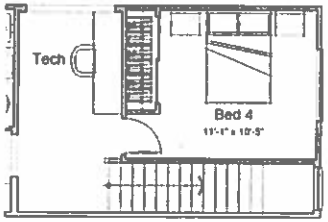
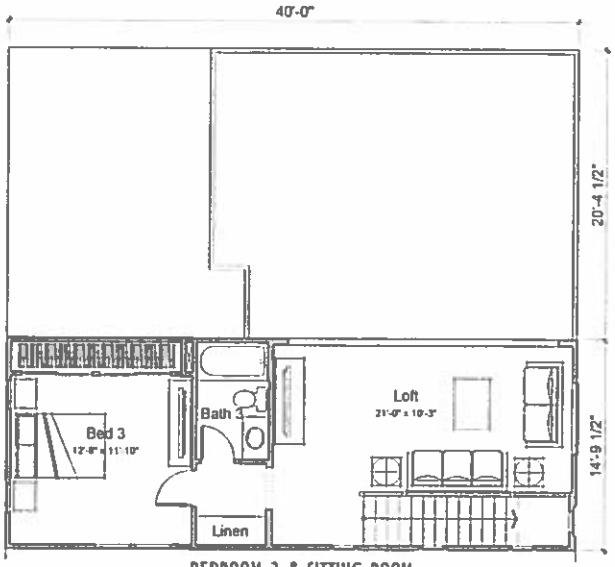
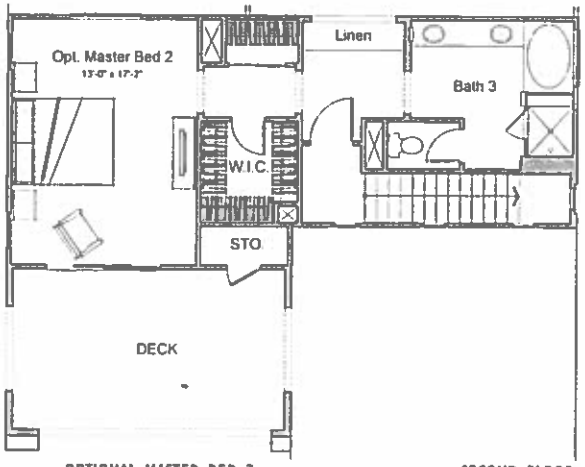


OPTIONAL BED 4

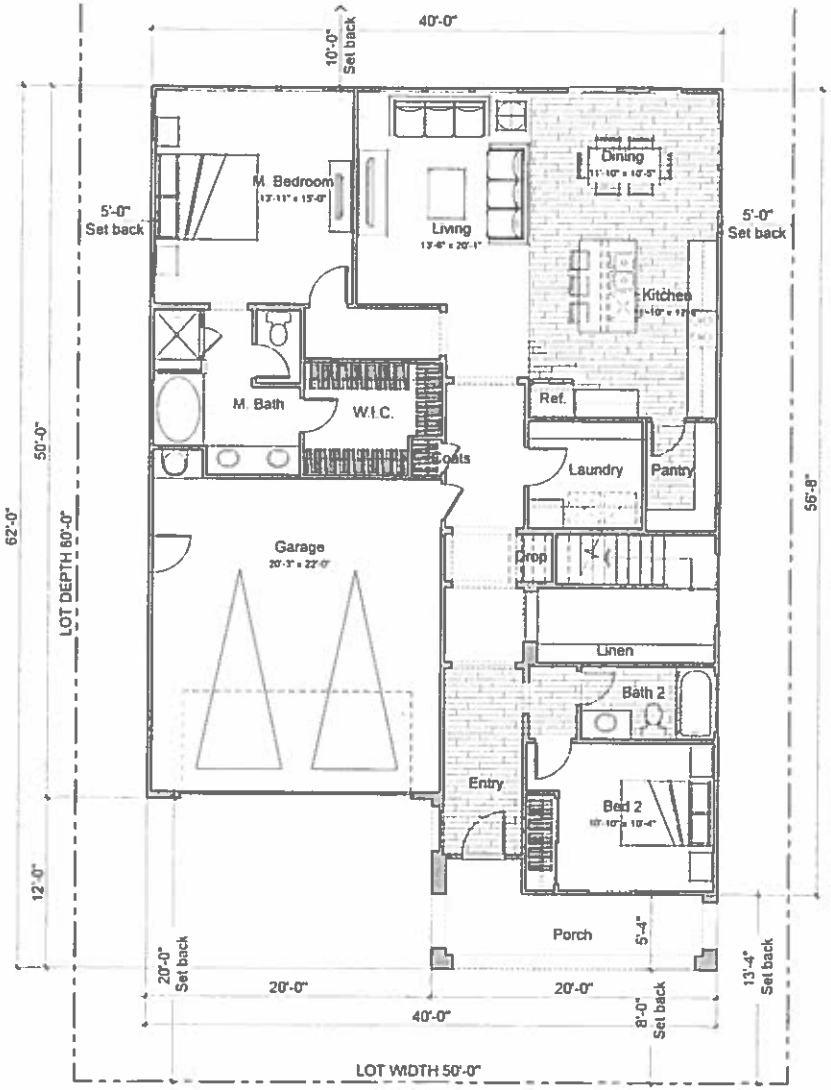


BEDROOM 3 & SITTING ROOM



OPTIONAL MASTER BED 2

SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN IX - FLOOR PLAN

A2.1

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	448 SQ. FT

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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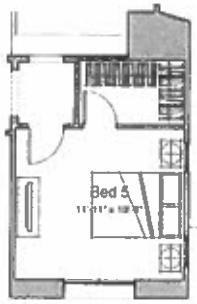
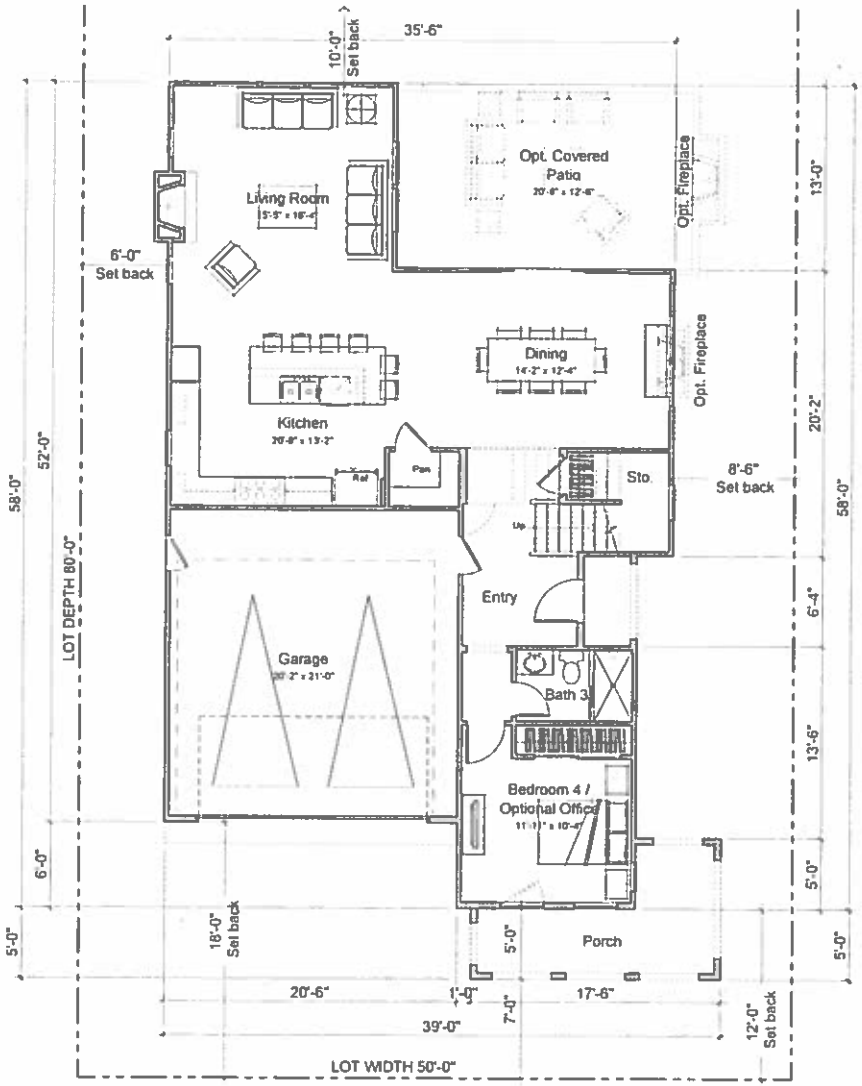


Optional Bed 5

SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN 2- FLOOR PLAN

A2.2

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

HANFORD, CALIFORNIA
KTGY # 20150973

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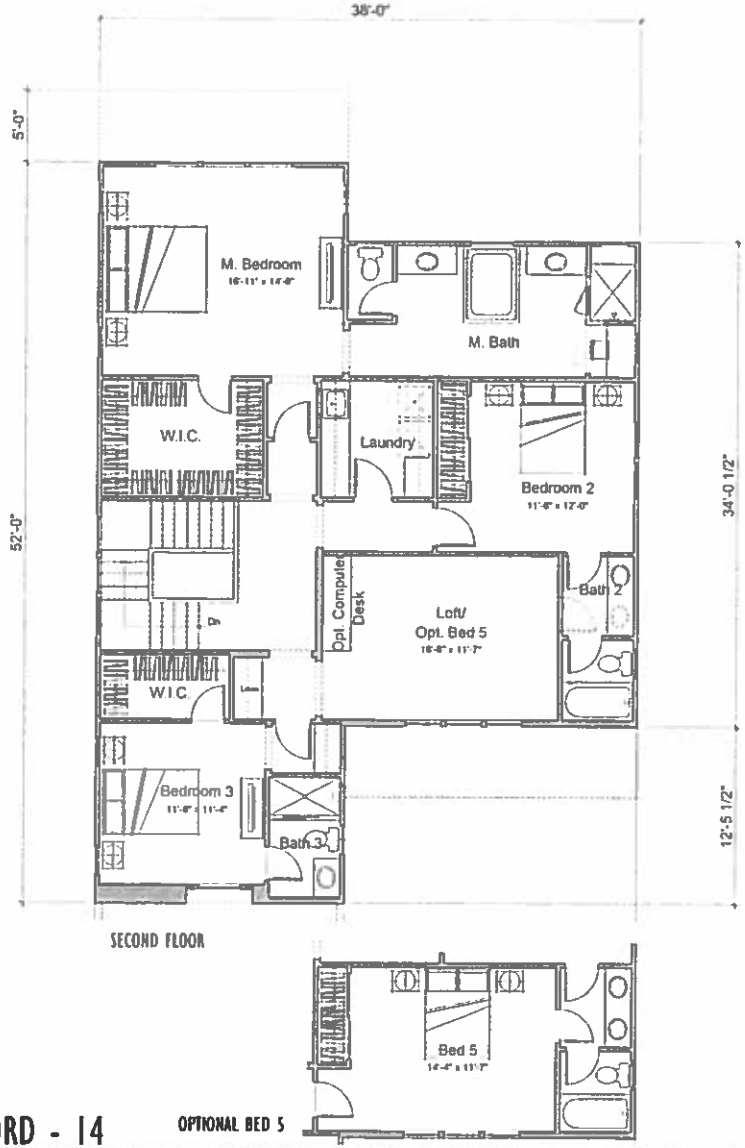
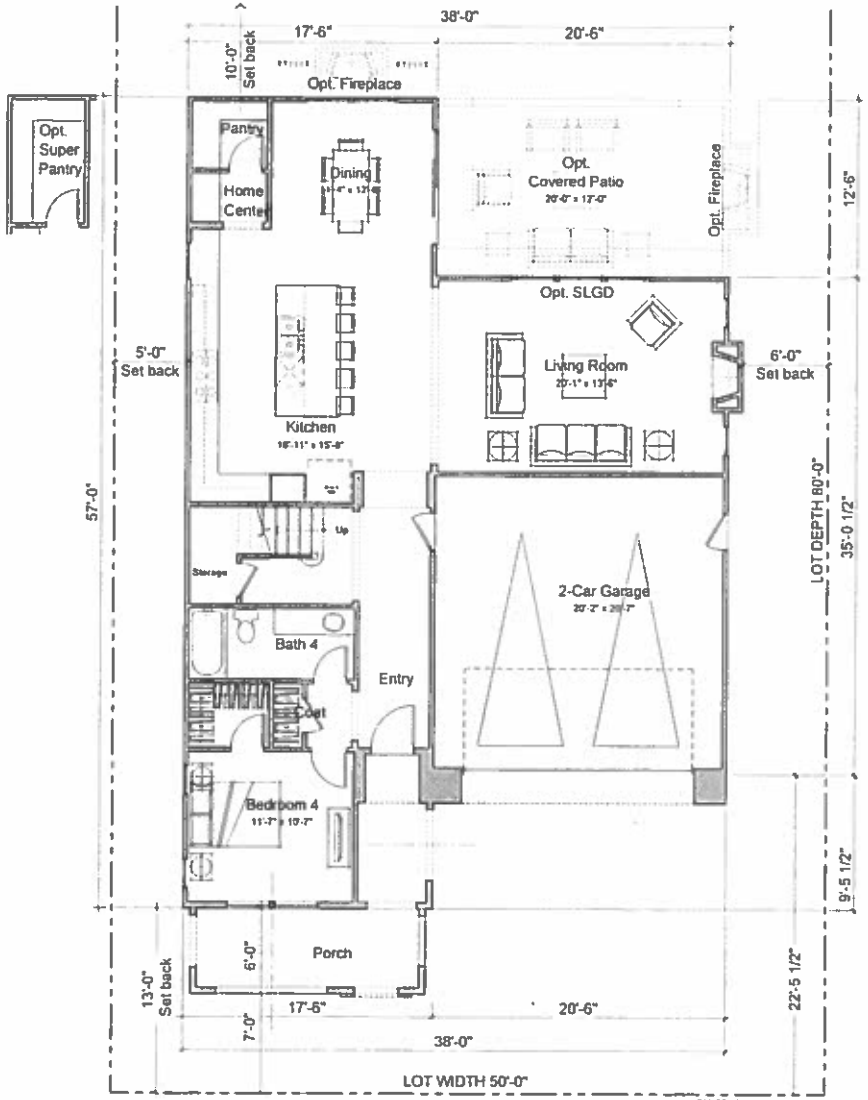


SECOND FLOOR

OPTIONAL BED 5



FIRST FLOOR

HANFORD - 14

PLAN 3 - FLOOR PLAN

A2.3

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

GROSS SF	
FIRST FLOOR	1228 SQ FT
SECOND FLOOR	1504 SQ FT
TOTAL LIVING	2732 SQ FT
OPT COVERED PATIO	256 SQ FT
GARAGE	451 SQ FT

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HANFORD - 14

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

PLAN 1 - TUSCAN FARMHOUSE

A3.0

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KTGY # 20150973

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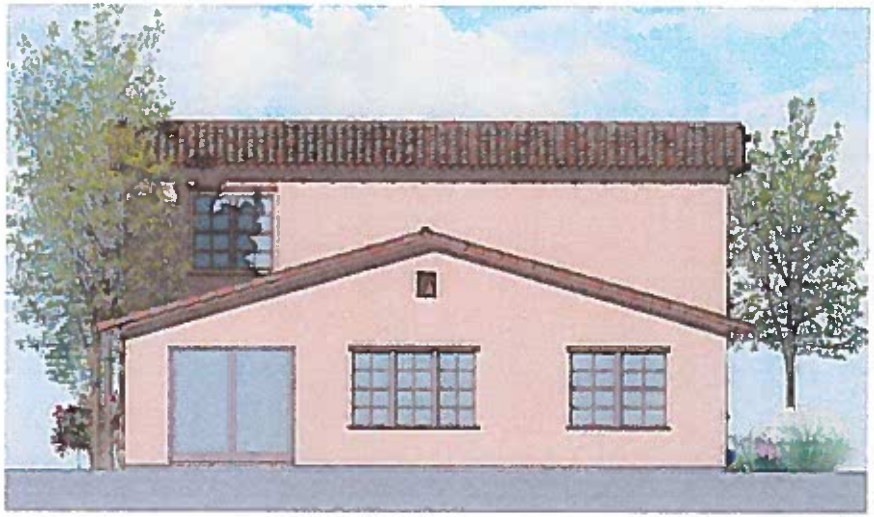
RIGHT



REAR

LEFT

FRONT

HANFORD - 14

PLAN 1 - TUSCAN FARMHOUSE A3.1

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

HANFORD, CALIFORNIA
KTGY # 20150973

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Attachment: Signed Resolution No. 2018-15 (PUD 2018-01) (Planned Unit Development No. 2018-01 Amendment #1)

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

PLAN I - ADOBE RANCH

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KTGY # 20150973

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A3.2

HANFORD - 14

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

PLAN I - SPANISH - A

A3.3

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HANFORD - 14

PLAN 1 - SPANISH - B

A3.4

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

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HANFORD - 14

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

PLAN 1 - SPANISH - C

A3.5

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

PLAN 2 - TUSCAN FARMHOUSE A3.6

HANFORD, CALIFORNIA
KTGY # 20150973

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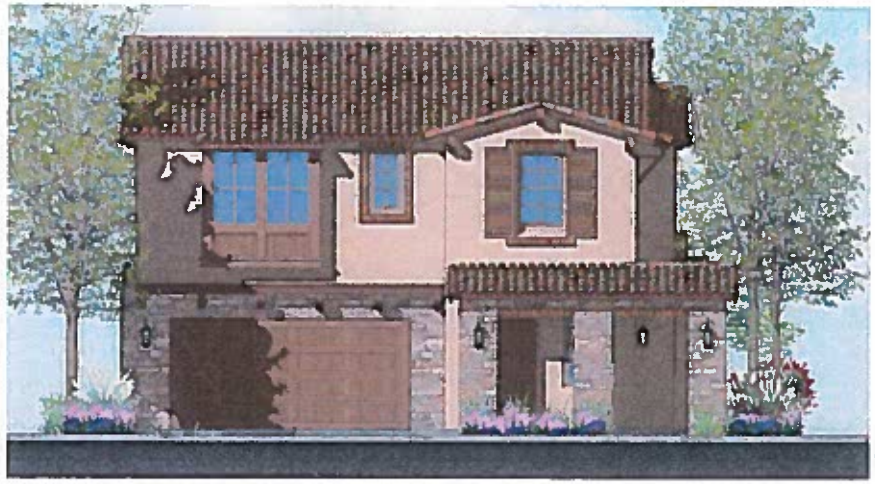
RIGHT

REAR

LEFT



FRONT

HANFORD - 14

PLAN 2 - TUSCAN FARMHOUSE A3.7

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

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HANFORD - 14

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

PLAN 2 - ADOBE RANCH

A3.8

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HANFORD - 14

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

PLAN 2 - SPANISH

HANFORD, CALIFORNIA
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A3.9

HANFORD - 14

PLAN 3 - TUSCAN FARMHOUSE A3.10

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

HANFORD, CALIFORNIA
KTGY # 20150973

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RIGHT

REAR

LEFT

FRONT

HANFORD - 14

PLAN 3 - TUSCAN FARMHOUSE A3.11

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

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

PLAN 3 - ADOBE RANCH

A3.12

HANFORD, CALIFORNIA
KTGY # 20150973

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HANFORD - 14

PLAN 3 - SPANISH

A3.13

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

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KTGY # 20150973

Plot Date:

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Exhibit C
Mitigation Monitoring and Reporting Program

Attachment: Signed Resolution No. 2018-15 (PUD 2018-01) (Planned Unit Development No. 2018-01 Amendment #1)

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 competed, 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, signing, 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 statures 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 PERICO, seconded by Commissioner SANCHEZ, 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. <u>Consistency Finding</u>:

   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

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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.

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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.

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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

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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.

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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 font 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.

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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.

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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.

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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:
   - At least one man door shall be provided - only exterior door(s) are allowed,
   - 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.
   - One-hour rated construction,
   - Fire sprinkler head coverage required,
   - Normal and emergency back-up lighting shall be installed inside the fire riser room,
   - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
   - 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.

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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

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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:

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- 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."

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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

Attachment: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

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.

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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.

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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 12½ 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.

Attachment: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

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

Attachment: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

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: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

Site Summary

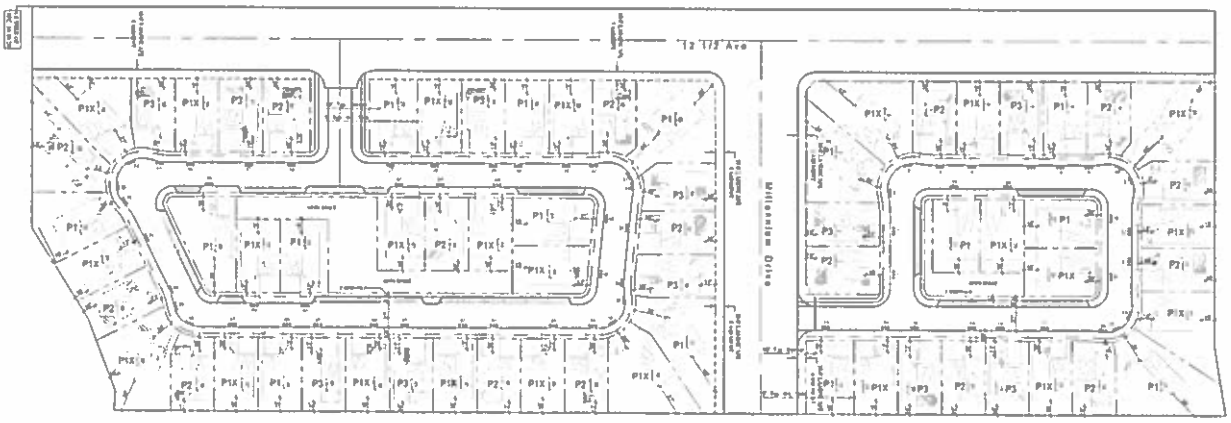
Gross Area:	14.12 ac
Street Dedication:	3.04 ac
Street Dedication (Int.):	1.47 ac
Density:	4.6 du / ac (gross)
	6.8 du / ac (net)

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

Attachment: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

Exhibit B
Elevations and Floor Plans

Attachment: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

HANFORD 14 SITE

OWNER / SUBDIVIDER:

Holly Hills Group

PALM SPRINGS, CA

ARCHITECT:

KTGY

IRVINE, CA

VICINITY MAP N.T.S

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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Attachment: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

SHEET INDEX

ARCHITECTURAL

	COVER SHEET
A0.1	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

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

HANFORD, CALIFORNIA
KTGY # 20150973

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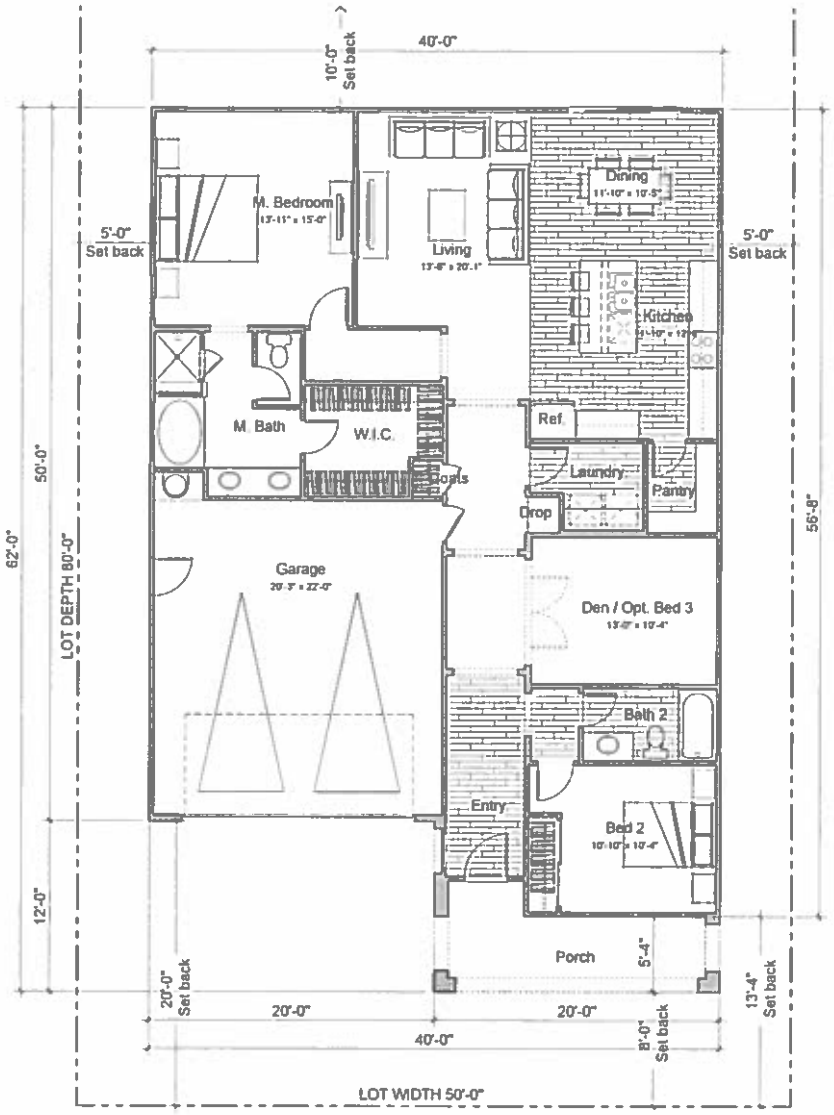

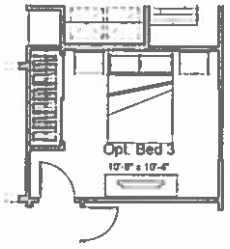

OPTIONAL BED 3

HANFORD - 14

PLAN 1- FLOOR PLAN

A2.0

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.

HANFORD, CALIFORNIA
KTGY # 20150973

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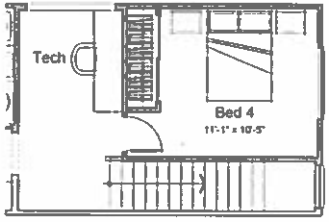

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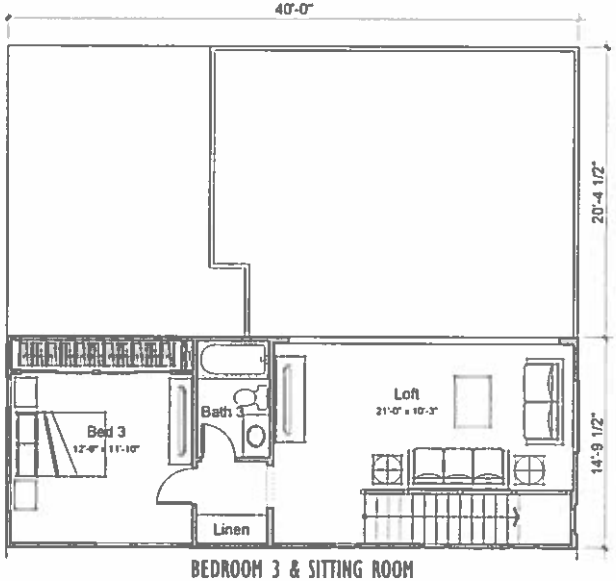
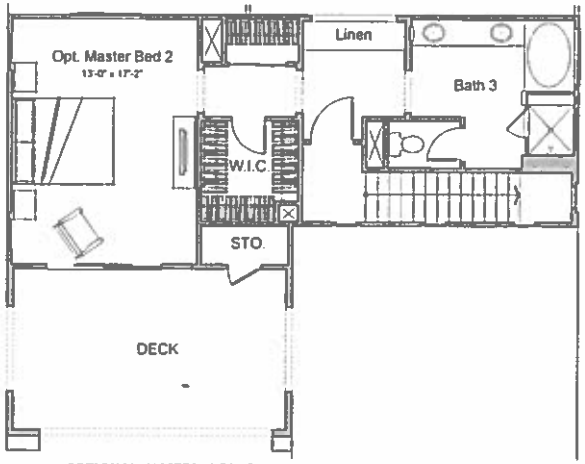
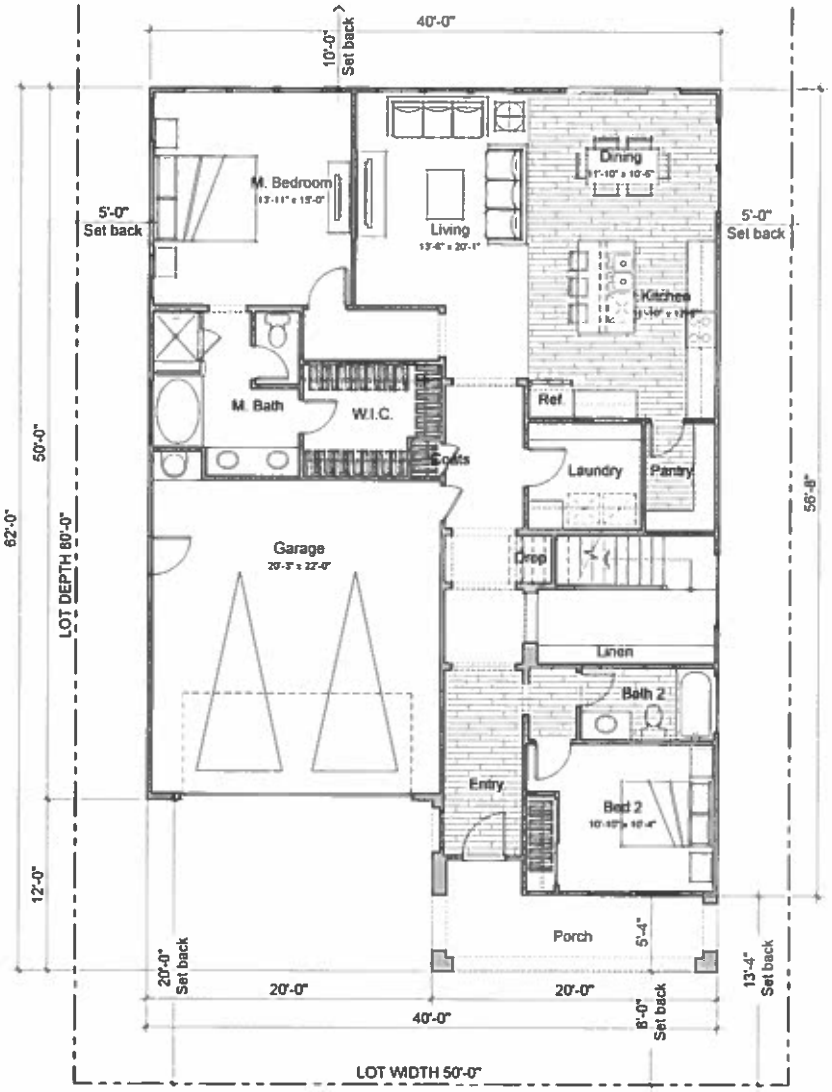


BEDROOM 3 & SITTING ROOM



OPTIONAL MASTER BED 2

SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN IX - FLOOR PLAN

A2.1

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:

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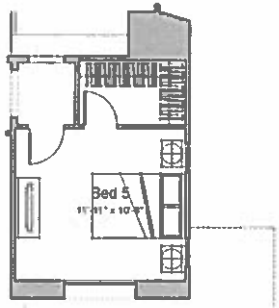

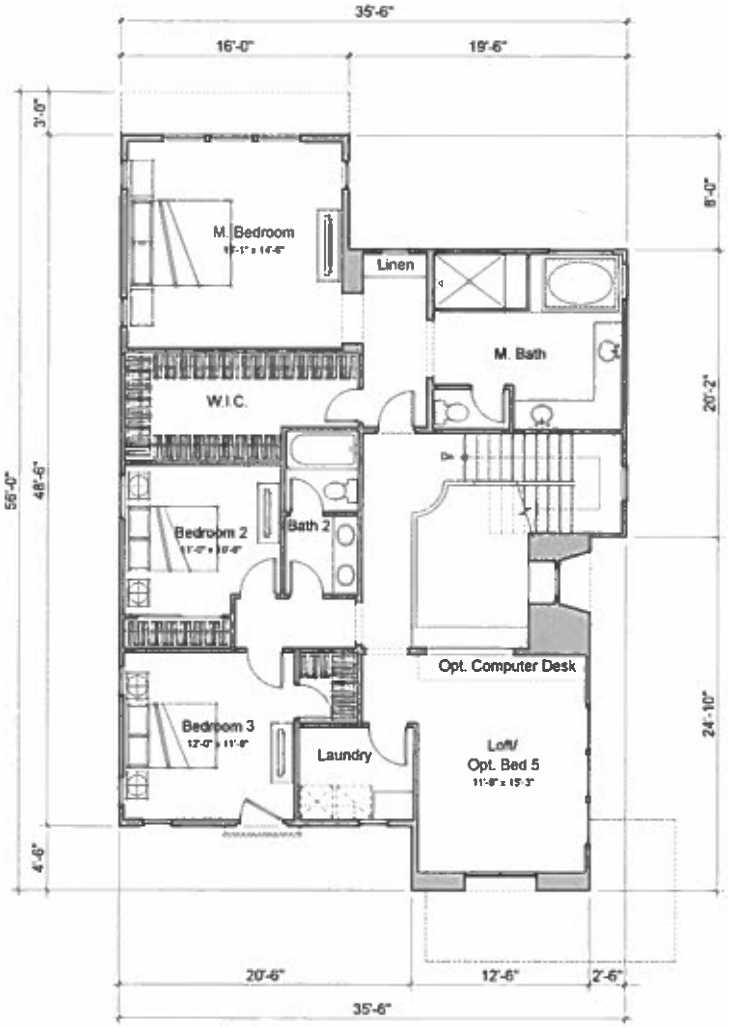

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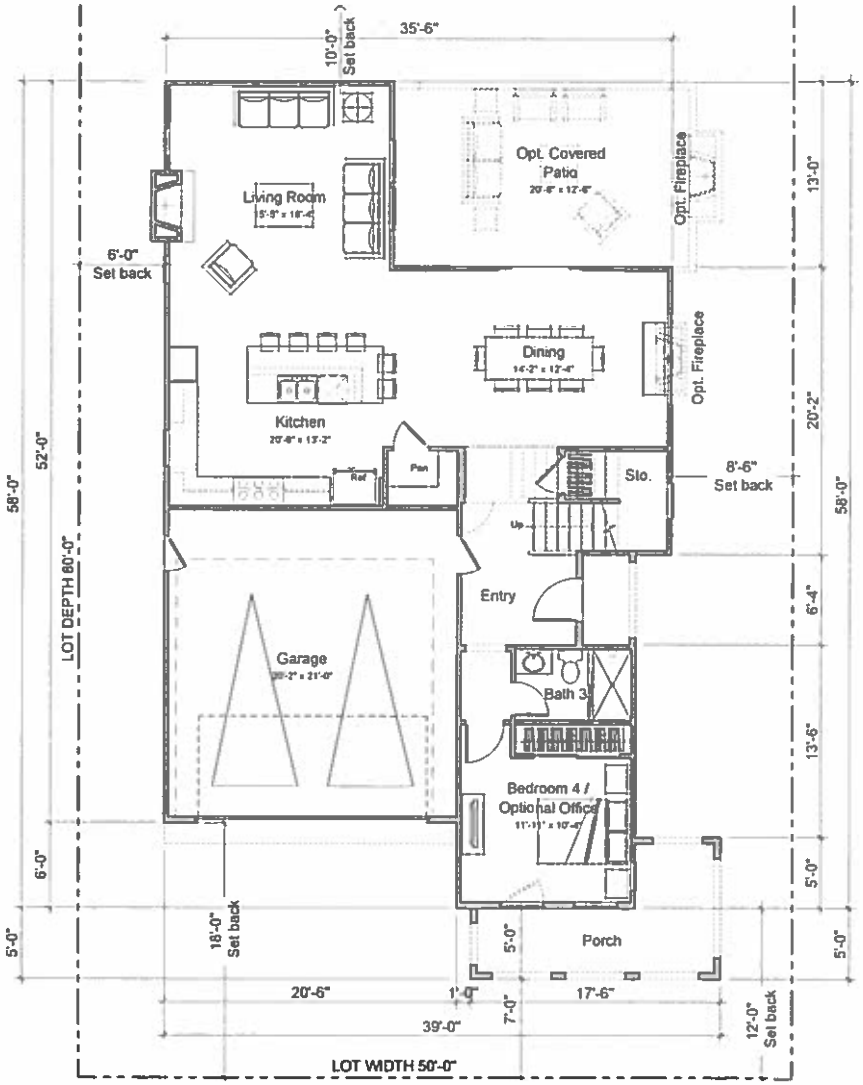

FIRST FLOOR

HANFORD - 14

PLAN 2 - FLOOR PLAN

SCALE

A2.2

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

CROSS 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.

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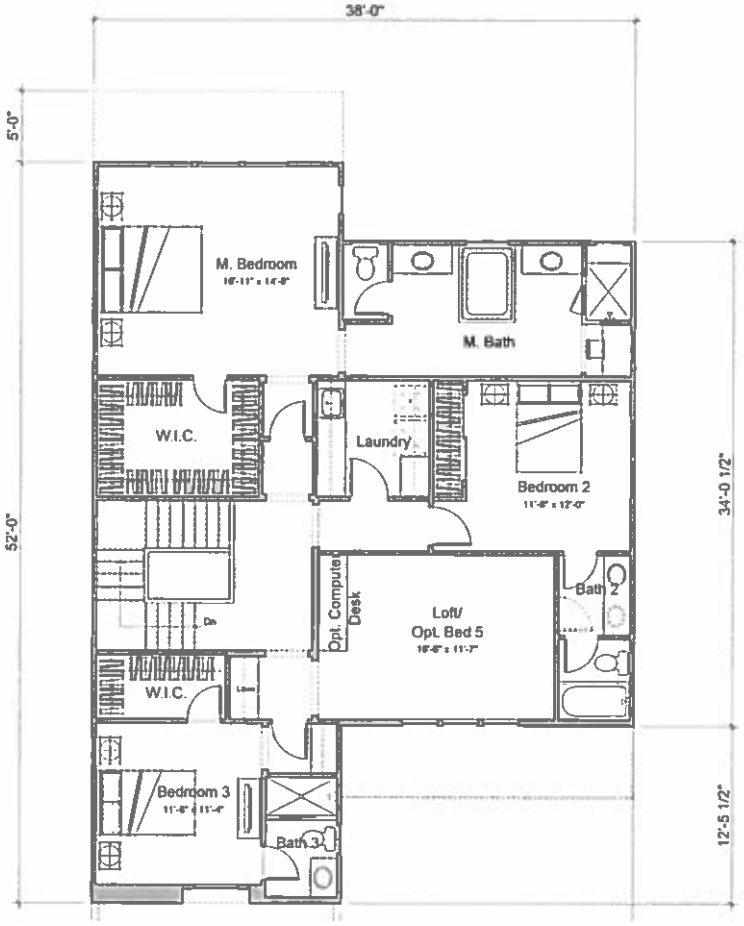
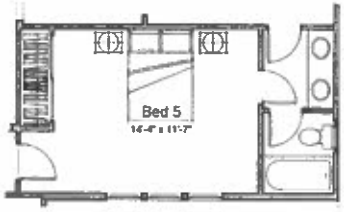
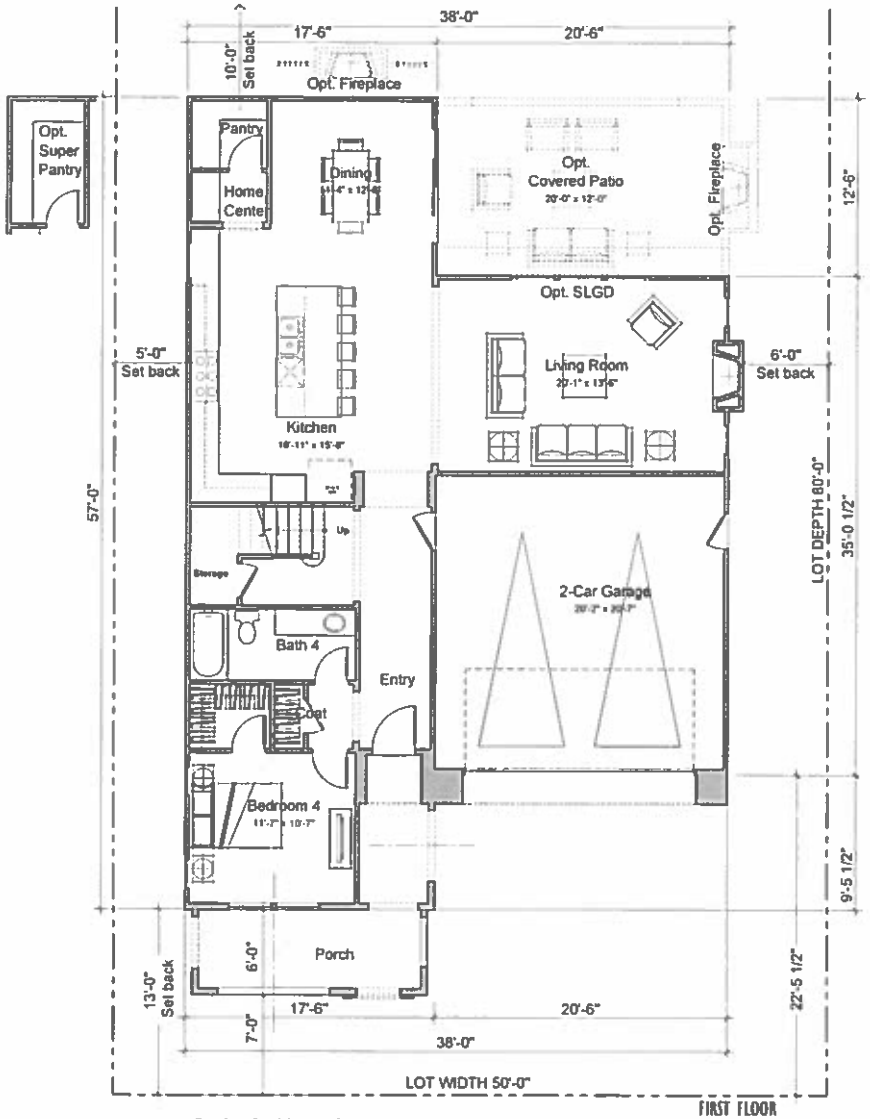


SECOND FLOOR



OPTIONAL BED 5



FIRST FLOOR

HANFORD - 14

PLAN 3 - FLOOR PLAN

A2.3

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

GROSS S.F.	
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.

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Plot Date:

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PLAN I - TUSCAN FARMHOUSE A3.0

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

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KTGY # 20150973

Plot Date:

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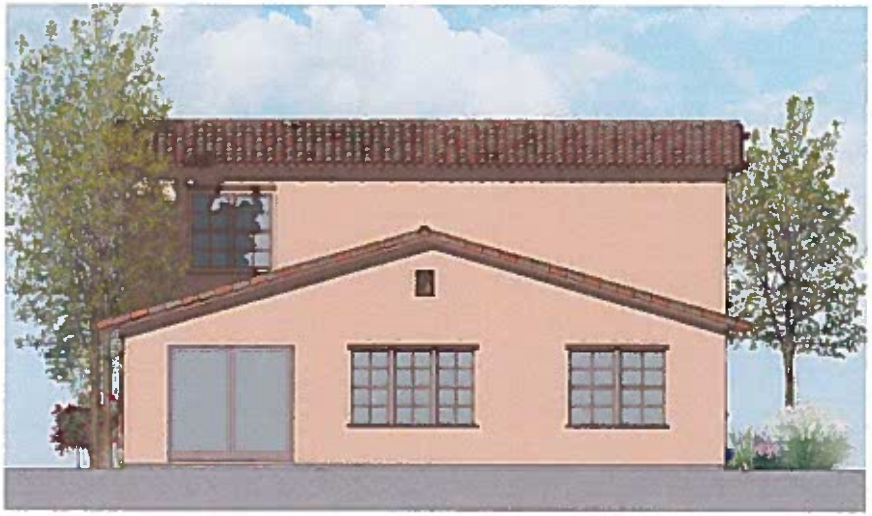
RIGHT



REAR

LEFT

FRONT

HANFORD - 14

PLAN 1 - TUSCAN FARMHOUSE A3.1

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

HANFORD, CALIFORNIA
KTGY # 20150973

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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 PLANCHECK

2016.08.03
2017.08.01 | 1 ST SUBMITTAL

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HANFORD - 14

PLAN 1 - SPANISH - A

A3.3

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

HANFORD, CALIFORNIA
KTGY # 20150973

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HANFORD - 14

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

PLAN I - SPANISH - B

A3.4

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HANFORD - 14

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

PLAN I - SPANISH - C

A3.5

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KTGY # 20150973

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HANFORD - 14

PLAN 2 - TUSCAN FARMHOUSE A3.6

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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RIGHT

REAR

LEFT

FRONT

HANFORD - 14

PLAN 2 - TUSCAN FARMHOUSE A3.7

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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HANFORD - 14

PLAN 2 - ADOBE RANCH

A3.8

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

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KTGY # 20150973

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

PLAN 2 - SPANISH

A3.9

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KTGY # 20150973

Plot Date:

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PLAN 3 - TUSCAN FARMHOUSE A3.10

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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

RIGHT

REAR

LEFT

FRONT

HANFORD - 14

PLAN 3 - TUSCAN FARMHOUSE A3.11

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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

HANFORD - 14

PLAN 3 - ADOBE RANCH

A3.12

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

HANFORD, CALIFORNIA
KTGY # 20150973

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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:

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

A3.13

Exhibit C
Mitigation Monitoring and Reporting Program

Attachment: Signed Resolution No. 2018-16 (TT 915) (Planned Unit Development No. 2018-01 Amendment #1)

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 competed, 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, signing, 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 statures related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer

AGENDA
STAFF REPORT

MEETING DATE: 8/13/2019	**AGENDA SECTION:** 2

SUBJECT:
Specific Plan Amendment No. 2019-01: A request to repeal the Downtown East Precise Plan as a regulatory document, adopt the underlying zoning for the plan area, and adopt the Downtown East Precise Plan by resolution as a guidance document. General Plan Amendment No. 2019-01: a) A request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial; and b) A request to delete references to the Downtown East Precise Plan from the General Plan Policy Document. Rezone No. 2019-02: A request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial. Zone Text Amendment No. 2019-04: A request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17. Mitigated Negative Declaration No. 2019-24: a request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. The project pertains to the Downtown East Precise Plan, which is located between Harris Street and 10th Avenue, North of the San Joaquin Valley Railroad tracks, south of the centerline of the alley between Ninth and Tenth Streets.

See the staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:
Staff Report - Repeal of Downtown East Precise Plan
Resolution No. 2019-12 Specific Plan Amendment
Resolution No. 2019-13 GPA 2019-01 A
Resolution No. 2019-14 GPA 2019-01 B
Resolution No. 2019-15 RZ 2019-02
Resolution No. 2019-16 Zone Text Amendment No. 2019-04
Attachment 1 -Municipal Code Strikeouts
Attachment 2 - Initial Study

Attachment 3 - Comment Letter

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT

MEETING DATE: Tuesday, August 13, 2019

PROJECT: **Specific Plan Amendment No. 2019-01:** A request to repeal the Downtown East Precise Plan as a regulatory document, adopt the underlying zoning for the plan area, and adopt the Downtown East Precise Plan by resolution as a guidance document.

General Plan Amendment No. 2019-01:

a) A request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial.

b) A request to delete references to the Downtown East Precise Plan from the General Plan Policy Document.

Rezone No. 2019-02: A request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial.

Zone Text Amendment No. 2019-04: A request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.

Mitigated Negative Declaration No. 2019-24: a request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

LOCATION: The project pertains to the Downtown East Precise Plan, which is located between Harris Street and 10th Avenue, North of the San Joaquin Valley Railroad tracks, south of the centerline of the alley between Ninth and Tenth Streets.

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend approval to the City Council of Mitigated Negative Declaration No. 2019-24 for the project.

2. Adopt Resolution No. 2019-12, recommending approval of Specific Plan Amendment No. 2019-01 to the City Council.

3. Adopt Resolution No. 2019-13, recommending approval of General Plan Amendment No. 2019-01 a) to the City Council.

4. Adopt Resolution No. 2019-14, recommending approval of General Plan Amendment No. 2019-01 B) to the City Council.

5. Adopt Resolution No. 2019-15, recommending approval of Rezone No. 2019-02 to the City Council.

6. Adopt Resolution No. 2019-16, recommending approval of Zone Text Amendment No. 2019-04 to the City Council.

RECOMMENDED MOTION

1. I move to recommend approval to the City Council of Mitigated Negative Declaration No. 2019-24 for the project.

2. I move to adopt Resolution No. 2019-12, recommending approval of Specific Plan Amendment No. 2019-01 to the City Council.

3. I move to adopt Resolution No. 2019-13, recommending approval of General Plan Amendment No. 2019-01 a) to the City Council.

4. I move to adopt Resolution No. 2019-14, recommending approval of General Plan Amendment No. 2019-01 b) to the City Council.

5. I move to adopt Resolution No. 2019-15, recommending approval of Rezone No. 2019-02 to the City Council.

6. I move to adopt Resolution No. 2019-16, recommending approval of Zone Text Amendment No. 2019-04 to the City Council.

PROJECT DESCRIPTION

The projects pertain to the Downtown East Precise Plan, which is which is located between Harris Street and 10th Avenue, North of the San Joaquin Valley Railroad tracks, south of the centerline of the alley between Ninth and Tenth Streets, as shown in Figure 1.

Figure 1 – Project Area

Specific Plan Amendment No. 2019-01

Specific Plan Amendment No. 2019-01 is a request to repeal the Downtown East Precise Plan as a regulatory document, adopt the underlying zoning for the plan area, and adopt the Downtown East Precise Plan by resolution as a guidance document.

The Downtown East Precise Plan was adopted as an overlay district in 2013 by the City Council. Overlay zone districts provide additional regulations that are to be exercised over certain lands within the combining zone to meet special community health, safety, welfare, environmental or development objectives described by a specific plan. Overlay district regulations apply in addition to base district regulations and other regulations of the Hanford Municipal Code.

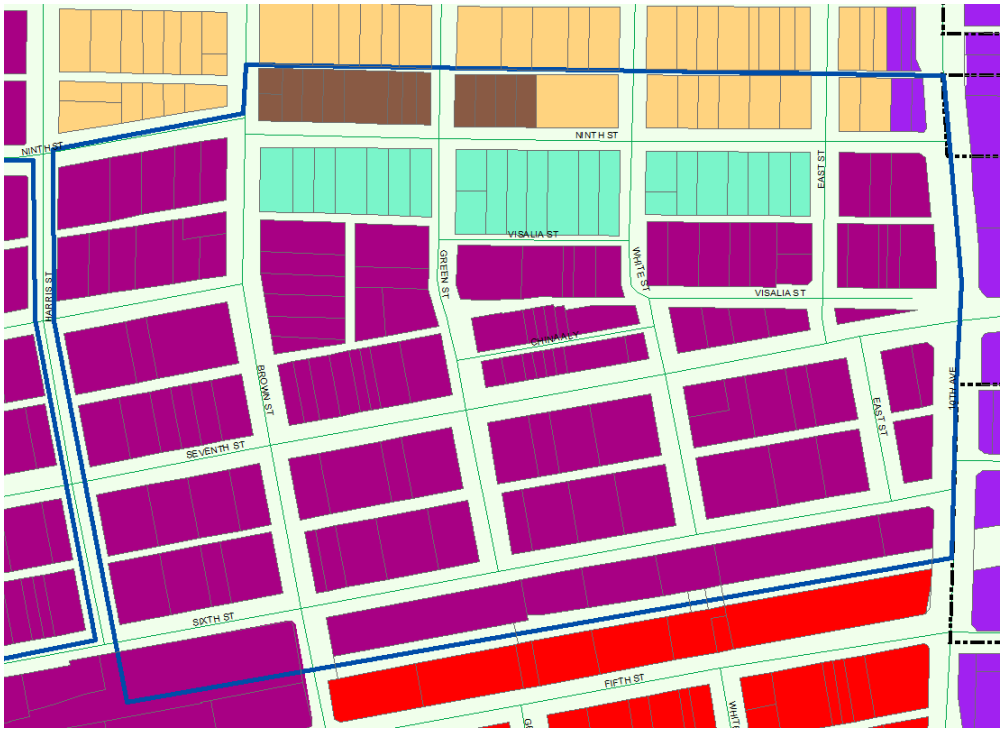
The Downtown East Precise Plan is available on the City website at the following link: https://www.cityofhanfordca.com/departments/community_development/planning_division/plans.php#revize_document_center_rz197. The document is too large to attach to the staff report, but can be viewed at the Community Development Department located in City Hall at 317 N. Douty Street.

General Plan Amendment No. 2019-01 a) and b)

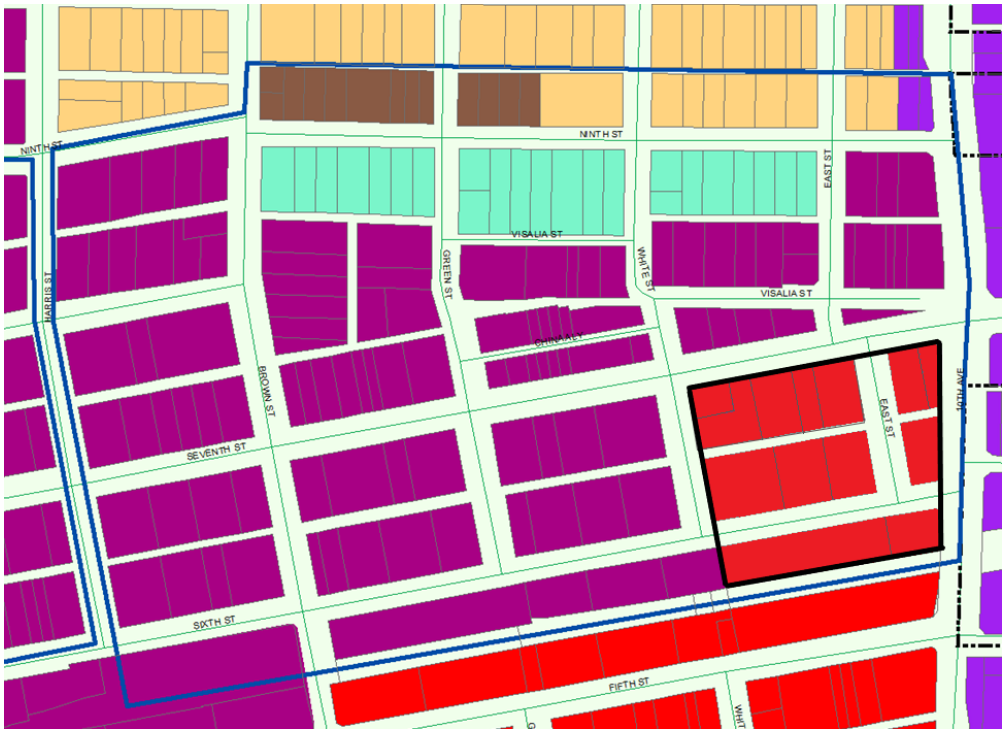
General Plan Amendment No. 2019-01 a) is request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial, as shown in Figure 2.

Figure 2: General Plan Amendment 2019-01 a) Designation Change

Existing:



Proposed: From Downtown Mixed Use to Service Commercial



General Plan Amendment No. 2019-01 b) is a request to delete references to the Downtown East Precise Plan from the General Plan Policy Document, specifically:

1. Deleting Policy E41 Downtown East Precise Plan: Implement the strategies and policies of the Downtown East Precise Plan.

2. Deleting reference to the Downtown East Precise Plan from Section 3.11 Downtown Hanford.

   Hanford's historic downtown is the heart of the city. Many efforts have been taken over the years to maintain and improve on its uniqueness. Examples of those efforts include special design guidelines, zoning, and the Downton East Precise Plan. The General Plan strives to continue to build upon past efforts.

Rezone No. 2019-02

Rezone No. 2019-02 is a request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial, as shown in Figure 3.
Figure 3: Rezone No. 2019-02 Zone Change

Existing Zoning: with repeal of Downtown East Precise Plan

Proposed: MX-D Downtown Mixed Use to C-S Service Commercial

Zone Text Amendment No. 2019-04

Zone Text Amendment No. 2019-04 is a request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17, specifically:

1. Deleting reference to the Downtown East Precise Plan from Section 17.06.030 Establishment of Zone Districts:

   C. The overlay zone districts are hereby established as follows:

   2. East Downtown Overlay District

2. Striking the entirety of Chapter 17.46 Downtown East Overlay Zone.

3. Deleting reference to the Downtown East Precise Plan from Section 17.54.050 Exceptions to required number of spaces:

   A. No additional parking spaces shall be required for a change in use or a building enlargement less than 1,000 square feet in an existing building located within the Historic Overlay Zone or the East Downtown Overlay Zone.

4. Deleting reference to the Downtown East Precise Plan from Section 17.54.120 Off-street loading facilities required:

At least one off-street loading space shall be provided in connection with a building having a gross floor area of 10,000 square feet or more and intended for a use that typically receives or delivers goods. This requirement shall not apply to a building adjacent to a public alley. The Site Plan Review Committee may waive this requirement for buildings located within the Historic Overlay District or the East Downtown Overlay District.

BACKGROUND

In 2013, the City Council adopted the Downtown East Precise Plan. The purpose of the plan was to develop urban design principles and standards to address an appropriate mix of urban land uses for the Downtown East locating into a precise plan. The goal of the Downtown East Precise plan was to promote equitable, affordable housing, and revitalization within the project area for residential and commercial purposes. The Precise Plan intended to provide for more mixed uses, increased residential density, personal services, and entertainment, with shared streets for safer, more pedestrian-friendly experiences. The plan intended to incorporate forward-thinking standards to enhance economic development strategies, such as form-based zoning. The plan established development standards and a list of uses that, at the time of adoption, conflicted with the underlying zoning.

Since the General Plan was adopted in 2017 and the Zoning Ordinance was updated, the Downtown East Precise Plan is now consistent as an overlay zone in the Downtown area. However, it is still more limited than the Downtown Mixed Use zone in the remainder of the Downtown. Because of the more restrictive list of uses, the City has turned away multiple proposed projects in the area. Also, some proponents of projects do not like the extensive development and design standards that are required in the plan and have not proceeded with developments.

The City Council identified addressing the issues with the Downtown East Precise Plan as a goal in the strategic session held in January, indicating that the Plan was not accomplishing what it intended to do. During their meeting on February 19, 2019, the City Council directed staff to begin the process to repeal the Downtown East Precise Plan as a regulatory document and adopt the plan by resolution as a guidance document.

PROJECT EVALUATION

Specific Plan Amendment No. 2019-01

Specific Plan Amendment No. 2019-01 is a request to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area. Staff recommends that the Downtown East Precise Plan be adopted by resolution as a guidance document. If adopted as a guidance document, the public can utilize the plan for direction, however the development standards become advisory, as opposed to regulatory.

The Downtown East Precise Plan was adopted as an overlay district in 2013 by the City Council. Overlay zone districts provide additional regulations that are to be exercised over certain lands within the combining zone to meet special community health, safety, welfare, environmental, or development objectives described by a specific plan. Overlay district regulations apply, in addition to base district regulations and other regulations of the Hanford Municipal Code.

Specific Plan Amendment No. 2019-01 was initiated by the City Council on February 19, 2019 as a result of restrictive land uses, limitations, and extensive development and design standards caused by implementation of the Downtown East Precise Plan.

Consistency with the General Plan

Economic Development and Employment Goals

Goal E3: A business-friendly environment for both existing and new business enterprises.

Analysis: Since the General Plan was adopted in 2017 and the Zoning Ordinance was updated, the Downtown East Precise Plan is now consistent as an overlay zone in the Downtown area. However, it is still more limited than the Downtown Mixed Use zone in the remainder of the Downtown. Because of the more restrictive list of uses, the City has turned away multiple proposed projects in the area. Also, some proponents of projects do not like the extensive development and design standards that are required in the plan and have not proceeded with developments. Repealing the Downtown East Precise Plan and adopting the underlying zoning will allow for less restricted development and contribute to a business-friendly environment for future businesses.

Downtown Hanford Goals

Goal L34: A Downtown that is active, vibrant and safe place to be at all times of the day or night.

Goal L35: A safe, comfortable, and enjoyable pedestrian environment in the Downtown that encourages walking, sidewalk dining, window shopping, and social interaction.

Analysis: By repealing the Downtown East Precise Plan, development will be guided by the underlying zoning designations, which allow more land uses and fewer design regulations that hinder development. Limiting restrictions to development in the Downtown promotes an active, vibrant downtown, encourages pedestrian activity, and provides for easier development of land uses.

Policy L123 Downtown Scale and Character: Encourage continued improvement and redevelopment of the Downtown area with new specialty shops, restaurants, major stores, offices, and supporting commercial uses, but retain the small-town scale and character conveyed by existing development with an appropriate transition between commercial and adjoining residential areas.

Analysis: The Downtown East Precise Plan area is comprised of the Downtown Mixed Use, Office Residential, High-Density Residential, Medium-Density Residential, and Corridor Mixed Use designations. Under General Plan Amendment No. 2019-01 a), approximately six acres between the railroad and Seventh Street and White Street and 10th Avenue is proposed to be designated Service Commercial. There is an appropriate transition from commercial to Office Residential and Medium- and High-Density Residential in the project area.

Policy L128 Downtown Transit Oriented Development: Encourage transit-oriented development, including mixed use, high density housing, and commercial and office uses in the Downtown.

Analysis: The Downtown East Precise Plan area is comprised of the Downtown Mixed Use, Office Residential, High-Density Residential, Medium-Density Residential, and Corridor Mixed Use designations. Under General Plan Amendment No. 2019-01 a), approximately six acres between the railroad and Seventh Street and White Street and 10th Avenue are proposed to be designated Service Commercial. High- and Medium-Density Residential, Downtown Mixed Use, Office Residential, and Corridor Mixed Use land use designations all allow for residential uses. The Mixed Use zone districts allow for a mix of housing and commercial and office uses. The Service Commercial designation allows for commercial and office uses, as well as limited residential uses, such as live-work facilities and residential units located in the same building with an office or commercial use

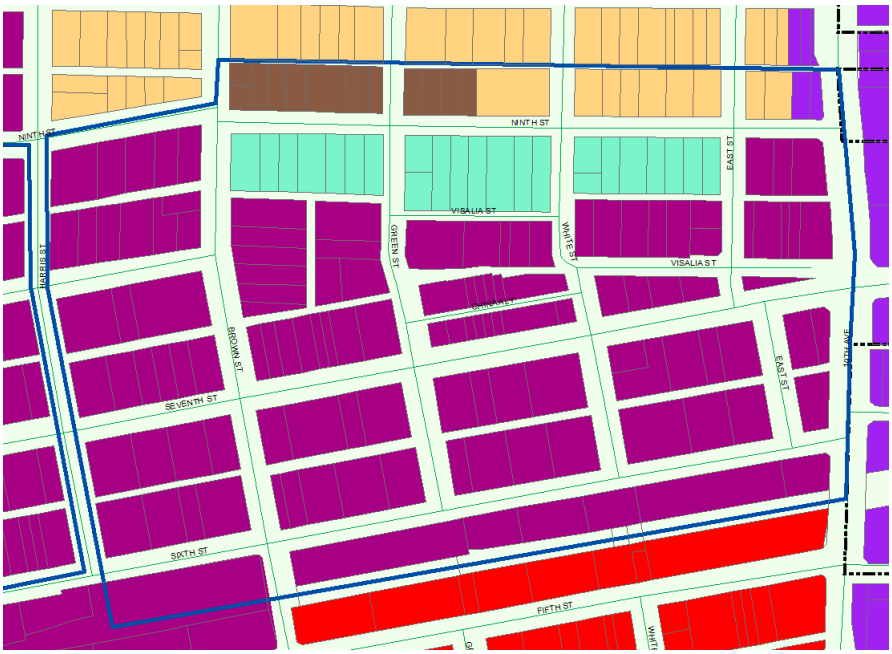
General Plan Amendment No. 2019-01 a)

General Plan Amendment No. 2019-01 a) is request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial. The Downtown East Precise Plan is made up of multiple General Plan designations, including High-Density Residential, Medium-Density Residential, Corridor Mixed Use, Office Residential, and Downtown Mixed Use.

The area proposed to be changed from Downtown Mixed Use to Service Commercial is located between White Street and 10th Avenue, north of the Union Pacific railroad, south of Seventh Street. The majority of this area was designated as Mixed/Auto in the Downtown East Precise Plan; therefore, there are several service-commercial-type uses in this area.

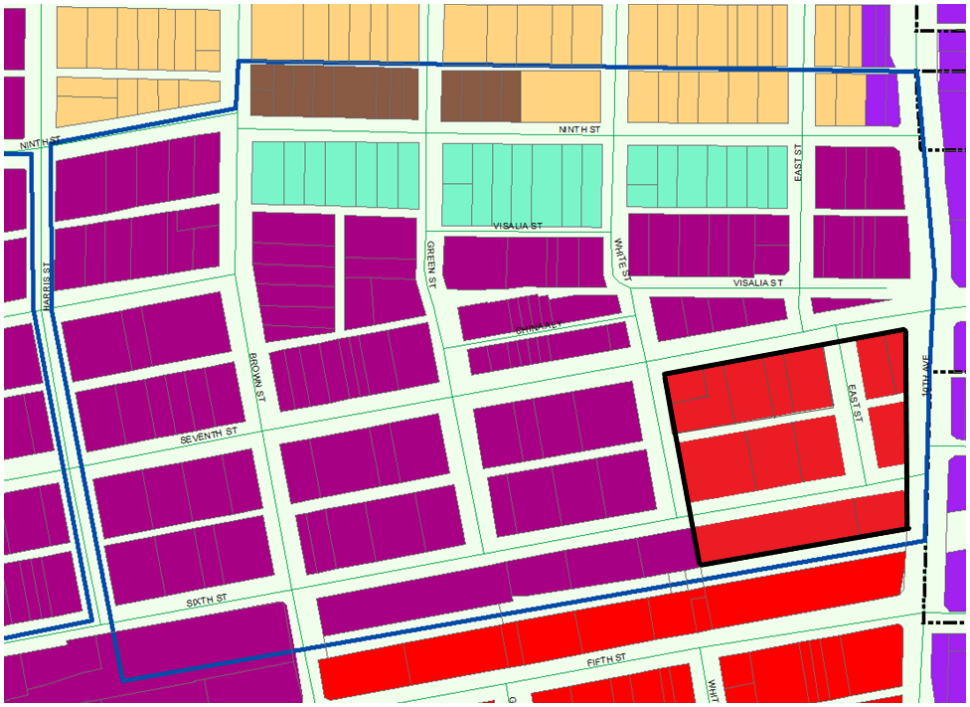
Figure 2: General Plan Amendment 2019-01 a) Designation Change

Existing:



Proposed: From Downtown Mixed Use to Service Commercial

Attachment: Staff Report - Repeal of Downtown East Precise Plan (Repeal the Downtown East Precise Plan)



Consistency with the General Plan

Goal L12: Compatibility of commercial land uses with adjacent, surrounding land uses.

Analysis: The re-designation of the project site from Downtown Mixed Use to Service Commercial will not affect the compatibility of the project site with adjacent, surrounding land uses. Existing surrounding uses include retail, restaurants, and automotive uses. The uses allowed in the Service Commercial designation allow for establishments engaged in the servicing of equipment, materials, products and related sales and travel conveniences. The uses allowed in the Service Commercial designation would be compatible with the existing surrounding land uses.

Policy L51 Purpose of Service Commercial Land Use Designation: Establish the Service Commercial land use designation to provide for establishments that engage in servicing equipment, materials, products and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging or processing of articles or merchandise for distribution.

Analysis: Under the Downtown East Precise Plan, the majority of this area was designated Mixed/Auto. The purpose of the Mixed/Auto Zone was to allow and encourage all uses within the Mixed zone and to also allow uses that support automobile sales and services. Since many of the lots within the Mixed/Auto Zone were vacant at the time of development of the Downtown East Precise Plan, the intent of the zone was to provide flexibility to allow the area to either develop similar to land uses in the Mixed zone or to develop with automotive sales and service uses. The uses allowed in the Mixed/Auto zone most closely represent the Service Commercial designation. The designation of the property as Service Commercial will allow the continuance of land uses permitted in the Mixed/Auto Zone under the Downtown East Precise Plan.

Policy L52 Typical Uses in Service Commercial Land Use Designation: Define the uses allowed in the Service Commercial land use designation to include a broad range of commercial

activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food)**;** service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses.

Analysis: Existing land uses in the area proposed to be designated as Service Commercial include automotive uses, a gas station, office, retail, restaurants, and a heating/plumbing business. All businesses in the area are consistent with the typical uses in the Service Commercial land use designation.

Policy L54 Design of the Service Commercial Land Use Designation

Require that new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.

Analysis: Any future development within the project area would be subject to the Site Plan Review process, which would ensure that all requirements of the C-S Service Commercial zone district were implemented. The Site Plan Review process ensures that all new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.

Policy L55 Location and Size of Service Commercial Land Use Designation: Locate Service Commercial land use designations along Highway 198 and where they can serve as a buffer land use, such as between residential areas and railroad corridors. Require new development projects to be a minimum of one acre.

Analysis: The Service Commercial designation will be a continuation of the existing Service Commercial land use located north of 198. The southernmost boundary of the area proposed to be designated as Service Commercial abuts the railroad. The project area encompasses approximately six acres.

General Plan Amendment No. 2019-01 b)

General Plan Amendment No. 2019-01 b) is a request to delete references to the Downtown East Precise Plan from the General Plan Policy Document, specifically:

1. Deleting Policy E41 Downtown East Precise Plan: Implement the strategies and policies of the Downtown East Precise Plan.

2. Deleting reference to the Downtown East Precise Plan from Section 3.11 Downtown Hanford.

   Hanford's historic downtown is the heart of the city. Many efforts have been taken over the years to maintain and improve on its uniqueness. Examples of those efforts include special design guidelines, zoning, and the Downton East Precise Plan. The General Plan strives to continue to build upon past efforts.

Analysis: The deletion of the above-referenced sections would not conflict with any remaining General Plan policy, goals, or objectives.

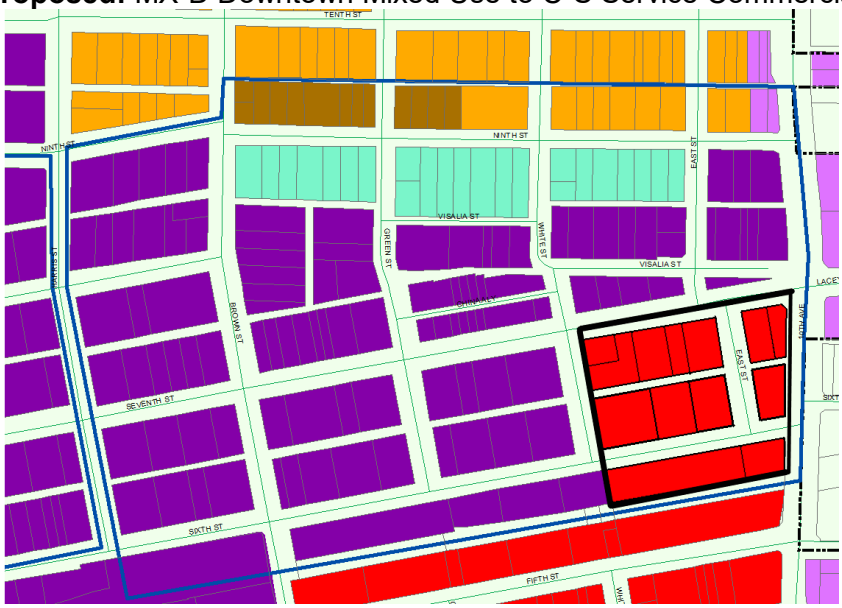
Rezone No. 2019-02

Rezone No. 2019-02 is a request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial.

Figure 3: Rezone No. 2019-02 Zone Change

Existing Zoning: with repeal of Downtown East Precise Plan

Proposed: MX-D Downtown Mixed Use to C-S Service Commercial



17.06.060 Zone Changes. Changes to the zoning map shall be approved by ordinance of the City Council, in accordance with Chapter 17.86. Chapter 17.86 of the Municipal Code describes the process for consideration of a Rezone. The reviewing authority is required to make the required findings below:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.

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

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

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

An analysis of the required findings under Findings for Approval.

Zone Text Amendment No. 2019-04

Zone Text Amendment No. 2019-04 is a request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17, specifically:

1. Deleting reference to the Downtown East Precise Plan from Section 17.06.030 Establishment of Zone Districts:

    C. The overlay zone districts are hereby established as follows:

    2. East Downtown Overlay District

2. Striking the entirety of Chapter 17.46 Downtown East Overlay Zone.

3. Deleting reference to the Downtown East Precise Plan from Section 17.54.050 Exceptions to required number of spaces:

    ~~B.~~ No additional parking spaces shall be required for a change in use or a building enlargement less than 1,000 square feet in an existing building located within the Historic Overlay Zone**.** ~~or the East Downtown Overlay Zone.~~

4. Deleting reference to the Downtown East Precise Plan from Section 17.54.120 Off-street loading facilities required:

    At least one off-street loading space shall be provided in connection with a building having a gross floor area of 10,000 square feet or more and intended for a use that typically receives or delivers goods. This requirement shall not apply to a building adjacent to a public alley. The Site Plan Review Committee may waive this requirement for buildings located within the Historic Overlay District. ~~or the East Downtown Overlay District~~.

Analysis: Deleting reference to the Downtown East Precise Plan is consistent with the General Plan, as proposed to be amended under General Plan Amendment No. 2019-01 b), which removes all reference to the Downtown East Precise Plan from the General Plan.

Strikeouts of the Hanford Municipal Code Sections 17.06.030, Chapter 17.46, and Section 17.54 are attached in **Attachment 1.**

FINDINGS FOR APPROVAL

Specific Plan Amendment No. 2019-01

In accordance with Section 17.88.040 of the Hanford Municipal Code, before a specific plan amendment may be approved, all of the following findings shall be made by the reviewing authority:

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

   Analysis: That Specific Plan Amendment No. 2019-01 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals E3, L34, and L35, and Policies L123 and L128.

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

   ANALYSIS: That physical development is not proposed under this specific plan amendment. Future development of the project area will not be detrimental to the public health, safety, or welfare of the community. Future development will be subject to the regulations of the Hanford Municipal Code, California Building and Fire Code, the Public Works Construction Standards, and any conditions set forth by the Site Plan Review Committee, in order to protect the public health, safety, and welfare of the community.

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

   Analysis: That the Downtown East Precise Plan area is comprised of the Downtown Mixed Use, Office Residential, High-Density Residential, Medium-Density Residential, and Corridor Mixed Use designations. Under General Plan Amendment No. 2019-01 a), approximately six acres between the railroad and Seventh Street and White Street and 10th Avenue is proposed to be designated Service Commercial. The several land use designations in the area would maintain the appropriate balance of land uses within the City and a multitude of uses including residential, office, and commercial.

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

   Analysis: That the Downtown East Precise Plan area is comprised of the Downtown Mixed Use, Office Residential, High-Density Residential, Medium-Density Residential, and Corridor Mixed Use designations. Under General Plan Amendment No. 2019-01 a), approximately six acres between the railroad and Seventh Street and White Street and 10th Avenue are proposed to be designated Service Commercial. The anticipated land uses would provide for a mixture of residential, office, and commercial land uses. The land uses would be compatible with existing and future surrounding land uses.

General Plan Amendment No. 2019-01 a)

In accordance with Section 17.88.040 of the Hanford Municipal Code, before a general plan amendment may be approved, all of the following findings shall be made by the reviewing authority:

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

   Analysis: That General Plan Amendment No. 2019-01 a) is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal L12, Policy L51, L52, L54, and L55.

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

   ANALYSIS: That physical development is not proposed under this amendment. Future development of the project area will not be detrimental to the public health, safety, or welfare of the community. Future development will be subject to the regulations of the Hanford Municipal Code, California Building and Fire Code, the Public Works Construction Standards, and any conditions set forth by the Site Plan Review Committee, in order to protect the public health, safety, and welfare of the community.

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

   Analysis: That 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. The jobs-housing balance is 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. The proposal to change the designation from Downtown Mixed Use to Service Commercial on approximately six acres will not affect the City's ability to maintain an appropriate balance of land uses within the City, limited residential uses are permitted in the Service Commercial designation, including live-work facilities and residential units located in the same building with an office or commercial use.

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

   Analysis: That the anticipated land uses of the Service Commercial designation would be compatible with existing and future surrounding land uses. The project area's existing surrounding land uses include retail, restaurants, and automotive uses. The uses allowed in the Service Commercial designation allow for establishments engaged in the servicing of equipment, materials, products and related sales and travel conveniences. The uses allowed in the Service Commercial designation would be compatible with the existing surrounding land uses and future surrounding uses in the Downtown Mixed Use designation.

General Plan Amendment No. 2019-01 b)

In accordance with Section 17.88.040 of the Hanford Municipal Code, before a general plan amendment may be approved, all of the following findings shall be made by the reviewing authority:

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

   Analysis: That General Plan Amendment No. 2019-01 b) will not conflict with the goals, objectives or policies of the General Plan.

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

   ANALYSIS: That the amendment is a deletion of references to the Downtown East Precise plan and will not be detrimental to the public health, safety, or welfare of the community.

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

   Analysis: That the amendment is a deletion of references to the Downtown East Precise Plan from the General Plan and will not affect the balance of land uses within the City.

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

   Analysis: That General Plan Amendment No. 2019-01 b) is solely a deletion of references to the Downtown East Precise Plan from the General Plan. The amendment does not create a land use designation.

Rezone No. 2019-02

In accordance with the Hanford Municipal Code Section 17.86.030, before a zone change may be approved, all of the following findings shall be made by the reviewing authority:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.

   Analysis: That Rezone No. 2019-02 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal L12, Policies L51, L52, L54, and L55. All regulations pertaining to C-S Service Commercial zone district will be enforced as development occurs through the Site Plan Review process.

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

   ANALYSIS: That physical development is not proposed under Rezone No. 2019-02. Future development of the project area will not be detrimental to the public health, safety, or welfare of the community. Future development will be subject to the regulations of the Hanford Municipal Code, California Building and Fire Code, the Public Works Construction Standards,

and any conditions set forth by the Site Plan Review Committee, in order to protect the public health, safety, and welfare of the community.

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

   Analysis: That 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. The jobs-housing balance is 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. The proposal to change the designation from MX-D Downtown Mixed Use to C-S Service Commercial on approximately six acres will not affect the City's ability to maintain an appropriate balance of land uses within the City, limited residential uses are permitted in the C-S Service Commercial designation, including live-work facilities and residential units located in the same building with an office or commercial use.

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

   Analysis: That the anticipated land uses of the sites rezoned to C-S Service Commercial would be compatible with existing and future surrounding uses. The parcels will be developed as uses permitted or conditionally permitted in the C-S Service Commercial zone district, in accordance with the Hanford Municipal Code Table 17.08.030 Commercial, Office, and Industrial Land Use, which according to General Plan Policy L52, include a broad range of commercial activities, such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food)**;** service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The anticipated land uses in the project area would be compatible with existing and future surrounding uses.

Zone Text Amendment No. 2019-04

In accordance with Section 17.86.030, before a zone change or text amendment may be approved, all of the following findings shall be made by the reviewing authority:

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

   Analysis: That the zone text amendment to delete reference to the Downtown East Precise Plan from the Zoning Ordinance is consistent with the goals, objectives and policies of the General Plan, as proposed to be amended under General Plan Amendment No. 2019-01 b).

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

Analysis: That the zone text amendment to delete reference to the Downtown East Precise Plan from the Zoning Ordinance would not be detrimental to the public health, safety, or welfare of the community.

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

   Analysis: That the zone text amendment is a deletion of references to the Downtown East Precise Plan from the Hanford Municipal Code and will not affect the balance of land uses within the City.

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

   Analysis: That Municipal Code Amendment No. 2019-04 is solely a deletion of references to the Downtown East Precise Plan from the Hanford Municipal Code. The amendment does not create a land use designation.

CONSULTATION

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 May 30, 2019. Two comments were received:

1. June 19, 2019 – Consultation received from Lorena Mendibles with the Department of Transportation (CalTrans)

2. June 26, 2019 – Consultation received from Brian Clements with the San Joaquin Valley Air Pollution Control District

Department of Transportation

Cal Trans provided the following comment:

1. Caltrans has no objection with the proposed rezone. However, the project application does not indicate the proposed uses for these properties. Caltrans requests the opportunity to review any future proposed development that has the potential to impact the State Highway System.

Analysis: As requested, the City will forward Caltrans any proposals for development that may impact the State Highway System.

A copy of the consultation letter received from Cal Trans is attached in the initial study – **Attachment 2.**

San Joaquin Valley Air Pollution Control District

Consultation Received: Consultation was received from the San Joaquin Valley Air Pollution Control District on June 26, 2019. The Air District's comments are as follows:

"The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of the following:

- Specific Plan Amendment to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area.
- General Plan Amendment No. 2019-01 to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial and to delete references to the Downtown East Precise Plan from the General Plan Policy Document.
- Rezone No. 2019-02 to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from Downtown Mixed Use to Service Commercial.
- Zone Text Amendment No. 2019-04 to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.

The general plan amendment and rezone will not have an impact on air quality. However, if approved, future development will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions. The District offers the following comments:

1. Future development may require further environmental review and mitigation. Referral documents for those projects should include a project summary detailing, at a minimum, the land use designation, project size, and proximity to sensitive receptors and existing emission sources.

2. District Rule 9510 (Indirect Source Review) is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees.

   Future individual development projects within the Project would be subject to District Rule 9510 (Indirect Source Review) if (1) upon full build-out the project would receive a project-level discretionary approval from a public agency and would equal or exceed any one of the applicability thresholds below for example, or (2) would equal or exceed any of the applicability thresholds in section 2.0 of the rule:

   - 50 dwelling units
   - 2,000 square feet of commercial space;
   - 25,000 square feet of light industrial space;
   - 100,000 square feet of heavy industrial space;
   - 20,000 square feet of medical office space;
   - 39,000 square feet of general office space; or
   - 9,000 square feet of educational space; or

- 10,000 square feet of government space; or
- 20,000 square feet of recreational space; or
- 9,000 square feet of space not identified above

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.

In the case the individual development project(s) are subject to District Rule 9510, an Air Impact Assessment (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 the 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.

District staff is available to provide assistance with determining if future individual development projects will be subject to Rule 9510, and can be reached at (559)230-6000 or by email at ISR@valleyair.org

3. Individual development projects may also be subject to the following District rules: Regulation Viii (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Pacing and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

4. The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

5. The District recommends that a copy of the District's comments be provided to the project proponent."

Analysis: Future development will be subject to the applicable rules of the San Joaquin Valley Air Pollution Control District, including, but not limited to, District Rule 9510 (Indirect Source Review), Regulation Viii (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Pacing and Maintenance Operations), and District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

A copy of the consultation letter received from the San Joaquin Valley Air Pollution Control District is attached in the initial study – **Attachment 2.**

CONSULTATION

In accordance with Section 15073 of the California Environmental Quality Act Guidelines, a Notice of Intent to Adopt a Mitigated Negative Declaration and notice of public hearing was sent to the concerned agencies on July 22, 2019. No comments were received during consultation.

ENVIRONMENTAL ASSESSMENT

Mitigated Negative Declaration No. 2019-24 is recommended for the project based on the following:

In accordance with the California Environmental Quality Act (CEQA), Specific Plan Amendment No. 2019-01, General Plan Amendment No. 2019-01 a) and b), Rezone No. 2019-02, and Zone Text Amendment No. 2019-04 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. 2019-24 has been prepared, attached as **Attachment 2.**

PUBLIC COMMENTS

Notice of Intent to Adopt a Negative Declaration and a Notice of Public Hearing for the proposed projects were published in the newspaper on July 19, 2019 and mailed to property owners within 300 ft. of the project site on July 18, 2019. The environmental document was made available for comment for a period of 20 days, July 19 – August 8, 2019.

One comment has been received in favor of the project from Diane Sharp – **Attachment 3.**

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend approval to the City Council of Mitigated Negative Declaration No. 2019-24 for the project.

2. Adopt Resolution No. 2019-12, recommending approval of Specific Plan Amendment No. 2019-01 to the City Council.

3. Adopt Resolution No. 2019-13, recommending approval of General Plan Amendment No. 2019-01 a) to the City Council.

4. Adopt Resolution No. 2019-14, recommending approval of General Plan Amendment No. 2019-01 B) to the City Council.

5. Adopt Resolution No. 2019-15, recommending approval of Rezone No. 2019-02 to the City Council.

6. Adopt Resolution No. 2019-16, recommending approval of Zone Text Amendment No. 2019-04 to the City Council.

Applicant: City of Hanford
317 N. Douty Street
Hanford, CA 93230

RESOLUTION NO. 2018-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF SPECIFIC PLAN AMENDMENT NO. 2019-01 TO THE CITY COUNCIL. SPECIFIC PLAN AMENDMENT NO. 2019-01 IS A REQUEST TO REPEAL THE DOWNTOWN EAST PRECISE PLAN AS A REGULATORY DOCUMENT, ADOPT THE UNDERLYING ZONING FOR THE PLAN AREA, AND ADOPT THE DOWNTOWN EAST PRECISE PLAN BY RESOLUTION AS A GUIDANCE DOCUMENT. THE PROJECT PERTAINS TO THE DOWNTOWN EAST PRECISE PLAN, WHICH IS LOCATED BETWEEN HARRIS STREET AND 10TH AVENUE, NORTH OF THE SAN JOAQUIN VALLEY RAILROAD TRACKS, SOUTH OF THE CENTERLINE OF THE ALLEY BETWEEN NINTH AND TENTH STREETS.

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on August 13, 2019, at 7:00 p.m., it was moved by Commissioner , and seconded by Commissioner , that the following resolution be adopted:

WHEREAS, an application, filed by City of Hanford, for Specific Plan Amendment No. 2019-01, a request to repeal the Downtown East Precise Plan as a regulatory document, adopt the underlying zoning for the plan area, and adopt the Downtown East Precise Plan by resolution as a guidance document, was presented to the Hanford City Planning Commission on August 13, 2019; and

WHEREAS, the City of Hanford Planning Commission considered the Specific Plan Amendment, in accordance with Section 17.88 of the Hanford Municipal Code, at its regularly scheduled meeting on August 13, 2019; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2019-24, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit A,** and certify that Mitigated Negative Declaration No. 2019-24 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED that the City of Hanford Planning Commission, in accordance with Section 17.88.040 of the Hanford Municipal Code, recommends approval to the City Council of Specific Plan Amendment No. 2019-01, based upon the following findings and on the evidence presented:

In accordance with Section 17.88.040 of the Hanford Municipal Code, before a specific plan amendment may be approved, all of the following findings shall be made by the reviewing authority:

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

   Analysis: That Specific Plan Amendment No. 2019-01 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals E3, L34, and L35, and Policies L123 and L128.

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

   ANALYSIS: That physical development is not proposed under this specific plan amendment. Future development of the project area will not be detrimental to the public health, safety, or welfare of the community. Future development will be subject to the regulations of the Hanford Municipal Code, California Building and Fire Code, the Public Works Construction Standards, and any conditions set forth by the Site Plan Review Committee, in order to protect the public health, safety, and welfare of the community.

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

   Analysis: That the Downtown East Precise Plan area is comprised of the Downtown Mixed Use, Office Residential, High-Density Residential, Medium-Density Residential, and Corridor Mixed Use designations. Under General Plan Amendment No. 2019-01 a), approximately six acres between the railroad and Seventh Street and White Street and 10th Avenue is proposed to be designated Service Commercial. The several land use designations in the area would maintain the appropriate balance of land uses within the City and a multitude of uses including residential, office, and commercial.

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

   Analysis: That the Downtown East Precise Plan area is comprised of the Downtown Mixed Use, Office Residential, High-Density Residential, Medium-Density Residential, and Corridor Mixed Use designations. Under General Plan Amendment No. 2019-01 a), approximately six acres between the railroad and Seventh Street and White Street and 10th Avenue are proposed to be designated Service Commercial. The anticipated land uses would provide for a mixture of residential, office, and commercial land uses. The land uses would be compatible with existing and future surrounding land uses.

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

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

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 13th day of August 2019.

Darlene R. Mata

Exhibit A
Mitigation Monitoring and Reporting Program

Specific Plan Amendment No. 2019-01, General Plan Amendment No. 2019-01, Rezone No. 2019-02, Zone Text Amendment No. 2019-04
Mitigation Measures
Mitigated Negative Declaration 2019-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	That the project could substantially degrade the existing visual character or quality of the site and its surroundings?	That future development comply with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan.	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 the physical development of the project site would be subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan?	That when a physical project is proposed, compliance with the Air Quality Plan is required	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	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	When a physical project is proposed, effective dust control will be required to be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents	Developer to file application with San Joaquin Valley Air Pollution Control District

	ambient air quality standard? The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?		
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 could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including	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

	liquefaction? iv) Landslides?		
MM Geology 2:	That the project could result in substantial soil erosion or the loss of topsoil?	That a geotechnical and soil studies be prepared as a requirement of the physical development of the project site (as determined by the Building Official)	Building Official to require; developer to conduct study
MM Geology 3-6	That the project could 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?	**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, when a physical project is proposed for the subject site. **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 when a physical project is proposed for the subject site, 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.	City to require; developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gas 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? That the project could	**MM Greenhouse Gases 1:** The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.	Developer to comply and consult with the SJVAPCD

	conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1 & 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM Hazards 1:** Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statues and regulations. **MM Hazards 2:** When a physical project is proposed in the project area, the project applicant would be required to implement a Stormwater Pollution Prevention Plan or Best Management Practice during construction activities to prevent contaminated run off from leaving the project site (if required of development by the Engineering Division).	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	**MM Hydrology 1:** 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. 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.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate	City to require; Developer to

	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?	best management practices/design standards.	provide
MM Hydrology 4-6	That the project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? That the project would otherwise substantially degrade water quality?	**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:** 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 6:** 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.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Physical development of the project site is required to comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels	That when a physical project is proposed, construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	existing without the project?		
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 physical development of the project site 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 physical development of the project site will be subject to police impact fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	If the site is developed for residential uses, the physical development of the project site will be subject to school impact fees.	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
MM Recreation 1	The project may 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. The project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees or the dedication of park space.	Developer to pay or dedicate
TRANSPORATION AND TRAFFIC			
MM Traffic 1 & 2	That 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 including mass transit and non-	**MM Traffic 1:** That future development of the project site is subject to review and conditioning by the Public Works Engineering Division. **MM Traffic 2:** That future development of the project site will be subject to a Transportation Impact Mitigation Fee.	City of require; developer to comply

	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? That the project would 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? That the project would substantially increase hazards due to a design feature or incompatible use? That the project would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing	Any future development of the project site would be required to implement water conservation measures	City to require and ensure compliance; developer and

	entitlements and resources, or are new or expanded entitlements needed?		future occupants to adhere
MM Utilities 2:	That the project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development of the project site will be subject to Refuse and Recycling Impact fees.	
MM Utilities 3:	Would the project comply with federal, state, and local statures related to solid waste?	That the future development of the project site would be required to comply with all statues and regulations related to solid waste.	City to require; developer to provide

RESOLUTION NO. 2018-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 2019-01 A) TO THE CITY COUNCIL. GENERAL PLAN AMENDMENT NO. 2019-01 A) IS REQUEST TO CHANGE CERTAIN PROPERTY WITHIN THE DOWNTOWN EAST PRECISE PLAN AREA FROM DOWNTOWN MIXED USE TO SERVICE COMMERCIAL THE PROJECT IS LOCATED BETWEEN WHITE STREET AND 10TH AVENUE, NORTH OF THE SOUTHERN PACIFIC RAILROAD, SOUTH OF SEVENTH STREET (APN: 012-035-001, -003, -004, -005, -009, -010, -011, -012; APN 012-034-001, -002, -003; APN 012-103-004; APN 012-104-003)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on August 13, 2019, at 7:00 p.m., it was moved by Commissioner , and seconded by Commissioner , that the following resolution be adopted:

WHEREAS, an application, filed by City of Hanford, for General Plan Amendment No. 2019-01 a), requesting to change the general plan designation on certain property within the Downtown East Precise Plan Area from Downtown Mixed Use to Service Commercial, as shown in **Exhibit A,** was presented to the Hanford City Planning Commission on August 13, 2019; and

WHEREAS, the project is located between White Street and 10th Avenue, north of the Southern Pacific Railroad, south of Seventh Street (APN: 012-035-001, -003, -004, -005, -009, -010, -011, -012; APN 012-034-001, -002, -003; APN 012-103-004; APN 012-104-003); and

WHEREAS, the City of Hanford Planning Commission considered the General Plan Amendment, in accordance with Section 17.88 of the Hanford Municipal Code, at its regularly scheduled meeting on August 13, 2019; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2019-24, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B,** and certify that Mitigated Negative Declaration No. 2019-24 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED that the City of Hanford Planning Commission, in accordance with Section 17.88.040 of the Hanford Municipal Code, recommends approval to the City Council

of General Plan Amendment No. 2019-01 a), based upon the following findings and on the evidence presented:

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

   Analysis: That General Plan Amendment No. 2019-01 a) is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal L12, Policy L51, L52, L54, and L55.

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

   ANALYSIS: That physical development is not proposed under this amendment. Future development of the project area will not be detrimental to the public health, safety, or welfare of the community. Future development will be subject to the regulations of the Hanford Municipal Code, California Building and Fire Code, the Public Works Construction Standards, and any conditions set forth by the Site Plan Review Committee, in order to protect the public health, safety, and welfare of the community.

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

   Analysis: That 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. The jobs-housing balance is 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. The proposal to change the designation from Downtown Mixed Use to Service Commercial on approximately six acres will not affect the City's ability to maintain an appropriate balance of land uses within the City, limited residential uses are permitted in the Service Commercial designation, including live-work facilities and residential units located in the same building with an office or commercial use.

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

   Analysis: That the anticipated land uses of the Service Commercial designation would be compatible with existing and future surrounding land uses. The project area's existing surrounding land uses include retail, restaurants, and automotive uses. The uses allowed in the Service Commercial designation allow for establishments engaged in the servicing of equipment, materials, products and related sales and travel conveniences. The uses allowed in the Service Commercial designation would be compatible with the existing surrounding land uses and future surrounding uses in the Downtown Mixed Use designation.

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

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

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

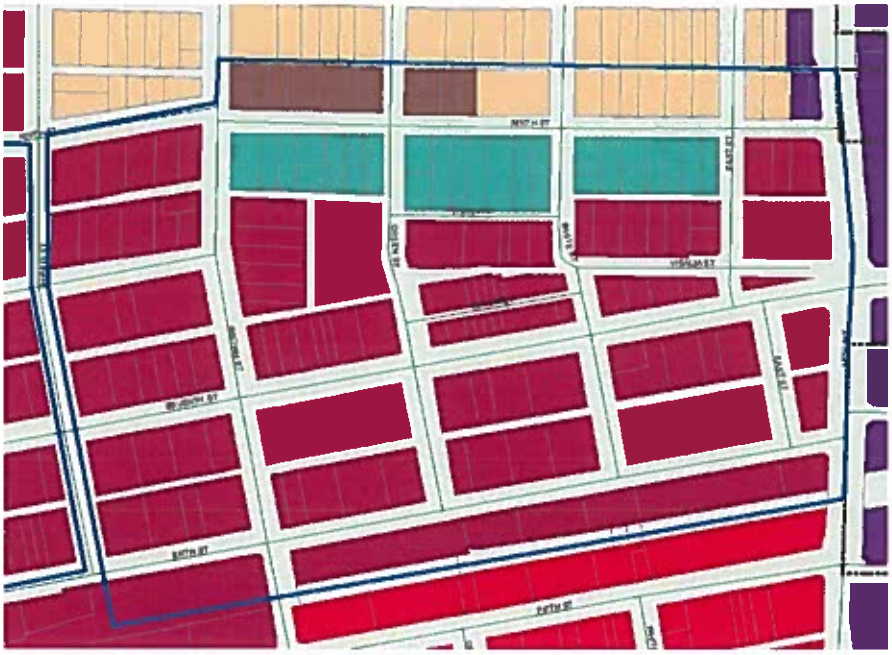
I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 13th day of August 2019.

Darlene R. Mata

Exhibit A
General Plan Amendment No. 2019-01 a)

General Plan Amendment 2019-01 a) Designation Change

Existing:



Proposed: From Downtown Mixed Use to Service Commercial

Exhibit B
Mitigation Monitoring and Reporting Program

Specific Plan Amendment No. 2019-01, General Plan Amendment No. 2019-01, Rezone No. 2019-02, Zone Text Amendment No. 2019-04
Mitigation Measures
Mitigated Negative Declaration 2019-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	That the project could substantially degrade the existing visual character or quality of the site and its surroundings?	That future development comply with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan.	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 the physical development of the project site would be subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan?	That when a physical project is proposed, compliance with the Air Quality Plan is required	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	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	When a physical project is proposed, effective dust control will be required to be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents	Developer to file application with San Joaquin Valley Air Pollution Control District

	ambient air quality standard? The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?		
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 could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including	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

	liquefaction? iv) Landslides?		
MM Geology 2:	That the project could result in substantial soil erosion or the loss of topsoil?	That a geotechnical and soil studies be prepared as a requirement of the physical development of the project site (as determined by the Building Official)	Building Official to require; developer to conduct study
MM Geology 3-6	That the project could 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?	**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, when a physical project is proposed for the subject site. **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 when a physical project is proposed for the subject site, 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.	City to require; developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gas 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? That the project could	**MM Greenhouse Gases 1:** The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.	Developer to comply and consult with the SJVAPCD

	conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1 & 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM Hazards 1:** Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statues and regulations. **MM Hazards 2:** When a physical project is proposed in the project area, the project applicant would be required to implement a Stormwater Pollution Prevention Plan or Best Management Practice during construction activities to prevent contaminated run off from leaving the project site (if required of development by the Engineering Division).	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	**MM Hydrology 1:** 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. 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.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate	City to require; Developer to

	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?	best management practices/design standards.	provide
MM Hydrology 4-6	That the project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? That the project would otherwise substantially degrade water quality?	**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:** 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 6:** 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.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Physical development of the project site is required to comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels	That when a physical project is proposed, construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	existing without the project?		
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 physical development of the project site 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 physical development of the project site will be subject to police impact fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	If the site is developed for residential uses, the physical development of the project site will be subject to school impact fees.	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
MM Recreation 1	The project may 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. The project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees or the dedication of park space.	Developer to pay or dedicate
TRANSPORATION AND TRAFFIC			
MM Traffic 1 & 2	That 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 including mass transit and non-	**MM Traffic 1:** That future development of the project site is subject to review and conditioning by the Public Works Engineering Division. **MM Traffic 2:** That future development of the project site will be subject to a Transportation Impact Mitigation Fee.	City of require; developer to comply

	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? That the project would 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? That the project would substantially increase hazards due to a design feature or incompatible use? That the project would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing	Any future development of the project site would be required to implement water conservation measures	City to require and ensure compliance; developer and

	entitlements and resources, or are new or expanded entitlements needed?		future occupants to adhere
MM Utilities 2:	That the project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development of the project site will be subject to Refuse and Recycling Impact fees.	
MM Utilities 3:	Would the project comply with federal, state, and local statures related to solid waste?	That the future development of the project site would be required to comply with all statues and regulations related to solid waste.	City to require; developer to provide

RESOLUTION NO. 2018-14

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 2019-01 B) TO THE CITY COUNCIL. GENERAL PLAN AMENDEMENT NO. 2019-01 B) IS A REQUEST TO DELETE REFERENCES TO THE DOWNTOWN EAST PRECISE PLAN FROM THE GENERAL PLAN POLICY DOCUMENT.

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on August 13, 2019, at 7:00 p.m., it was moved by Commissioner , and seconded by Commissioner , that the following resolution be adopted:

WHEREAS, an application, filed by City of Hanford, for General Plan Amendment No. 2019-01 B), requesting to delete references to the Downtown East Precise Plan from the General Plan Policy Document, as shown in **Exhibit A,** was presented to the Hanford City Planning Commission on August 13, 2019; and

WHEREAS, the City of Hanford Planning Commission considered the General Plan Amendment, in accordance with Section 17.88 of the Hanford Municipal Code, at its regularly scheduled meeting on August 13, 2019; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2019-24, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B,** and certify that Mitigated Negative Declaration No. 2019-24 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED that the City of Hanford Planning Commission, in accordance with Section 17.88.040 of the Hanford Municipal Code, recommends approval to the City Council of General Plan Amendment No. 2019-01 b), based upon the following findings and on the evidence presented:

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

   Analysis: That General Plan Amendment No. 2019-01 b) will not conflict with the goals, objectives or policies of the General Plan.

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

   ANALYSIS: That the amendment is a deletion of references to the Downtown East Precise plan and will not be detrimental to the public health, safety, or welfare of the community.

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

   Analysis: That the amendment is a deletion of references to the Downtown East Precise Plan from the General Plan and will not affect the balance of land uses within the City.

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

   Analysis: That General Plan Amendment No. 2019-01 b) is solely a deletion of references to the Downtown East Precise Plan from the General Plan. The amendment does not create a land use designation.

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

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

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 13th day of August 2019.

Darlene R. Mata

Exhibit A
Downtown East Precise Plan Reference Deletions from the General Plan

Policy E39 Main Street Hanford

Continue to support the goals and policies of Main Street Hanford including:

- Identifying new downtown business opportunities
- Helping existing businesses expand
- Finding new uses for vacant buildings
- Converting upper stories to housing, office or commercial space
- Improving downtown business management techniques

Policy E40 Marketing Downtown

Support marketing programs that promote the Downtown as a center for commerce, arts, culture, and entertainment.

~~*Policy E41 Downtown East Precise Plan*~~

~~Implement the strategies and policies of the Downtown East Precise Plan.~~

Policy E~~42~~ 41 Public/Private Partnerships

Participate in public/private partnerships for redevelopment of Downtown properties.

Policy E~~43~~ 42 Solar Panels on Carports

Promote and encourage the installation of solar panels on carports in parking lots as a means of income generation and energy conservation.

Attachment: Resolution No. 2019-14 GPA 2019-01 B (Repeal the Downtown East Precise Plan)

- Highway 43 at 10th Avenue
- Grangeville Boulevard at Highway 43
- Highway 198 at 13th Avenue
- East Lacey Boulevard at Highway 43

3.11 Downtown Hanford

Hanford's historic downtown is the heart of the city. Many efforts have been taken over the years to maintain and improve upon its uniqueness. Examples of those efforts include special design guidelines, and zoning, ~~and the Downtown East Precise Plan~~. This General Plan strives to continue and build upon past efforts.

Downtown Hanford Goals

Goal L33: A historic Downtown area that remains the physical, cultural, civic, and commercial center of city.

Goal L34: A Downtown that is active, vibrant and safe place to be at all times of the day or night.

Goal L35: A safe, comfortable, and enjoyable pedestrian environment in the Downtown that encourages walking, sidewalk dining, window shopping, and social interaction.

Policy L123 Downtown Scale and Character

Encourage continued improvement and redevelopment of the Downtown area with new specialty shops, restaurants, major stores, offices, and supporting commercial uses, but retain the small-town scale and character conveyed by existing development with an appropriate transition between commercial and adjoining existing residential areas.

Policy L124 Downtown Mix of Uses

Encourage mixed-use, local serving offices and commercial development projects in the Downtown mixed with multi-family residential development.

Policy L125 Downtown Vertical Mixed Use

Prioritize vertical mixed use and a diversity of retail uses to facilitate pedestrian storefront shopping in the downtown area.

Policy L126 Downtown Government Offices

Locate new local, State, and federal offices in the Downtown area to the greatest extent possible.

Attachment: Resolution No. 2019-14 GPA 2019-01 B (Repeal the Downtown East Precise Plan)

Exhibit B
Mitigation Monitoring and Reporting Program

Specific Plan Amendment No. 2019-01, General Plan Amendment No. 2019-01, Rezone No. 2019-02, Zone Text Amendment No. 2019-04
Mitigation Measures
Mitigated Negative Declaration 2019-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	That the project could substantially degrade the existing visual character or quality of the site and its surroundings?	That future development comply with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan.	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 the physical development of the project site would be subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan?	That when a physical project is proposed, compliance with the Air Quality Plan is required	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	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	When a physical project is proposed, effective dust control will be required to be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents	Developer to file application with San Joaquin Valley Air Pollution Control District

	ambient air quality standard? The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?		
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 could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including	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

	liquefaction? iv) Landslides?		
MM Geology 2:	That the project could result in substantial soil erosion or the loss of topsoil?	That a geotechnical and soil studies be prepared as a requirement of the physical development of the project site (as determined by the Building Official)	Building Official to require; developer to conduct study
MM Geology 3-6	That the project could 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?	**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, when a physical project is proposed for the subject site. **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 when a physical project is proposed for the subject site, 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.	City to require; developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gas 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? That the project could	**MM Greenhouse Gases 1:** The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.	Developer to comply and consult with the SJVAPCD

	conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1 & 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM Hazards 1:** Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statues and regulations. **MM Hazards 2:** When a physical project is proposed in the project area, the project applicant would be required to implement a Stormwater Pollution Prevention Plan or Best Management Practice during construction activities to prevent contaminated run off from leaving the project site (if required of development by the Engineering Division).	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	**MM Hydrology 1:** 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. 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.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate	City to require; Developer to

	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?	best management practices/design standards.	provide
MM Hydrology 4-6	That the project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? That the project would otherwise substantially degrade water quality?	**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:** 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 6:** 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.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Physical development of the project site is required to comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels	That when a physical project is proposed, construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	existing without the project?		
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 physical development of the project site 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 physical development of the project site will be subject to police impact fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	If the site is developed for residential uses, the physical development of the project site will be subject to school impact fees.	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
MM Recreation 1	The project may 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. The project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees or the dedication of park space.	Developer to pay or dedicate
TRANSPORATION AND TRAFFIC			
MM Traffic 1 & 2	That 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 including mass transit and non-	**MM Traffic 1:** That future development of the project site is subject to review and conditioning by the Public Works Engineering Division. **MM Traffic 2:** That future development of the project site will be subject to a Transportation Impact Mitigation Fee.	City of require; developer to comply

	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? That the project would 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? That the project would substantially increase hazards due to a design feature or incompatible use? That the project would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing	Any future development of the project site would be required to implement water conservation measures	City to require and ensure compliance; developer and

	entitlements and resources, or are new or expanded entitlements needed?		future occupants to adhere
MM Utilities 2:	That the project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development of the project site will be subject to Refuse and Recycling Impact fees.	
MM Utilities 3:	Would the project comply with federal, state, and local statures related to solid waste?	That the future development of the project site would be required to comply with all statues and regulations related to solid waste.	City to require; developer to provide

RESOLUTION NO. 2019-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF REZONE NO. 2019-02. THE PROJECT IS A REQUEST TO REPEAL THE DOWNTOWN EAST PRECISE PLAN AND ADOPT THE UNDERLYING ZONING AND CHANGE A PORTION OF THE UNDERLYING ZONING FROM MX-D DOWNTOWN MIXED USE TO C-S SERVICE COMMERCIAL. THE PROJECT PERTAINS TO THE DOWNTOWN EAST PRECISE PLAN, WHICH IS LOCATED BETWEEN HARRIS STREET AND 10TH AVENUE, NORTH OF THE SAN JOAQUIN VALLEY RAILROAD TRACKS, SOUTH OF THE CENTERLINE OF THE ALLEY BETWEEN NINTH AND TENTH STREETS.

At a regular meeting of the City of Hanford Planning Commission duly called and held on August 13, 2019, on motion of Commissioner , seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by the City of Hanford, for Rezone No. 2019-02, requesting to repeal the Downtown East Precise Plan, adopt the underlying zoning, and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on August 13, 2019; and

WHEREAS, the City of Hanford Planning Commission considered the rezone, in accordance with Section 17.86 of the Hanford Municipal Code, at its regularly scheduled meeting on August 13, 2019; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2019-24, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B,** and certify that Mitigated Negative Declaration No. 2019-24 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED that the City of Hanford Planning Commission, in accordance with Section 17.86.030 of the Hanford Municipal Code, recommends approval to the City Council of Rezone No. 2019-02, based upon the following findings and the evidence presented:

1. That the amendment is internally consistent with the goals, objectives, and policies of the That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.

   Analysis: That Rezone No. 2019-02 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal L12, Policies L51, L52, L54, and

L55. All regulations pertaining to C-S Service Commercial zone district will be enforced as development occurs through the Site Plan Review process.

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

   ANALYSIS: That physical development is not proposed under Rezone No. 2019-02. Future development of the project area will not be detrimental to the public health, safety, or welfare of the community. Future development will be subject to the regulations of the Hanford Municipal Code, California Building and Fire Code, the Public Works Construction Standards, and any conditions set forth by the Site Plan Review Committee, in order to protect the public health, safety, and welfare of the community.

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

   Analysis: That 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. The jobs-housing balance is 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. The proposal to change the designation from MX-D Downtown Mixed Use to C-S Service Commercial on approximately six acres will not affect the City's ability to maintain an appropriate balance of land uses within the City, limited residential uses are permitted in the C-S Service Commercial designation, including live-work facilities and residential units located in the same building with an office or commercial use.

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

   Analysis: That the anticipated land uses of the sites rezoned to C-S Service Commercial would be compatible with existing and future surrounding uses. The parcels will be developed as uses permitted or conditionally permitted in the C-S Service Commercial zone district, in accordance with the Hanford Municipal Code Table 17.08.030 Commercial, Office, and Industrial Land Use, which according to General Plan Policy L52, include a broad range of commercial activities, such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The anticipated land uses in the project area would be compatible with existing and future surrounding uses.

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

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

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 13th day of August, 2019.

Darlene R. Mata

Attachment: Resolution No. 2019-15 RZ 2019-02 (Repeal the Downtown East Precise Plan)

Exhibit A
Rezone No. 2019-02

Existing Zoning: with repeal of Downtown East Precise Plan

Proposed: MX-D Downtown Mixed Use to C-S Service Commercial

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2019-15 RZ 2019-02 (Repeal the Downtown East Precise Plan)

Specific Plan Amendment No. 2019-01, General Plan Amendment No. 2019-01, Rezone No. 2019-02, Zone Text Amendment No. 2019-04
Mitigation Measures
Mitigated Negative Declaration 2019-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	That the project could substantially degrade the existing visual character or quality of the site and its surroundings?	That future development comply with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan.	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 the physical development of the project site would be subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan?	That when a physical project is proposed, compliance with the Air Quality Plan is required	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	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	When a physical project is proposed, effective dust control will be required to be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents	Developer to file application with San Joaquin Valley Air Pollution Control District

	ambient air quality standard? The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?		
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 could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including	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

	liquefaction? iv) Landslides?		
MM Geology 2:	That the project could result in substantial soil erosion or the loss of topsoil?	That a geotechnical and soil studies be prepared as a requirement of the physical development of the project site (as determined by the Building Official)	Building Official to require; developer to conduct study
MM Geology 3-6	That the project could 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?	**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, when a physical project is proposed for the subject site. **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 when a physical project is proposed for the subject site, 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.	City to require; developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gas 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? That the project could	**MM Greenhouse Gases 1:** The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.	Developer to comply and consult with the SJVAPCD

	conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1 & 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM Hazards 1:** Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statues and regulations. **MM Hazards 2:** When a physical project is proposed in the project area, the project applicant would be required to implement a Stormwater Pollution Prevention Plan or Best Management Practice during construction activities to prevent contaminated run off from leaving the project site (if required of development by the Engineering Division).	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	**MM Hydrology 1:** 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. 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.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate	City to require; Developer to

	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?	best management practices/design standards.	provide
MM Hydrology 4-6	That the project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? That the project would otherwise substantially degrade water quality?	**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:** 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 6:** 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.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Physical development of the project site is required to comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels	That when a physical project is proposed, construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	existing without the project?		
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 physical development of the project site 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 physical development of the project site will be subject to police impact fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	If the site is developed for residential uses, the physical development of the project site will be subject to school impact fees.	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
MM Recreation 1	The project may 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. The project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees or the dedication of park space.	Developer to pay or dedicate
TRANSPORATION AND TRAFFIC			
MM Traffic 1 & 2	That 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 including mass transit and non-	**MM Traffic 1:** That future development of the project site is subject to review and conditioning by the Public Works Engineering Division. **MM Traffic 2:** That future development of the project site will be subject to a Transportation Impact Mitigation Fee.	City of require; developer to comply

	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? That the project would 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? That the project would substantially increase hazards due to a design feature or incompatible use? That the project would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing	Any future development of the project site would be required to implement water conservation measures	City to require and ensure compliance; developer and

	entitlements and resources, or are new or expanded entitlements needed?		future occupants to adhere
MM Utilities 2:	That the project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development of the project site will be subject to Refuse and Recycling Impact fees.	
MM Utilities 3:	Would the project comply with federal, state, and local statures related to solid waste?	That the future development of the project site would be required to comply with all statues and regulations related to solid waste.	City to require; developer to provide

RESOLUTION NO. 2019-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF ZONE TEXT AMENDMENT NO. 2019-04, A REQUEST TO REMOVE REFERENCE TO THE DOWNTOWN EAST PRECISE PLAN FROM THE HANFORD MUNICIPAL CODE TITLE 17.

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on August 13, 2019, on motion of Commissioner , seconded by Commissioner and duly carried, the following resolution was adopted:

WHEREAS, Zone Text Amendment No. 2019-04, a request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17, as shown in **Exhibit A,** was presented to the Planning Commission; and

WHEREAS, on August 13, 2019, the Planning Commission of the City of Hanford conducted a public hearing in accordance with Section 17.70.070 of the Hanford Municipal Code pertaining to Zone Text Amendment 2019-04, and,

WHEREAS, comprehensive zoning regulations on the use of land and property lie within the City's police powers; and,

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing of August 13, 2019; and,

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2019-24, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B,** and certify that Mitigated Negative Declaration No. 2019-24 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.86.040 of the Hanford Municipal Code, recommends approval to the City Council of Zone Text Amendment No. 2019-04, based upon the following findings and on the evidence presented at the public hearing on August 13, 2019:

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

   Analysis: That the zone text amendment to delete reference to the Downtown East Precise Plan from the Zoning Ordinance is consistent with the goals, objectives and policies of the General Plan, as proposed to be amended under General Plan Amendment No. 2019-01 b).

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

   Analysis: That the zone text amendment to delete reference to the Downtown East Precise Plan from the Zoning Ordinance would not be detrimental to the public health, safety, or welfare of the community.

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

   Analysis: That the zone text amendment is a deletion of references to the Downtown East Precise Plan from the Hanford Municipal Code and will not affect the balance of land uses within the City.

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

   Analysis: That Municipal Code Amendment No. 2019-04 is solely a deletion of references to the Downtown East Precise Plan from the Hanford Municipal Code. The amendment does not create a land use designation.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford held on the 13th day of August 2019, by the following vote:

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

I, **Darlene R. Mata,** Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the **13th day of August 2019.**

Darlene R. Mata, Secretary

Exhibit A
Downtown East Precise Plan Reference Deletions from the Municipal Code

Chapter 17.06 ZONE DISTRICTS AND ZONING MAP

17.06.010 Purpose.

The purpose of this chapter is to establish zone districts and a zoning map to classify, regulate, restrict and segregate the uses of land and buildings, to regulate and restrict the height and bulk of buildings and to regulate the area of yards and other open spaces about buildings, and to regulate the density of population. (Ord. 17-04, 2017)

17.06.020 Applicability.

The zoning districts are applicable in all areas of the City. (Ord. 17-04, 2017)

17.06.030 Establishment of Zone Districts.

A. Base zone districts establish the basic land use and property development regulations applicable to all property within the City, as provided in Section 17.02.110. Overlay zone districts provide additional regulations that are to be exercised over certain lands within the combining zone to meet special community health, safety, welfare, environmental or development objectives described by the General Plan or a specific plan. Overlay district regulations apply in addition to base district regulations and other regulations of this chapter.

B. The base zones are hereby established as follows:

1. Low Density Residential—Twelve thousand (12,000) square foot minimum site area, abbreviated as R-L-12;

2. Low Density Residential—Eight thousand (8,000) square foot minimum site area, abbreviated as R-L-8;

3. Low Density Residential—Five thousand (5,000) square foot minimum site area, abbreviated as R-L-5;

4. Medium Density Residential, abbreviated as R-M.

5. High Density Residential, abbreviated as R-H.

6. Neighborhood Commercial, abbreviated as C-N.

7. Regional Commercial, abbreviated as C-R.

8. Service Commercial, abbreviated as C-S.

9. Highway Commercial, abbreviated as C-H.

10. Neighborhood Mixed Use, abbreviated as MX-N.

11. Corridor Mixed Use, abbreviated as MX-C.

12. Downtown Mixed Use, abbreviated as MX-D.

13. Office Residential, abbreviated as OR.

14. Office, abbreviated as O.

15. Light Industrial, abbreviated as I-L.

16. Heavy Industrial, abbreviated as I-H.

17. Public Facilities, abbreviated as PF.

18. Airport Protection, abbreviated as AP.

19. Conservation, abbreviated as CO.

C. The overlay zone districts are hereby established as follows:

1. Airport Overlay District.

~~2. East Downtown Overlay District.~~

~~3.~~ 2 Historic Overlay District. (Ord. 17-04, 2017)

17.06.040 Establishment of zoning map.

A. In order to ensure that comprehensive zoning regulations may be applied uniformly to all incorporated territory upon adoption of this title, a zoning map is hereby established to delineate the location and boundaries of zone districts within the City. The zoning map is incorporated into this title by this reference with the same force and effect as if the boundaries, together with any notations, references, and information shown on the zoning map were specifically stated and described in this title.

B. The zoning map, together with such additional maps as may be adopted in accordance with the provisions of this title, shall be collectively known as the "City of Hanford Zoning Map."

C. The official copy of the zoning map shall be kept, maintained, and made available to the public by the Hanford Community Development Department. The zoning map may be maintained in hard copy and/or electronic formats.

D. All property within incorporated territory shall be delineated within a zoning district on the zoning map.

E. The location of zoning districts on the zoning map shall be consistent with the applicable policies and land use set forth in the General Plan. (Ord. 17-04, 2017)

17.06.050 Interpretation of zone boundary lines.

Whenever any uncertainty exists as to the boundary line between two (2) zoning districts shown on the zoning map the following interpretations shall control:

A. Where a boundary line is indicated as following a street, alley, railroad right-of-way, drainage channel, or other watercourse, the center line of such street, alley, railroad right-of-way, drainage channel, or other watercourse shall be considered to be the boundary line.

B. Where a boundary line is indicated as following a lot line or property line, the boundary line shall be construed as following such lot line or property line.

C. Where a boundary line is not indicated as following a street or alley and does not follow or coincide approximately with a lot line or property line, the zone boundary line shall be determined by the use of the scale designated on the City's zone plan map.

D. Where further uncertainty exists, the Planning Commission, upon a written application from the owner of the property in question or on its own motion, shall determine the location of the zone boundary in question, giving due consideration to the location indicated on the City's zone plan map, the purposes and objectives of the zoning ordinance, and the applicable policies set forth in the General Plan. (Ord. 17-04, 2017)

17.06.060 Zone changes.

Changes to the zoning map shall be approved by ordinance of the City Council in accordance with Chapter 17.86. (Ord. 17-04, 2017)

17.06.070 Prezoning.

Territories proposed for annexation into the City shall be prezoned concurrent with the City Council initiation of annexation proceedings, in accordance with Chapter 17.86. (Ord. 17-04, 2017)

17.06.080 Right-of-way abandonment.

When a public street, alley or railroad right-of-way is abandoned, the abandoned territory shall immediately, and without any further action by the City, be assigned the zoning that is classified the same as the adjacent territory. (Ord. 17-04, 2017)

Chapter 17.46 ~~DOWNTOWN EAST OVERLAY ZONE~~ RESERVED

~~17.46.010 Application.~~

~~A. This chapter shall apply to all land within the Downtown East Overlay zone, as defined on the Zoning Map.~~

~~B. The requirements of this chapter shall be considered in conjunction with the requirements of any base zone district and the Hanford Downtown East Precise Plan. If a conflict exists between the requirements of the base zone district and the Hanford Downtown East Precise Plan, this chapter shall determine which requirements apply.~~

~~C. Where the Hanford Downtown East Precise Plan is silent as to a standard or requirement, this title shall apply. (Ord. 17-04, 2017)~~

~~17.46.020 Permitted uses.~~

~~A. Uses shall be permitted or not permitted, conditionally permitted, administratively permitted, or temporarily permitted as prescribed in Chapter 4 of the Hanford Downtown East Precise Plan and the land use tables in Sections 17.08.020 and 17.08.030 based on the base zone district in which the use is located.~~

~~B. Where Chapter 4 of the Hanford Downtown East Precise Plan and the land use tables in Sections 17.08.020 and 17.08.030 are in conflict, the Hanford Downtown East Precise Plan shall apply.~~

~~C. Where a use is not listed in the Hanford Downtown East Precise Plan but is listed in the land use tables in Sections 17.08.020 and 17.08.030, the land use tables shall apply.~~

~~D. Uses that are permitted in Chapter 4 of the Hanford Downtown East Precise Plan do not require a conditional use permit and shall meet the special conditions that apply to that use, as listed in said chapter.~~

~~E. Where conflicts exist, an applicant may also appeal to the Community Development Director to determine which shall use shall be permitted based on existing conditions and surrounding uses. (Ord. 17-04, 2017)~~

~~17.46.030 Lot area and dimensions.~~

~~The minimum lot area and dimensions shall be consistent with the standards in the base zone district. (Ord. 17-04, 2017)~~

~~17.46.040 Dwelling units per lot.~~

~~The maximum dwelling units per lot shall be determined by Chapter 4 of the Hanford Downtown East Precise Plan. (Ord. 17-04, 2017)~~

~~17.46.050 Frontage types.~~

~~New buildings shall be constructed consistent with the frontage type standards in Chapter 4 of the Hanford Downtown East Precise Plan.~~

~~Where there is conflict between the frontage type standards and the building setbacks in the base zone district, the frontage type standards shall apply.~~

~~The Community Development Director may waive the building setback requirements for frontage types in Chapter 4 of the Hanford Downtown East Precise Plan. This shall not be construed to allow building encroachment into the public right-of-way beyond what is specifically permitted, nor to allow a building setback that is less than the minimum building setback of the base zone district. (Ord. 17-04, 2017)~~

~~17.46.060 Off-street parking.~~

~~A. New buildings shall meet the off-street parking standards in Chapter 4 of the Hanford Downtown East Precise Plan and Chapter 17.54 of this title.~~

~~B. If a conflict exists between the off-street parking standard requirements of Chapter 17.54 of this title and Chapter 4 of the Hanford Downtown East Precise Plan, the Hanford Downtown East Precise Plan shall apply. (Ord. 17-04, 2017)~~

~~17.46.070 Landscaping.~~

~~A. New buildings shall meet the landscaping standards in Chapter 4 of the Hanford Downtown East Precise Plan and Chapter 17.52 of this title.~~

~~B. If a conflict exists between the landscaping standards of Chapter 17.52 and Chapter 4 of the Hanford Downtown East Precise Plan, the Hanford Downtown East Precise Plan shall apply. (Ord. 17-04, 2017)~~

~~17.46.080 China Alley.~~

~~New and remodeled buildings identified as being within China Alley per the Hanford Downtown East Precise Plan should consider and integrate the design guidelines in Chapter 5 of the Hanford Downtown East Precise Plan into their design. The design guidelines are not intended as strictly enforced rules, but as a tool to guide the design process. (Ord. 17-04, 2017)~~

~~17.46.090 Screening, fences, and walls.~~

~~Fences and walls shall be provided on the site for each use in accordance with the base zone district. (Ord. 17-04, 2017)~~

~~17.46.100 Signs.~~

~~Signs shall be subject to the requirements and standards prescribed in the base zone district. (Ord. 17-04, 2017)~~

Chapter 17.54 PARKING AND LOADING STANDARDS

17.54.010 Purpose.

In order to attempt to reduce traffic congestion and a shortage of curb spaces, off-street parking and off-street loading facilities shall be required as a part of new land uses and major alterations and enlargements of existing land uses. Off-street parking and loading areas are intended to be laid out in a manner which will ensure their usefulness, protect the public safety, and where appropriate, insulate surrounding land uses from their impact. (Ord. 17-04, 2017)

17.54.020 Application.

The parking and loading standards in this chapter shall apply to all zone districts, unless otherwise specified. (Ord. 17-04, 2017)

17.54.030 General location and use of parking areas.

The land areas set aside for parking to meet the provisions of this chapter shall be usable and accessible for the type of off-street parking that is required. Off-street vehicle parking is restricted to only approved off-street parking facilities as designed and developed in accordance with this chapter. (Ord. 17-04, 2017)

17.54.040 Number of parking spaces required.

A. At the time of the initial occupancy of a site or any existing structure, or of the construction of a building, or of a major alteration or enlargement of a site or building or a change in the use of property that requires additional parking spaces, the number of off-street parking facilities for automobiles shall be provided in accordance with Table 17.54.040.

B. For the purposes of this section, square feet shall mean the gross square feet of a building. Employees shall mean the expected number of employees determined at the time a building permit issued or a use commences.

C. If, in the application of the requirements of this section, a fractional number is obtained, one (1) parking space shall be provided for a fraction of one-half (1/2) or more, and no parking space shall be required for a fraction of less than one-half (1/2).

Table 17.54.040

Number of Parking Spaces	
Land Use	**Parking Space Requirement**
Assisted living, skilled nursing, or hospice facility; residential care facility	1 space per dwelling unit or 1 space for every 4 beds
Single-family dwelling	2 spaces per dwelling unit; at least 1 space shall be covered (garage or carport)
Multifamily dwelling, Studio or SRO (no bedroom)	1 space per dwelling unit
Multifamily dwelling, 1-bedroom	1.5 spaces per dwelling unit; at least 50% of the spaces shall be covered parking

Number of Parking Spaces	
Land Use	**Parking Space Requirement**
Multifamily dwelling, 2-bedroom	1.75 spaces per dwelling unit; 50% of the spaces shall be covered parking
Multifamily dwelling, 3 or more bedrooms	2 spaces per dwelling unit; 50% of the spaces shall be covered parking
Single- or multifamily dwelling specifically for seniors 55 years of age or older	1 space per dwelling unit or 1 space for every 4 beds
Boarding house or rooming house, lodging	1 space per 2 beds
Motel, hotel, or bed and breakfast inn	1 space per guest room, plus 1 space per employee
Live/work facility	1.5 spaces per dwelling unit
Integrated shopping center	1 space per 350 square feet
Retail store	1 space per 300 square feet
Retail store selling large items in showroom; food locker	1 space per 600 square feet
Bank	1 space per 300 square feet
Indoor commercial recreation facility	1 space per 300 square feet
Health or fitness facility, small	1 space per 300 square feet
Restaurant, bar, nightclub, lounge, brewpub, microbrewery	1 space per 150 square feet
Artisan food and beverage production and sales	1 space per 300 square feet
All office and medical uses, except call center, hospital, and pharmacy	1 space per 250 square feet
Call center	1 space per 200 square feet
Hospital	1 space per 3 beds plus 1 space for every 2 employees of the maximum working shift, including doctors
Pharmacy	1 space per 300 square feet
Government office; social service office, assistance center, or guidance center	1 space per 250 square feet
All service commercial uses	1 space per 300 square feet
Studio for martial arts, music, dance, yoga, exercise, gymnastics or similar	1 space per 500 square feet
All manufacturing and processing uses except agricultural food production and animal raising; cold storage or ice house	1 space per 1,000 square feet
Mini-warehouse or self-storage	1 space per 250 square feet of office space plus 1 space per caretaker residence
Commercial and industrial uses conducted primarily outside of buildings, including junk yard, wrecking yard, or salvage facility, and vehicle impound yard	1 space for each 2 employees of the maximum working shift

Number of Parking Spaces	
Land Use	**Parking Space Requirement**
Auditorium; card room; club, lodge, or private meeting hall; funeral home or mortuary; religious institution or facility, theater; community center or facility	1 space per 50 square feet of floor area used for seating if seats are not fixed, 1 space per 4 seats, or 1 space per 8 feet of bench or pew seats
All recreation uses except indoor commercial recreation facility, small health or fitness facility, and park or playground	1 space per 2 employees of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation.
School, public, private, or charter (kindergarten to 8th grade)	1 space per employee
School, public, private, or charter (9th to 12th grade)	1 space per employee plus 1 space per 10 students (planned enrollment)
School; trade, vocational, art, business, or professional	1 space per employee plus 10 spaces per classroom
College or university	1 space per employee plus 1 space per 5 students (planned enrollment)
Day care	1 space per employee plus on-site drop-off area
Library, museum, cemetery, fairgrounds, public building and grounds other than offices and educational uses	1 space per 2 employees of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Mobilehome park, recreational vehicle park	1 space per 2 employees of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Airport, heliport, bus, transit, or train station, truck stop or travel center, trucking or transportation terminal, emergency shelter, warehouse or distribution center	1 space per employee of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Post office; public corporation yard, utility yard, or vehicle and heavy equipment maintenance and storage yard; public safety facility or station	1 space per employee of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Adult entertainment establishment	As per the most similar specified use as determined by the Site Plan Review Committee
Uses not specifically described in this table	As per the most similar specified use as determined by the Site Plan Review Committee

(Ord. 17-04, 2017)

17.54.050 Exceptions to required number of spaces.

A. No additional parking spaces shall be required for a change in use or a building enlargement of less than one thousand (1,000) square feet in an existing building located within the Historic Overlay Zone. ~~or the East Downtown Overlay Zone.~~

B. In the event a change in use requires an increase of two (2) or less off-street parking spaces, no additional parking spaces shall be required.

C. No additional off-street parking facilities shall be required solely because of the remodeling of an existing use or building, unless there is a change in use or increase in floor area or other unit of measurement as the result of such remodeling.

D. The total requirements for off-street parking facilities for a mixed-use development shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one (1) use shall not be considered as providing required parking facilities for any other use, except as specifically allowed in this chapter.

E. Parking lots with forty (40) or more spaces may substitute standard parking spaces with motorcycle spaces if they are located within one hundred fifty (150) feet of a building entry. One (1) standard space may be replaced with a motorcycle space for each forty (40) required spaces, up to a maximum of two-and-one-half (2.5) percent of the total number of parking spaces.

F. No existing land use or structure shall be deemed to be a nonconforming use solely because of the lack of off-street parking or off-street loading facilities prescribed in this chapter. (Ord. 17-04, 2017)

17.54.060 Joint use of parking.

The Community Development Director, upon a written application by the owner or lessee of any property, may authorize the joint use of parking facilities for the following uses or activities when all of the following are met:

A. No more than seventy-five percent (75%) of the parking facilities required by this chapter for a primarily daytime will be provided by the parking facilities of a primarily nighttime use, or alternatively, no more than seventy-five percent (75%) of the parking facilities required by this chapter for a primarily nighttime use may be provided by the parking facilities of a primarily daytime use. Banks, offices, retail stores, all manufacturing uses, and similar uses are considered typical daytime uses. Theaters, bars and auditoriums are considered nighttime uses.

B. The building or use for which an application is made for authority to utilize the existing off-street parking facilities provided by another building or use shall be located within two hundred (200) feet of such parking facility.

C. The applicant shall show that there is no substantial conflict in the principal operating hours of the building or uses for which the joint use of off-street parking facilities is proposed.

D. If the building, structures, or improvements requiring the parking spaces is located on a different lot or parcel from the property upon which the required parking spaces are located, the owner(s) of the properties shall enter into an agreement, in a form approved by the City. The agreement shall name the City as a third-party beneficiary and shall state that the purpose of the agreement is to satisfy the requirements of this chapter. The agreement shall also state that it creates a covenant that shall run with the land and that the parties thereto will maintain the required parking

spaces upon the property where the parking spaces are located so long as the City requires such parking spaces for the building, structure or improvement. The agreement shall also state that the parking spaces will be used only by persons using the properties which are identified in the agreement and for no other purpose without the express prior written consent of the City. The agreement shall be recorded against title to both properties identified in the agreement so as to become an encumbrance against title to both properties. (Ord. 17-04, 2017)

17.54.070 Common parking areas.

Common parking areas for uses that are not integrated shopping centers may be provided in lieu of the individual requirements contained in this chapter, but the plans for such facilities shall be approved by the Community Development Director as to size, shape and relationship to the sites to be served. The total number of such off-street parking spaces shall be reduced by fifteen percent (15%) if the site has three thousand (3,000) square feet or more of building floor space. (Ord. 17-04, 2017)

17.54.080 In-lieu payments for uses within the central parking and business improvement area.

In lieu of furnishing the parking spaces and facilities required by the provisions of this section for uses within the central parking and business area, the City may require the applicant, as a condition of approval of any project which is subject to the provisions of this section, to satisfy said provision by the use of one (1) of the following alternatives:

A. The payment to the City of an amount of money, equal to fifty percent (50%) of the value of each parking space required by the provision of this chapter for the specific use which value shall be fixed every two (2) years by resolution of the City Council based upon a cost analysis of developing municipal off-street parking facilities as determined by the City Engineer. The payment of such amount shall constitute full compliance with the provisions of this section. Payment of such amount shall be made prior to occupancy.

B. The construction of such off-street parking spaces and facilities can be constructed considering the physical limitation of the property available for such purpose and the payment of money to the City in accordance with the provisions of subsection A of this section for the remainder of the off-street parking spaces and facilities required by this chapter. (Ord. 17-04, 2017)

17.54.090 Location of parking spaces.

A. Off-street parking and off-street loading shall be located on the same site as the use for which they are required or on an adjoining site, except that within the Central Parking and Business Improvement District may locate required off-street parking within six hundred (600) feet of the use for which the spaces are required, measured by the shortest route of pedestrian access.

B. All parking spaces, whether required by this chapter or in addition that which is required, shall be located on a lot or parcel behind the front building setback and outside of a street side yard setback, except that vehicles may park on a paved driveway in the front building setback area. This requirement applies to both covered and uncovered parking areas.

C. In the Historic Overlay District, new parking spaces shall not be located between the main building and a public street. (Ord. 17-04, 2017)

17.54.100 Standards for off-street parking facilities.

Off-street parking facilities shall conform to the following standards and be approved by Site Plan Review Committee in accordance with Chapter 17.60:

A. All parking areas shall have ingress and egress to and from a street or alley as required by the City's standard specifications.

B. Sufficient room for turning and maneuvering vehicles shall be provided on the site.

C. Developed parking areas are to be utilized by all vehicles associated with or visiting the site.

D. The parking of vehicles on lawn, landscaped areas, or other areas not designed for parking are prohibited.

E. Entrances and exits to parking lots and other parking facilities shall be provided only at locations approved by the Site Plan Review Committee.

F. Parking lot lighting shall be deflected away from adjoining sites so as not to cause glare to such sites.

G. No commercial repair work, washing or servicing of vehicles shall be conducted in a parking area.

H. Parking areas, aisles, and access drives shall be paved with a solid material so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water, except that long-term storage areas for vehicles in the C-S, I-L and I-H zone districts may be surfaced with rock, gravel, granite or solid paving.

I. Parking areas shall be designed to the City's standard specifications and approval by the City engineer.

J. In all R-L zones and in the R-M, R-H, and OR zones a front setback area and a street side setback area of a corner lot shall not to be paved or used for parking except for an access driveway leading to an allowed parking area beyond the front or street side setback area.

K. In all R-L zones and in the R-M, R-H, and OR zones of an existing paved driveway perpendicular to the street is permitted if the total width of the existing paving and the new paving does not exceed forty percent (40%) of the lot frontage along the street.

L. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways the paved areas of these driveways shall not exceed fifty percent (50%) of the front yard landscaped area. (Ord. 17-04, 2017)

17.54.110 Parking space dimensions.

A. A standard parking space shall not be less than eighteen and one-half (18.5) feet in length and nine (9) feet in width, exclusive of aisles and access drives.

B. A compact parking space shall not be less than sixteen (16) feet in length and eight (8) feet in width, and marked for compact cars.

C. Up to thirty percent (30%) of all parking spaces in a parking lot or parking structure may be compact parking spaces. In parking lots, there shall be no more than four (4) compact spaces adjacent to each other.

D. The dimensions, design, and construction of parking spaces reserved for handicapped access shall meet the latest adopted California Uniform Building Code.

E. Motorcycle spaces shall be a minimum size of four (4) feet by eight (8) feet. (Ord. 17-04, 2017)

17.54.120 Off-street loading facilities required.

At least one (1) off-street loading space shall be provided in connection with a building having a gross floor area of ten thousand (10,000) square feet or more and intended for a use that typically receives or delivers goods. This requirement shall not apply to a building adjacent to a public alley. The Site Plan Review Committee may waive this requirement for buildings located within the Historic Overlay District. ~~or the East Downtown Overlay District. (Ord. 17-04, 2017)~~

17.54.130 Standards for off-street loading facilities.

Off-street loading facilities shall conform to the following standards:

A. Clearance. Each loading berth shall have a length, width, and overhead clearance sufficient to accommodate fully the maximum expected size of vehicles used in loading or unloading operations.

B. Turning and Maneuvering. Sufficient room for the turning and maneuvering of vehicles shall be provided on the site.

C. Entrances and Exits. Entrances and exits shall be provided at locations approved by the City Engineer.

D. Paving, Drainage, and Grading. The loading area, access drives and aisles shall be paved so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water, with the design and specifications of such work subject to City standards and the approval of the City Engineer.

E. Bumper Rails and Other Barriers. Bumper rails or other barriers shall be provided where needed for safety or to protect property as determined by the Site Plan Review Committee.

F. Lighting. If the loading area is illuminated, lighting shall be deflected away from abutting sites so as not to cause annoying glare to such sites.

G. Location. Loading areas not permitted in front yards. A loading area shall not be located in a required front setback area. A loading area may be located in a required side or rear setback area.

H. Restriction of Use. No commercial repair work, washing or servicing of vehicles shall be conducted in an off-street loading area. (Ord. 17-04, 2017)

17.54.140 Replacement of off-street parking and off-street loading facilities.

No off-street parking, or off-street loading facility provided per this chapter shall be reduced in capacity or in area without sufficient additional capacity or additional area being provided to comply with the requirements of this chapter. (Ord. 17-04, 2017)

17.54.160 Screening and fencing.

Where an off-street parking area located in a commercial or mixed use zone district adjoins a residential zone district or the O or OR zone district, a solid wall or fence, approximately seven (7) feet in height shall be located at the property line common to such districts, except in a required front setback area. The Site Plan Review Committee may reduce the required height or type of screening if they find that the standard screening requirement is not necessary to protect the residential zone district from light, noise, and safety impacts. (Ord. 17-04, 2017)

17.54.180 Landscaping.

In the O and OR zone districts, and in all commercial, mixed use, and industrial zone districts, not less than five percent (5%) of the interior square footage of a parking area shall be landscaped with trees and other plant materials suitable for ornamentation. Parking areas are to have one (1) tree placed at every four (4) lineal parking spaces. Landscaped areas shall be distributed throughout the parking area and peripheral areas to the extent practical in consideration of the size and design of the parking area. Parking lots developed next to a street shall provide a landscape buffer between the street and the parking lot of at least ten (10) feet. (Ord. 17-04, 2017)

17.54.190 Parking for bicycle and low-emission vehicles.

Parking for bicycles and low-emission vehicles shall be provided in accordance with the latest adopted version of the California Building Code. (Ord. 17-04, 2017)

17.54.200 Parking of recreational vehicles and trailers.

A. In any residential zone district and in the OR zone district, no recreation vehicle, including without limitation camping trailer, boat trailer, utility trailer, boat, pickup camper, motor home, dune buggy, or similar vehicle/trailer shall be stored or parked, except within an enclosed side or rear yard or within a garage or carport. If a side or rear yard is not accessible due to existing legal permanent structures, a recreational vehicle or trailer may be parked in a driveway or adjacent to a driveway if it does not create a nuisance or safety problem as determined by the Community Development Director.

B. All recreational vehicles or trailers visible from the street are to be maintained so as not to detract from the neighborhood. (Ord. 17-04, 2017)

17.54.210 Storage and repair of vehicles.

A. In any residential district and in the OR zone district, all motor vehicles incapable of movement under their own power, other than in cases of emergency, shall be stored in an entirely enclosed space, garage or carport. Vehicles with custom fitted covers may be stored in an open area when it does not create a nuisance or safety problem as determined by the Community Development Director, cause complaints from neighbors or violate any section of this title.

B. Repair of vehicles owned by the residents of the property and storage of parts shall be within an enclosed garage, or carport if no garage exists. Repair of vehicles not owned by the resident of the property is prohibited. Vehicle repair and storage of parts are prohibited in a driveway and within the front and street side setback areas. (Ord. 17-04, 2017)

17.54.220 Use of garages and carports.

In any residential zone district and in the OR zone district, garages and carports are to be primarily used for the parking of four-wheeled vehicles. The use of garages or carports for general storage, recreation activities or other uses that prevent the use of the garage or carport for the parking of at least one (1) four-wheeled vehicle is prohibited, except where a garage or carport is converted for living space in accordance with Section 17.54.230. (Ord. 17-04, 2017)

17.54.230 Garage conversions.

A. It is the purpose of this section to allow, in certain cases and subject to specific design requirements, the conversion of garages and carports for living space in circumstances where the provisions of Section 17.54.040 cannot be met post-conversion. Such conversion is deemed acceptable if the following requirements are met:

1. The site is being used as a single-family, detached, residence with a minimum lot size of five thousand (5,000) square feet;
2. The area converted shall be used as part of the main dwelling and shall not be used as a separate dwelling unit or accessory dwelling unit;
3. The area converted shall be subject to all applicable building code requirements;
4. The site shall be owner occupied and that such ownership shall have been in effect for a minimum of twelve (12) months prior to approval of a conversion under this section;
5. The garage door shall either be removed from the structure, or a wall shall be constructed behind the pre-existing garage door with the garage door remaining in place. The exterior elevation of the conversion shall be compatible in design with the existing dwelling;
6. If the garage door is removed, some type of buffering, such as removal of a portion of the parking area for a planter area, shall be provided between the carport or garage and the remaining parking area;
7. The remaining parking area shall have two (2) parking spaces, each space having a minimum width of nine (9) feet and a minimum depth of eighteen (18) feet from the property line.

B. The Community Development Director shall approve or deny garage conversion requests based upon the requirements in this section through the administrative use permit process in Chapter 17.74. Interested individuals may appeal the decision in accordance with the appeal provisions in Chapter 17.70. Review shall be limited to compliance with the specified requirements. (Ord. 17-04, 2017)

Exhibit B
Mitigation Monitoring and Reporting Program

Specific Plan Amendment No. 2019-01, General Plan Amendment No. 2019-01, Rezone No. 2019-02, Zone Text Amendment No. 2019-04
Mitigation Measures
Mitigated Negative Declaration 2019-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	That the project could substantially degrade the existing visual character or quality of the site and its surroundings?	That future development comply with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan.	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 the physical development of the project site would be subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan?	That when a physical project is proposed, compliance with the Air Quality Plan is required	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	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	When a physical project is proposed, effective dust control will be required to be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents	Developer to file application with San Joaquin Valley Air Pollution Control District

	ambient air quality standard? The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?		
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 could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including	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

	liquefaction? iv) Landslides?		
MM Geology 2:	That the project could result in substantial soil erosion or the loss of topsoil?	That a geotechnical and soil studies be prepared as a requirement of the physical development of the project site (as determined by the Building Official)	Building Official to require; developer to conduct study
MM Geology 3-6	That the project could 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?	**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, when a physical project is proposed for the subject site. **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 when a physical project is proposed for the subject site, 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.	City to require; developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gas 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? That the project could	**MM Greenhouse Gases 1:** The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.	Developer to comply and consult with the SJVAPCD

	conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1 & 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM Hazards 1:** Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statues and regulations. **MM Hazards 2:** When a physical project is proposed in the project area, the project applicant would be required to implement a Stormwater Pollution Prevention Plan or Best Management Practice during construction activities to prevent contaminated run off from leaving the project site (if required of development by the Engineering Division).	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	**MM Hydrology 1:** 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. 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.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate	City to require; Developer to

	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?	best management practices/design standards.	provide
MM Hydrology 4-6	That the project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? That the project would otherwise substantially degrade water quality?	**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:** 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 6:** 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.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Physical development of the project site is required to comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels	That when a physical project is proposed, construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	existing without the project?		
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 physical development of the project site 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 physical development of the project site will be subject to police impact fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	If the site is developed for residential uses, the physical development of the project site will be subject to school impact fees.	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
MM Recreation 1	The project may 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. The project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees or the dedication of park space.	Developer to pay or dedicate
TRANSPORATION AND TRAFFIC			
MM Traffic 1 & 2	That 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 including mass transit and non-	**MM Traffic 1:** That future development of the project site is subject to review and conditioning by the Public Works Engineering Division. **MM Traffic 2:** That future development of the project site will be subject to a Transportation Impact Mitigation Fee.	City of require; developer to comply

	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? That the project would 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? That the project would substantially increase hazards due to a design feature or incompatible use? That the project would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing	Any future development of the project site would be required to implement water conservation measures	City to require and ensure compliance; developer and

	entitlements and resources, or are new or expanded entitlements needed?		future occupants to adhere
MM Utilities 2:	That the project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development of the project site will be subject to Refuse and Recycling Impact fees.	
MM Utilities 3:	Would the project comply with federal, state, and local statures related to solid waste?	That the future development of the project site would be required to comply with all statues and regulations related to solid waste.	City to require; developer to provide

Chapter 17.06 ZONE DISTRICTS AND ZONING MAP

17.06.010 Purpose.

The purpose of this chapter is to establish zone districts and a zoning map to classify, regulate, restrict and segregate the uses of land and buildings, to regulate and restrict the height and bulk of buildings and to regulate the area of yards and other open spaces about buildings, and to regulate the density of population. (Ord. 17-04, 2017)

17.06.020 Applicability.

The zoning districts are applicable in all areas of the City. (Ord. 17-04, 2017)

17.06.030 Establishment of Zone Districts.

A. Base zone districts establish the basic land use and property development regulations applicable to all property within the City, as provided in Section 17.02.110. Overlay zone districts provide additional regulations that are to be exercised over certain lands within the combining zone to meet special community health, safety, welfare, environmental or development objectives described by the General Plan or a specific plan. Overlay district regulations apply in addition to base district regulations and other regulations of this chapter.

B. The base zones are hereby established as follows:

1. Low Density Residential—Twelve thousand (12,000) square foot minimum site area, abbreviated as R-L-12;

2. Low Density Residential—Eight thousand (8,000) square foot minimum site area, abbreviated as R-L-8;

3. Low Density Residential—Five thousand (5,000) square foot minimum site area, abbreviated as R-L-5;

4. Medium Density Residential, abbreviated as R-M.

5. High Density Residential, abbreviated as R-H.

6. Neighborhood Commercial, abbreviated as C-N.

7. Regional Commercial, abbreviated as C-R.

8. Service Commercial, abbreviated as C-S.

9. Highway Commercial, abbreviated as C-H.

10. Neighborhood Mixed Use, abbreviated as MX-N.

11. Corridor Mixed Use, abbreviated as MX-C.

12. Downtown Mixed Use, abbreviated as MX-D.

13. Office Residential, abbreviated as OR.

14. Office, abbreviated as O.

15. Light Industrial, abbreviated as I-L.

16. Heavy Industrial, abbreviated as I-H.

17. Public Facilities, abbreviated as PF.

18. Airport Protection, abbreviated as AP.

19. Conservation, abbreviated as CO.

C. The overlay zone districts are hereby established as follows:

1. Airport Overlay District.

~~2. East Downtown Overlay District.~~

~~3.~~ **2** Historic Overlay District. (Ord. 17-04, 2017)

17.06.040 Establishment of zoning map.

A. In order to ensure that comprehensive zoning regulations may be applied uniformly to all incorporated territory upon adoption of this title, a zoning map is hereby established to delineate the location and boundaries of zone districts within the City. The zoning map is incorporated into this title by this reference with the same force and effect as if the boundaries, together with any notations, references, and information shown on the zoning map were specifically stated and described in this title.

B. The zoning map, together with such additional maps as may be adopted in accordance with the provisions of this title, shall be collectively known as the "City of Hanford Zoning Map."

C. The official copy of the zoning map shall be kept, maintained, and made available to the public by the Hanford Community Development Department. The zoning map may be maintained in hard copy and/or electronic formats.

D. All property within incorporated territory shall be delineated within a zoning district on the zoning map.

E. The location of zoning districts on the zoning map shall be consistent with the applicable policies and land use set forth in the General Plan. (Ord. 17-04, 2017)

17.06.050 Interpretation of zone boundary lines.

Whenever any uncertainty exists as to the boundary line between two (2) zoning districts shown on the zoning map the following interpretations shall control:

A. Where a boundary line is indicated as following a street, alley, railroad right-of-way, drainage channel, or other watercourse, the center line of such street, alley, railroad right-of-way, drainage channel, or other watercourse shall be considered to be the boundary line.

B. Where a boundary line is indicated as following a lot line or property line, the boundary line shall be construed as following such lot line or property line.

C. Where a boundary line is not indicated as following a street or alley and does not follow or coincide approximately with a lot line or property line, the zone boundary line shall be determined by the use of the scale designated on the City's zone plan map.

D. Where further uncertainty exists, the Planning Commission, upon a written application from the owner of the property in question or on its own motion, shall determine the location of the zone boundary in question, giving due consideration to the location indicated on the City's zone plan map, the purposes and objectives of the zoning ordinance, and the applicable policies set forth in the General Plan. (Ord. 17-04, 2017)

17.06.060 Zone changes.

Changes to the zoning map shall be approved by ordinance of the City Council in accordance with Chapter 17.86. (Ord. 17-04, 2017)

17.06.070 Prezoning.

Territories proposed for annexation into the City shall be prezoned concurrent with the City Council initiation of annexation proceedings, in accordance with Chapter 17.86. (Ord. 17-04, 2017)

17.06.080 Right-of-way abandonment.

When a public street, alley or railroad right-of-way is abandoned, the abandoned territory shall immediately, and without any further action by the City, be assigned the zoning that is classified the same as the adjacent territory. (Ord. 17-04, 2017)

Chapter 17.46 ~~DOWNTOWN EAST OVERLAY ZONE~~ RESERVED

~~17.46.010 Application.~~

~~A. This chapter shall apply to all land within the Downtown East Overlay zone, as defined on the Zoning Map.~~

~~B. The requirements of this chapter shall be considered in conjunction with the requirements of any base zone district and the Hanford Downtown East Precise Plan. If a conflict exists between the requirements of the base zone district and the Hanford Downtown East Precise Plan, this chapter shall determine which requirements apply.~~

~~C. Where the Hanford Downtown East Precise Plan is silent as to a standard or requirement, this title shall apply. (Ord. 17-04, 2017)~~

~~17.46.020 Permitted uses.~~

~~A. Uses shall be permitted or not permitted, conditionally permitted, administratively permitted, or temporarily permitted as prescribed in Chapter 4 of the Hanford Downtown East Precise Plan and the land use tables in Sections 17.08.020 and 17.08.030 based on the base zone district in which the use is located.~~

~~B. Where Chapter 4 of the Hanford Downtown East Precise Plan and the land use tables in Sections 17.08.020 and 17.08.030 are in conflict, the Hanford Downtown East Precise Plan shall apply.~~

~~C. Where a use is not listed in the Hanford Downtown East Precise Plan but is listed in the land use tables in Sections 17.08.020 and 17.08.030, the land use tables shall apply.~~

~~D. Uses that are permitted in Chapter 4 of the Hanford Downtown East Precise Plan do not require a conditional use permit and shall meet the special conditions that apply to that use, as listed in said chapter.~~

~~E. Where conflicts exist, an applicant may also appeal to the Community Development Director to determine which shall use shall be permitted based on existing conditions and surrounding uses. (Ord. 17-04, 2017)~~

~~17.46.030 Lot area and dimensions.~~

~~The minimum lot area and dimensions shall be consistent with the standards in the base zone district. (Ord. 17-04, 2017)~~

~~17.46.040 Dwelling units per lot.~~

~~The maximum dwelling units per lot shall be determined by Chapter 4 of the Hanford Downtown East Precise Plan. (Ord. 17-04, 2017)~~

~~17.46.050 Frontage types.~~

~~New buildings shall be constructed consistent with the frontage type standards in Chapter 4 of the Hanford Downtown East Precise Plan.~~

~~Where there is conflict between the frontage type standards and the building setbacks in the base zone district, the frontage type standards shall apply.~~

~~The Community Development Director may waive the building setback requirements for frontage types in Chapter 4 of the Hanford Downtown East Precise Plan. This shall not be construed to allow building encroachment into the public right-of-way beyond what is specifically permitted, nor to allow a building setback that is less than the minimum building setback of the base zone district. (Ord. 17-04, 2017)~~

~~17.46.060 Off-street parking.~~

~~A. New buildings shall meet the off-street parking standards in Chapter 4 of the Hanford Downtown East Precise Plan and Chapter 17.54 of this title.~~

~~B. If a conflict exists between the off-street parking standard requirements of Chapter 17.54 of this title and Chapter 4 of the Hanford Downtown East Precise Plan, the Hanford Downtown East Precise Plan shall apply. (Ord. 17-04, 2017)~~

~~17.46.070 Landscaping.~~

~~A. New buildings shall meet the landscaping standards in Chapter 4 of the Hanford Downtown East Precise Plan and Chapter 17.52 of this title.~~

~~B. If a conflict exists between the landscaping standards of Chapter 17.52 and Chapter 4 of the Hanford Downtown East Precise Plan, the Hanford Downtown East Precise Plan shall apply. (Ord. 17-04, 2017)~~

~~17.46.080 China Alley.~~

~~New and remodeled buildings identified as being within China Alley per the Hanford Downtown East Precise Plan should consider and integrate the design guidelines in Chapter 5 of the Hanford Downtown East Precise Plan into their design. The design guidelines are not intended as strictly enforced rules, but as a tool to guide the design process. (Ord. 17-04, 2017)~~

~~17.46.090 Screening, fences, and walls.~~

~~Fences and walls shall be provided on the site for each use in accordance with the base zone district. (Ord. 17-04, 2017)~~

~~17.46.100 Signs.~~

~~Signs shall be subject to the requirements and standards prescribed in the base zone district. (Ord. 17-04, 2017)~~

Chapter 17.54 PARKING AND LOADING STANDARDS

17.54.010 Purpose.

In order to attempt to reduce traffic congestion and a shortage of curb spaces, off-street parking and off-street loading facilities shall be required as a part of new land uses and major alterations and enlargements of existing land uses. Off-street parking and loading areas are intended to be laid out in a manner which will ensure their usefulness, protect the public safety, and where appropriate, insulate surrounding land uses from their impact. (Ord. 17-04, 2017)

17.54.020 Application.

The parking and loading standards in this chapter shall apply to all zone districts, unless otherwise specified. (Ord. 17-04, 2017)

17.54.030 General location and use of parking areas.

The land areas set aside for parking to meet the provisions of this chapter shall be usable and accessible for the type of off-street parking that is required. Off-street vehicle parking is restricted to only approved off-street parking facilities as designed and developed in accordance with this chapter. (Ord. 17-04, 2017)

17.54.040 Number of parking spaces required.

A. At the time of the initial occupancy of a site or any existing structure, or of the construction of a building, or of a major alteration or enlargement of a site or building or a change in the use of property that requires additional parking spaces, the number of off-street parking facilities for automobiles shall be provided in accordance with Table 17.54.040.

B. For the purposes of this section, square feet shall mean the gross square feet of a building. Employees shall mean the expected number of employees determined at the time a building permit issued or a use commences.

C. If, in the application of the requirements of this section, a fractional number is obtained, one (1) parking space shall be provided for a fraction of one-half (1/2) or more, and no parking space shall be required for a fraction of less than one-half (1/2).

Table 17.54.040

Number of Parking Spaces	
Land Use	**Parking Space Requirement**
Assisted living, skilled nursing, or hospice facility; residential care facility	1 space per dwelling unit or 1 space for every 4 beds
Single-family dwelling	2 spaces per dwelling unit; at least 1 space shall be covered (garage or carport)
Multifamily dwelling, Studio or SRO (no bedroom)	1 space per dwelling unit
Multifamily dwelling, 1-bedroom	1.5 spaces per dwelling unit; at least 50% of the spaces shall be covered parking

Number of Parking Spaces	
Land Use	**Parking Space Requirement**
Multifamily dwelling, 2-bedroom	1.75 spaces per dwelling unit; 50% of the spaces shall be covered parking
Multifamily dwelling, 3 or more bedrooms	2 spaces per dwelling unit; 50% of the spaces shall be covered parking
Single- or multifamily dwelling specifically for seniors 55 years of age or older	1 space per dwelling unit or 1 space for every 4 beds
Boarding house or rooming house, lodging	1 space per 2 beds
Motel, hotel, or bed and breakfast inn	1 space per guest room, plus 1 space per employee
Live/work facility	1.5 spaces per dwelling unit
Integrated shopping center	1 space per 350 square feet
Retail store	1 space per 300 square feet
Retail store selling large items in showroom; food locker	1 space per 600 square feet
Bank	1 space per 300 square feet
Indoor commercial recreation facility	1 space per 300 square feet
Health or fitness facility, small	1 space per 300 square feet
Restaurant, bar, nightclub, lounge, brewpub, microbrewery	1 space per 150 square feet
Artisan food and beverage production and sales	1 space per 300 square feet
All office and medical uses, except call center, hospital, and pharmacy	1 space per 250 square feet
Call center	1 space per 200 square feet
Hospital	1 space per 3 beds plus 1 space for every 2 employees of the maximum working shift, including doctors
Pharmacy	1 space per 300 square feet
Government office; social service office, assistance center, or guidance center	1 space per 250 square feet
All service commercial uses	1 space per 300 square feet
Studio for martial arts, music, dance, yoga, exercise, gymnastics or similar	1 space per 500 square feet
All manufacturing and processing uses except agricultural food production and animal raising; cold storage or ice house	1 space per 1,000 square feet
Mini-warehouse or self-storage	1 space per 250 square feet of office space plus 1 space per caretaker residence
Commercial and industrial uses conducted primarily outside of buildings, including junk yard, wrecking yard, or salvage facility, and vehicle impound yard	1 space for each 2 employees of the maximum working shift

Number of Parking Spaces	
Land Use	**Parking Space Requirement**
Auditorium; card room; club, lodge, or private meeting hall; funeral home or mortuary; religious institution or facility, theater; community center or facility	1 space per 50 square feet of floor area used for seating if seats are not fixed, 1 space per 4 seats, or 1 space per 8 feet of bench or pew seats
All recreation uses except indoor commercial recreation facility, small health or fitness facility, and park or playground	1 space per 2 employees of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation.
School, public, private, or charter (kindergarten to 8th grade)	1 space per employee
School, public, private, or charter (9th to 12th grade)	1 space per employee plus 1 space per 10 students (planned enrollment)
School; trade, vocational, art, business, or professional	1 space per employee plus 10 spaces per classroom
College or university	1 space per employee plus 1 space per 5 students (planned enrollment)
Day care	1 space per employee plus on-site drop-off area
Library, museum, cemetery, fairgrounds, public building and grounds other than offices and educational uses	1 space per 2 employees of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Mobilehome park, recreational vehicle park	1 space per 2 employees of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Airport, heliport, bus, transit, or train station, truck stop or travel center, trucking or transportation terminal, emergency shelter, warehouse or distribution center	1 space per employee of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Post office; public corporation yard, utility yard, or vehicle and heavy equipment maintenance and storage yard; public safety facility or station	1 space per employee of the maximum working shift plus the number of additional spaces required by the Site Plan Review Committee based on trip generation
Adult entertainment establishment	As per the most similar specified use as determined by the Site Plan Review Committee
Uses not specifically described in this table	As per the most similar specified use as determined by the Site Plan Review Committee

(Ord. 17-04, 2017)

17.54.050 Exceptions to required number of spaces.

A. No additional parking spaces shall be required for a change in use or a building enlargement of less than one thousand (1,000) square feet in an existing building located within the Historic Overlay Zone**.** ~~or the East Downtown Overlay Zone.~~

B. In the event a change in use requires an increase of two (2) or less off-street parking spaces, no additional parking spaces shall be required.

C. No additional off-street parking facilities shall be required solely because of the remodeling of an existing use or building, unless there is a change in use or increase in floor area or other unit of measurement as the result of such remodeling.

D. The total requirements for off-street parking facilities for a mixed-use development shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one (1) use shall not be considered as providing required parking facilities for any other use, except as specifically allowed in this chapter.

E. Parking lots with forty (40) or more spaces may substitute standard parking spaces with motorcycle spaces if they are located within one hundred fifty (150) feet of a building entry. One (1) standard space may be replaced with a motorcycle space for each forty (40) required spaces, up to a maximum of two-and-one-half (2.5) percent of the total number of parking spaces.

F. No existing land use or structure shall be deemed to be a nonconforming use solely because of the lack of off-street parking or off-street loading facilities prescribed in this chapter. (Ord. 17-04, 2017)

17.54.060 Joint use of parking.

The Community Development Director, upon a written application by the owner or lessee of any property, may authorize the joint use of parking facilities for the following uses or activities when all of the following are met:

A. No more than seventy-five percent (75%) of the parking facilities required by this chapter for a primarily daytime will be provided by the parking facilities of a primarily nighttime use, or alternatively, no more than seventy-five percent (75%) of the parking facilities required by this chapter for a primarily nighttime use may be provided by the parking facilities of a primarily daytime use. Banks, offices, retail stores, all manufacturing uses, and similar uses are considered typical daytime uses. Theaters, bars and auditoriums are considered nighttime uses.

B. The building or use for which an application is made for authority to utilize the existing off-street parking facilities provided by another building or use shall be located within two hundred (200) feet of such parking facility.

C. The applicant shall show that there is no substantial conflict in the principal operating hours of the building or uses for which the joint use of off-street parking facilities is proposed.

D. If the building, structures, or improvements requiring the parking spaces is located on a different lot or parcel from the property upon which the required parking spaces are located, the owner(s) of the properties shall enter into an agreement, in a form approved by the City. The agreement shall name the City as a third-party beneficiary and shall state that the purpose of the agreement is to satisfy the requirements of this chapter. The agreement shall also state that it creates a covenant that shall run with the land and that the parties thereto will maintain the required parking

spaces upon the property where the parking spaces are located so long as the City requires such parking spaces for the building, structure or improvement. The agreement shall also state that the parking spaces will be used only by persons using the properties which are identified in the agreement and for no other purpose without the express prior written consent of the City. The agreement shall be recorded against title to both properties identified in the agreement so as to become an encumbrance against title to both properties. (Ord. 17-04, 2017)

17.54.070 Common parking areas.

Common parking areas for uses that are not integrated shopping centers may be provided in lieu of the individual requirements contained in this chapter, but the plans for such facilities shall be approved by the Community Development Director as to size, shape and relationship to the sites to be served. The total number of such off-street parking spaces shall be reduced by fifteen percent (15%) if the site has three thousand (3,000) square feet or more of building floor space. (Ord. 17-04, 2017)

17.54.080 In-lieu payments for uses within the central parking and business improvement area.

In lieu of furnishing the parking spaces and facilities required by the provisions of this section for uses within the central parking and business area, the City may require the applicant, as a condition of approval of any project which is subject to the provisions of this section, to satisfy said provision by the use of one (1) of the following alternatives:

A. The payment to the City of an amount of money, equal to fifty percent (50%) of the value of each parking space required by the provision of this chapter for the specific use which value shall be fixed every two (2) years by resolution of the City Council based upon a cost analysis of developing municipal off-street parking facilities as determined by the City Engineer. The payment of such amount shall constitute full compliance with the provisions of this section. Payment of such amount shall be made prior to occupancy.

B. The construction of such off-street parking spaces and facilities can be constructed considering the physical limitation of the property available for such purpose and the payment of money to the City in accordance with the provisions of subsection A of this section for the remainder of the off-street parking spaces and facilities required by this chapter. (Ord. 17-04, 2017)

17.54.090 Location of parking spaces.

A. Off-street parking and off-street loading shall be located on the same site as the use for which they are required or on an adjoining site, except that within the Central Parking and Business Improvement District may locate required off-street parking within six hundred (600) feet of the use for which the spaces are required, measured by the shortest route of pedestrian access.

B. All parking spaces, whether required by this chapter or in addition that which is required, shall be located on a lot or parcel behind the front building setback and outside of a street side yard setback, except that vehicles may park on a paved driveway in the front building setback area. This requirement applies to both covered and uncovered parking areas.

C. In the Historic Overlay District, new parking spaces shall not be located between the main building and a public street. (Ord. 17-04, 2017)

17.54.100 Standards for off-street parking facilities.

Off-street parking facilities shall conform to the following standards and be approved by Site Plan Review Committee in accordance with Chapter 17.60:

A. All parking areas shall have ingress and egress to and from a street or alley as required by the City's standard specifications.

B. Sufficient room for turning and maneuvering vehicles shall be provided on the site.

C. Developed parking areas are to be utilized by all vehicles associated with or visiting the site.

D. The parking of vehicles on lawn, landscaped areas, or other areas not designed for parking are prohibited.

E. Entrances and exits to parking lots and other parking facilities shall be provided only at locations approved by the Site Plan Review Committee.

F. Parking lot lighting shall be deflected away from adjoining sites so as not to cause glare to such sites.

G. No commercial repair work, washing or servicing of vehicles shall be conducted in a parking area.

H. Parking areas, aisles, and access drives shall be paved with a solid material so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water, except that long-term storage areas for vehicles in the C-S, I-L and I-H zone districts may be surfaced with rock, gravel, granite or solid paving.

I. Parking areas shall be designed to the City's standard specifications and approval by the City engineer.

J. In all R-L zones and in the R-M, R-H, and OR zones a front setback area and a street side setback area of a corner lot shall not to be paved or used for parking except for an access driveway leading to an allowed parking area beyond the front or street side setback area.

K. In all R-L zones and in the R-M, R-H, and OR zones of an existing paved driveway perpendicular to the street is permitted if the total width of the existing paving and the new paving does not exceed forty percent (40%) of the lot frontage along the street.

L. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways the paved areas of these driveways shall not exceed fifty percent (50%) of the front yard landscaped area. (Ord. 17-04, 2017)

17.54.110 Parking space dimensions.

A. A standard parking space shall not be less than eighteen and one-half (18.5) feet in length and nine (9) feet in width, exclusive of aisles and access drives.

B. A compact parking space shall not be less than sixteen (16) feet in length and eight (8) feet in width, and marked for compact cars.

C. Up to thirty percent (30%) of all parking spaces in a parking lot or parking structure may be compact parking spaces. In parking lots, there shall be no more than four (4) compact spaces adjacent to each other.

D. The dimensions, design, and construction of parking spaces reserved for handicapped access shall meet the latest adopted California Uniform Building Code.

E. Motorcycle spaces shall be a minimum size of four (4) feet by eight (8) feet. (Ord. 17-04, 2017)

17.54.120 Off-street loading facilities required.

At least one (1) off-street loading space shall be provided in connection with a building having a gross floor area of ten thousand (10,000) square feet or more and intended for a use that typically receives or delivers goods. This requirement shall not apply to a building adjacent to a public alley. The Site Plan Review Committee may waive this requirement for buildings located within the Historic Overlay District. ~~or the East Downtown Overlay District. (Ord. 17-04, 2017)~~

17.54.130 Standards for off-street loading facilities.

Off-street loading facilities shall conform to the following standards:

A. Clearance. Each loading berth shall have a length, width, and overhead clearance sufficient to accommodate fully the maximum expected size of vehicles used in loading or unloading operations.

B. Turning and Maneuvering. Sufficient room for the turning and maneuvering of vehicles shall be provided on the site.

C. Entrances and Exits. Entrances and exits shall be provided at locations approved by the City Engineer.

D. Paving, Drainage, and Grading. The loading area, access drives and aisles shall be paved so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water, with the design and specifications of such work subject to City standards and the approval of the City Engineer.

E. Bumper Rails and Other Barriers. Bumper rails or other barriers shall be provided where needed for safety or to protect property as determined by the Site Plan Review Committee.

F. Lighting. If the loading area is illuminated, lighting shall be deflected away from abutting sites so as not to cause annoying glare to such sites.

G. Location. Loading areas not permitted in front yards. A loading area shall not be located in a required front setback area. A loading area may be located in a required side or rear setback area.

H. Restriction of Use. No commercial repair work, washing or servicing of vehicles shall be conducted in an off-street loading area. (Ord. 17-04, 2017)

17.54.140 Replacement of off-street parking and off-street loading facilities.

No off-street parking, or off-street loading facility provided per this chapter shall be reduced in capacity or in area without sufficient additional capacity or additional area being provided to comply with the requirements of this chapter. (Ord. 17-04, 2017)

17.54.160 Screening and fencing.

Where an off-street parking area located in a commercial or mixed use zone district adjoins a residential zone district or the O or OR zone district, a solid wall or fence, approximately seven (7) feet in height shall be located at the property line common to such districts, except in a required front setback area. The Site Plan Review Committee may reduce the required height or type of screening if they find that the standard screening requirement is not necessary to protect the residential zone district from light, noise, and safety impacts. (Ord. 17-04, 2017)

17.54.180 Landscaping.

In the O and OR zone districts, and in all commercial, mixed use, and industrial zone districts, not less than five percent (5%) of the interior square footage of a parking area shall be landscaped with trees and other plant materials suitable for ornamentation. Parking areas are to have one (1) tree placed at every four (4) lineal parking spaces. Landscaped areas shall be distributed throughout the parking area and peripheral areas to the extent practical in consideration of the size and design of the parking area. Parking lots developed next to a street shall provide a landscape buffer between the street and the parking lot of at least ten (10) feet. (Ord. 17-04, 2017)

17.54.190 Parking for bicycle and low-emission vehicles.

Parking for bicycles and low-emission vehicles shall be provided in accordance with the latest adopted version of the California Building Code. (Ord. 17-04, 2017)

17.54.200 Parking of recreational vehicles and trailers.

A. In any residential zone district and in the OR zone district, no recreation vehicle, including without limitation camping trailer, boat trailer, utility trailer, boat, pickup camper, motor home, dune buggy, or similar vehicle/trailer shall be stored or parked, except within an enclosed side or rear yard or within a garage or carport. If a side or rear yard is not accessible due to existing legal permanent structures, a recreational vehicle or trailer may be parked in a driveway or adjacent to a driveway if it does not create a nuisance or safety problem as determined by the Community Development Director.

B. All recreational vehicles or trailers visible from the street are to be maintained so as not to detract from the neighborhood. (Ord. 17-04, 2017)

17.54.210 Storage and repair of vehicles.

A. In any residential district and in the OR zone district, all motor vehicles incapable of movement under their own power, other than in cases of emergency, shall be stored in an entirely enclosed space, garage or carport. Vehicles with custom fitted covers may be stored in an open area when it does not create a nuisance or safety problem as determined by the Community Development Director, cause complaints from neighbors or violate any section of this title.

B. Repair of vehicles owned by the residents of the property and storage of parts shall be within an enclosed garage, or carport if no garage exists. Repair of vehicles not owned by the resident of the property is prohibited. Vehicle repair and storage of parts are prohibited in a driveway and within the front and street side setback areas. (Ord. 17-04, 2017)

17.54.220 Use of garages and carports.

In any residential zone district and in the OR zone district, garages and carports are to be primarily used for the parking of four-wheeled vehicles. The use of garages or carports for general storage, recreation activities or other uses that prevent the use of the garage or carport for the parking of at least one (1) four-wheeled vehicle is prohibited, except where a garage or carport is converted for living space in accordance with Section 17.54.230. (Ord. 17-04, 2017)

17.54.230 Garage conversions.

A. It is the purpose of this section to allow, in certain cases and subject to specific design requirements, the conversion of garages and carports for living space in circumstances where the provisions of Section 17.54.040 cannot be met post-conversion. Such conversion is deemed acceptable if the following requirements are met:

1. The site is being used as a single-family, detached, residence with a minimum lot size of five thousand (5,000) square feet;
2. The area converted shall be used as part of the main dwelling and shall not be used as a separate dwelling unit or accessory dwelling unit;
3. The area converted shall be subject to all applicable building code requirements;
4. The site shall be owner occupied and that such ownership shall have been in effect for a minimum of twelve (12) months prior to approval of a conversion under this section;
5. The garage door shall either be removed from the structure, or a wall shall be constructed behind the pre-existing garage door with the garage door remaining in place. The exterior elevation of the conversion shall be compatible in design with the existing dwelling;
6. If the garage door is removed, some type of buffering, such as removal of a portion of the parking area for a planter area, shall be provided between the carport or garage and the remaining parking area;
7. The remaining parking area shall have two (2) parking spaces, each space having a minimum width of nine (9) feet and a minimum depth of eighteen (18) feet from the property line.

B. The Community Development Director shall approve or deny garage conversion requests based upon the requirements in this section through the administrative use permit process in Chapter 17.74. Interested individuals may appeal the decision in accordance with the appeal provisions in Chapter 17.70. Review shall be limited to compliance with the specified requirements. (Ord. 17-04, 2017)

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

NOTICE IS HEREBY GIVEN that on Tuesday, August 13, 2019 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:

- **Specific Plan Amendment:** A request to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area.
- **General Plan Amendment No. 2019-01:**
  - a) A request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial.
  - b) A request to delete references to the Downtown East Precise Plan from the General Plan Policy Document.
- **Rezone No. 2019-02:** A request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial.
- **Zone Text Amendment No. 2019-04**: A request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.

Project Location: The project pertains to the Downtown East Precise Plan, which is located between Harris Street and 10th Avenue, North of the San Joaquin Valley Railroad tracks, south of the centerline of the alley between Ninth and Tenth Streets

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: July 19 to August 8, 2019 [20-day period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by August 8, 2019 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 Myers, 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

RECEIVED
JUL 19 2019
KINGS COUNTY CLERK

MITIGATED NEGATIVE DECLARATION NO. 2019-24

Project Title: General Plan Amendment No. 2019-01, Rezone No. 2019-02, Zone Text Amendment No. 2019-04

File Number: GPA 515-0154, RZ 510-0237; MCA 512-0120

State Clearinghouse Number: N/A

Lead Agency: City of Hanford

Responsible Agency: N/A

Applicant: City of Hanford
317 N. Douty Street
Hanford, CA 93230

Owner(s): Multiple Ownership

Project Description: Specific Plan Amendment: A request to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area. **General Plan Amendment No. 2019-01:** a) request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial. b) A request to delete references to the Downtown East Precise Plan from the General Plan Policy Document. **Rezone No. 2019-02:** A request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial. **Zone Text Amendment No. 2019-04:** A request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.

Location: The project pertains to the Downtown East Precise Plan, which is located between Harris Street and 10th Avenue, North of the San Joaquin Valley Railroad tracks, south of the centerline of the alley between Ninth and Tenth Streets

Attachments:

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

Environmental Assessment: The Initial Study for the project is available for public review at the City of Hanford, Community Development Department, 317 N. Douty St., Hanford CA.

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

(a) 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.

(b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

(c) 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.

(d) 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 Myers

Phone: (559) 585-2578

Signature: _____

Date: July 18, 2019

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2019-24

Prepared For

City of Hanford

The Repeal of the Downtown East Precise Plan:

Specific Plan Amendment, General Plan Amendment No. 2019-01 a) and b), Rezone No. 2019-02, and Zone Text Amendment No. 2019-04

Prepared By

The City of Hanford

July 18, 2019

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

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:

Specific Plan Amendment: A request to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area. **General Plan Amendment No. 2019-01:** a) request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial. b) A request to delete references to the Downtown East Precise Plan from the General Plan Policy Document. **Rezone No. 2019-02:** A request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial. **Zone Text Amendment No. 2019-04**: A request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.

Location: The project pertains to the Downtown East Precise Plan, which is located between Harris Street and 10th Avenue, North of the San Joaquin Valley Railroad tracks, south of the centerline of the alley between Ninth and Tenth Streets

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 Specific Plan Amendment, General Plan Amendment No. 2019-01 a) and b), Rezone No. 2019-02, and Zone Text Amendment No. 2019-04, 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 May 30, 2019.

Three responses received:

1. June 19, 2019 – Consultation received from Lorena Mendibles with the Department of Transportation (CalTrans)

2. June 26, 2019 – Consultation received from Brian Clements with the San Joaquin Valley Air Pollution Control District

3. July 9, 2019 – Consultation received from Robert Pennell from the Table Mountain Rancheria Tribal Government Office.

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 Downtown East Precise Plan (2013, June).

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 March19, 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)

<u>Pre-Consultation Letters Received:</u>

1. June 19, 2019 – Consultation received from Lorena Mendibles with the Department of Transportation (CalTrans)
2. June 26, 2019 – Consultation received from Brian Clements with the San Joaquin Valley Air Pollution Control District
3. July 9, 2019 – Consultation received from Robert Pennell from the Table Mountain Rancheria Tribal Government Office.

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2019-24

1. Project Title	Specific Plan Amendment, General Plan Amendment No. 2019-01 a) and b), Rezone No. 2019-02, and Zone Text Amendment No. 2019-04
2. Lead Agency Name and Address:	City of Hanford 317 N. Douty Street Hanford, CA 93230
3. Responsible Agency Name and Address:	n/a
4. Contact Person/Phone Number:	Gabrielle Myers Community Development Department (559) 585-2578
5. Project Sponsor's Name/Address:	City of Hanford 317 N. Douty Street Hanford, CA 93230
6. General Plan Designation:	Current – Medium-Density Residential, High-Density Residential, Office Residential and Downtown Mixed Use; Proposed – Medium-Density Residential, High-Density Residential, Office Residential, Downtown Mixed Use, and Service Commercial
7. Zoning:	Current – R-M, R-H, O-R and MX-D with an overlay district; Proposed – remove the overlay district and adopt the underlying zoning and change a portion of the MX-D zoning to C-S
8. Description of the Project:	**Specific Plan Amendment:** A request to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area. **General Plan Amendment No. 2019-01:** a) request to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial. b) A request to delete references to the Downtown East Precise Plan from the General Plan Policy Document. **Rezone No. 2019-02:** A request to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from MX-D Downtown Mixed Use to C-S Service Commercial. **Zone Text Amendment No. 2019-04**: A request to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.
9. Location:	The project is located north of Elm Street, east of Greenfield Drive (APN 010-500-004, 010-500-024, and 010-500-025).

10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	R-M	Medium-Density Residential	Residential
East	County and MX-C	Corridor Mixed Use	Vacant, residential, and commercial
South	MX-D and C-S	Downtown Mixed Use and Service Commercial	Vacant, residential, and commercial
West	MX-D	Downtown Mixed Use	Office/Commercial

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 Myers
Associate Planner
City of Hanford

July 19, 2019
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 Mussel Slough, remnants of which still exist on the City's western edge. The Kings River is about 6.5 miles north of Hanford. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south.

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.

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

	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 – The City of Hanford does not identify any scenic vistas within the project area. 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. The project is centrally located in the City's core and not proximal to scenic vistas; 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 project area. There are also no rock outcroppings within the project 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 proposal to remove the Downtown East Precise Plan overlay, adopt the underlying zoning, and change a portion of the project area from MX-D Downtown Mixed Use to C-S Service Commercial 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** – The area in the Downtown East Precise Plan boundary is a mixture of commercial, residential, and industrial uses. The proposal to remove the Downtown East Precise Plan overlay, adopt the underlying zoning, and change a portion of the project area from MX-D Downtown Mixed Use to C-S Service Commercial will not substantially degrade the existing visual character or quality of the site and its surroundings, since there are guidelines that ensure that the development of the Downtown East Precise Plan is high-quality and compatible with surrounding land uses including the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan. The Downtown East Precise Plan will still be used as a reference guide for development within the Downtown East Precise Plan planning area. For these reasons, the proposed project would not degrade the existing visual character of the project site or its surroundings. Compliance with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan will mitigate impacts to the existing visual character or quality of the site and its surroundings to a less than significant level.

d) **Less than Significant Impact with Mitigation Incorporation**– Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare, waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as "light trespass." Types of light trespass include spillover light and glare. Development and redevelopment of the project area has potential to introduce new sources of light and glare, which could be a potentially significant impact. Mitigation is proposed that would require new projects to comply with the applicable provisions of the Hanford Municipal Code, such as Section 17.39.030 – Outdoor Lighting Standards and comply with the California Building Code standards in order to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls. With the implementation of this mitigation, the amount of light and glare added the ambient environment would be minimized and therefore, ensure that impacts are reduced to a level of less than significant.

Mitigation Measures:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
MM Aesthetics 1: That future development comply with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan. **MM Aesthetics 2:** That future 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. **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:				
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	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				

Agriculture and Forestry Resources:

The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and includes mitigation measures to reduce those impacts, however, impacts to agricultural lands remain significant and unavoidable. A Statement of Overriding Considerations was adopted for the impacts to agricultural lands.

Environmental Setting

The City's climate, water availability, and proximity to transcontinental transportation routes have made it a premier location for agricultural land development for over a century. Most of the land surrounding the urbanized area of Hanford was converted to agricultural uses over a century ago, leaving very little undisturbed natural landscape.

A majority of Prime Farmland is shown toward the northern and western portions of the Study Area. Farmland of Statewide Importance is located on portions of land toward the southern edge of the Study Area. The acreage total for 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."

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

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

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

Checklist Discussion:

a) No Impact – The project site does not contain active agricultural land. Based upon a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, the project site does not contain any land designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." The project site is designated as "Urban and Built-up Land." The proposed project and any future development of the project area would not result in the conversion of Important Farmland to non-agricultural use.

b) No Impact – The project is designated for urban development by the General Plan and is centrally located within the City core and fully surrounded by urban development. The project site is considered Urban and Built Up Land by the Department of Conservation and does not have a Williamson Act Contract recorded for the project area.

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) No Impact – the project site and surrounding areas do not contain active agricultural land. The project site and surrounding areas are designated as "Urban and Built-up Land." The development of the proposed project would not result in the conversion of Farmland to non-agricultural use.

Conclusion: The project area is located on land which is considered "Urban and Built Up Land" and has no value as agricultural land.

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)?	☐	☑	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐		☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐		☑	☐

Air Quality:
Climatological/Topological Factors

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

The region also houses the State's major arteries for 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).

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

Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the 30s degrees F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few 100 feet.

Wind

Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and transporting the pollution to other locations. The region's topographic features restrict air movement and channel the air mass toward the southeastern end of the Valley. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east. A secondary, but significant, summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons.

San Joaquin Valley Air Basin Monitoring

The SJVAB consists of eight counties, from San Joaquin County to the north to Kern County in the South. The closest monitoring station to the Study Area is located at Hanford's South Irwin Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide.

The SJVAB is nonattainment for ozone (1 hour and 8 hour) and particulate matter. In accordance with the Federal Clean Air Act (FCAA), EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem.

The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010.

Maximum Pollutant Levels at Hanford's South Irwin Street Monitoring Station

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 (03)	8 hour	0.094 ppm	0.098 ppm	0.0904 ppm	0.075 ppm	0.070 ppm
Carbon Monoxide (C0)	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:

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

NA = Not Applicable (there is no standard for this pollutant)
*** = There was insufficient data available to determine the value**
ppm = parts per million
µg/m3 = microgram per cubic meter

Attainment Status

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

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, recues, or controls air contaminants, except those specifically exempted by the SJVAPCD, are require 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

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

Asbestos

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

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

Project Impacts

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

The SJVAB often exceeds the State and national ozone 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.

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

All new development and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including Rule 9510 (indirect source review) and Regulation VIII (Fugitive Dust Prohibitions). Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer Based Trip Reduction). Individual projects would require a project-level analysis to determine necessary mitigation strategies. As appropriate, the City of Hanford would require the implementation of the above-notated mitigation strategy intended to avoid or reduce the significant impacts identified.

Short-term (construction) emissions

Fugitive dust control rules:

- Rule 8011 – Fugitive dust administrative requirements for control of fine particulate matter
- Rule 8021 – Fugitive dust requirements for the control of fine particulate matter from construction, demolition, excavation, extraction, and earthmoving activities.
- Rule 8071 – Fugitive dust requirements for the control of fine particulate matter from vehicle and/or requirement parking, shipping, receiving, transfer, fueling, and service areas one acre or larger

Further, the new development should include the following local municipal code requirements:

- Water sprays or chemical suppressants must be applied to all unpaved roads to control fugitive emissions
- All access roads and parking areas must be covered with asphalt-concrete paving

Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant.

The following measures from the Guide for Assessing and Mitigation Air Quality Impacts are required to be implemented at construction sites for all new development built during the planning cycle of the General Plan Update:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demotion.
- When materials are transported offsite, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
- Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.

Long-Term (operational) emissions

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

Long-term emissions from new development are generated by mobile source (vehicle) emissions and area sources such as water heaters and lawn maintenance equipment.

Future development projects in the City of Hanford would be subject to the SJVAPCD's Indirect Source Review (ISR) program. The purpose of the SJVAPCD's ISR Program is to reduce emissions of NOX and PM10 from new development projects. Further, all new developments and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including the ISR rule and Regulation VIII. Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer based trip reduction).

The project would not expose sensitive receptors to substantial pollutant concentrations.

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.

Consultation Received: Consultation was received from the San Joaquin Valley Air Pollution Control District on June 26, 2019. The Air District's comments are as follows:

"The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of the following:

- Specific Plan Amendment to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area.
- General Plan Amendment No. 2019-01 to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial and to delete references to the Downtown East Precise Plan from the General Plan Policy Document.
- Rezone No. 2019-02 to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from Downtown Mixed Use to Service Commercial.

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

- Zone Text Amendment No. 2019-04 to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.

The general Plan amendment and rezone will not have an impact on air quality. However, if approved, future development will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions. The District offers the following comments:

1. Future development may require further environmental review and mitigation. Referral documents for those projects should include a project summary detailing, at a minimum, the land use designation, project size, and proximity to sensitive receptors and existing emission sources.

2. District Rule 9510 (Indirect Source Review) is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees.

   Future individual development projects within the Project would be subject to District Rule 9510 (Indirect Source Review) if (1) upon full build-out the project would receive a project-level discretionary approval from a public agency and would equal or exceed any one of the applicability thresholds below for example, or (2) would equal or exceed any of the applicability thresholds in section 2.0 of the rule:
   - 50 dwelling units
   - 2,000 square feet of commercial space;
   - 25,000 square feet of light industrial space;
   - 100,000 square feet of heavy industrial space;
   - 20,000 square feet of medical office space;
   - 39,000 square feet of general office space; or
   - 9,000 square feet of educational space; or
   - 10,000 square feet of government space; or
   - 20,000 square feet of recreational space; or
   - 9,000 square feet of space not identified above

   District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.

   In the case the individual development project(s) are subject to District Rule 9510, an Air Impact Assessment (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 the 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.

   District staff is available to provide assistance with determining if future individual development projects will be subject to Rule 9510, and can be reached at (559)230-6000 or by email at ISR@valleyair.org

3. Individual development projects may also be subject to the following District rules:
   Regulation Viii (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Pacing and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

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

4. The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

5. The District recommends that a copy of the District's comments be provided to the project proponent."

Analysis: Future development will be subject to the applicable rules of the San Joaquin Valley Air Pollution Control District, including, but not limited to, District Rule 9510 (Indirect Source Review), Regulation Viii (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Pacing and Maintenance Operations), and District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

Checklist Discussion

a) **Less than Significant with Mitigation Incorporation**- Physical development of the project area will not conflict with or obstruct implementation of the applicable air quality plan. As a mitigation measure, future development of the project area will be required to comply with the adopted Air Quality Plan.

b) **Less than Significant with Mitigation Incorporation** - The San Joaquin Valley is a region that is already at non-attainment for air quality. The project would not obstruct implementation of an air quality plan; however, temporary air quality impacts could result from construction activities, when a physical project is proposed, effective dust control will be required to 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 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** – see b.

d) Less than Significant Impact - There are no known pollutant concentrations that would be generated by the future development of the project area as any use permitted or conditionally permitted in the R-H High-Density Residential, R-M Medium Density Residential, O-R Office Residential, MX-D Downtown Mixed Use, or C-S Service Commercial zone district.

e) Less than Significant Impact – Development of the project area will not create objectionable odors, as uses typical of R-H High-Density Residential, R-M Medium Density Residential, O-R Office Residential, MX-D Downtown Mixed Use, or C-S Service Commercial zone district do not involve uses which create objectionable odors. In accordance with Section 17.50.050 of the Hanford Municipal Code, no use shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, harmful, noxious, or otherwise objectionable at a level that is detectable with or without the aid of instruments at or beyond the project site boundary.

Mitigation Measures:

MM Air Quality 1: That when a physical project is proposed, compliance with the Air Quality Plan and rules of the San Joaquin Valley Air Pollution Control District is required.

MM Air Quality 2: When a physical project is proposed, effective dust control will be required to be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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, when a physical project is proposed for the area. **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.ags; City of Hanford Zoning Ordinance (2017)				
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

The project site is located within the downtown area of the City of Hanford. The project site is surrounded with heavily developed urban areas that include commercial businesses, residential uses and intermittent patches of undeveloped land. The topography of the project site is level and soils present onsite are heavily compacted.

Historically, vegetation communities in the vicinity of the project site likely consisted of a mosaic of Valley Grassland and Sacaton Grassland. The vast majority of these vegetative communities have been eliminated from the area by

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

conversion to urban uses. Lands in the vicinity of the project site are now dominated by urban uses. There is no native vegetation within the project area. There are several scattered ornamental trees and landscaping through the DEPP area. These trees may be suitable for nesting by migratory birds. Nesting birds are protected by the Migratory Bird Treaty Act and the California Fish and Game Code.

Observed Species

Wildlife observed on or near the site include: mourning dove (*zenaida macroura)*, miscellaneous song birds (*oscines)*,, and California ground squirrel (*spermophilus beecheyi).*

Soil Type

The primary soil type within the project area is Urban Land. This classification consists of entirely man-made surfaces such as pavement, concrete, or rooftop.

Flood Zones

No part of the project area is within the 100-year floodplain

Waters of the United States, Including Wetlands

No wetlands or drainage features occur within the project area.

Special Status Plant Species

Several regionally occurring species do not have potential to occur within the project site either because the distribution of the species does not extend into the project area, or because the habitat and/or microsite conditions required by the species are not present.

There were no sensitive natural communities or special status plant species recorded within five miles of the project site.

Based upon results of the species review, there are no sensitive natural communities or special status plant species with potential to occur within the project site.

Special Status Wildlife Species

Several regionally occurring species do not have potential to occur within the project site, either because the distribution of the species does not extend into the project area, or because the habitat or habitat elements required by the species are not present.

Based upon results of the species review, the Swainson's hawk, San Joaquin kit fox, and Hoary bat are known to occur within the project vicinity.

WILDLIFE MOVEMENT CORRIDORS

Wildlife movement corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat, separating different populations of single species. Corridors effectively act as links between these populations. The project site is located in an urban environment surrounded by major roadways and commercial development, which impedes wildlife movement across the project site. As such, the project site does not function as a wildlife movement corridor.

Standards of Significance

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

The project would have a significant effect on biological resources if it would:

1. Interfere substantially with the movement of any resident or migratory fish or wildlife species.
2. Substantially diminish habitat for fish, wildlife or plants.
3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species.

Checklist Discussion

a) Less than significant impact – the conversion to urban development was evaluated under the General Plan EIR for which a Statement of Overriding Considerations was certified. The site is substantially surrounded by urban development and has no value as habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

b) No Impact – There are no riparian habitats or other sensitive natural communities located within the project site. This condition precludes the possibility of project impacts to these features.

c) No Impact – there are no federally protected wetlands as defined by Section 404 of the Clean Water Act found in the project area. The project site consists of developed lands with urban uses or vacant lots with disturbed soils that are heavily compacted. The proposed project would not impact any federally protected wetlands.

d) Less than significant impact - development and major roadways essentially surround the project site, which minimizes the opportunity for wildlife to move freely across the property. In addition, the property does not represent a corridor linking areas of open space lands. As such, the site is not considered to support wildlife movement, either regionally or locally. Impacts to wildlife movement corridors are less than significant.

e) No Impacts – The proposed project does not conflict with any of the City of Hanford goals, policies, or ordinances for the purpose of protecting biological resources. The project site is not located in a biologically-sensitive area. The City of Hanford does not have a tree preservation policy or ordinance.

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 Code15064.5?	☐	☐	☑	☐
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?	☐	☑	☐	☐

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

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

Ethnographic Setting

Hanford is situated between the former "delta" formed by the Kaweah River to the south and the Kings River to the north. Yokuts lived in villages consisting of wood frame huts covered with large tule mats. The Hanford-Lemoore region on the south side of the Kings River was home to the Nutunutu Yokuts. Across the Kings River and north of the Nutunutu, were the Wimilche people. Only one village for the Wimilche and two for the Nutunutu have been described. The Wimilche village of Ugona was located north of the Kings River, 7 miles below Laton. The Nutunutu village of Cheou was across the river and directly west of Ugona. Kadistin, the other Nutunutu village of Cheou was across the river and directly west of Ugona. Kadistin, the other Nutunutu village, was at old Kingston on the south bank of the Kings River downstream from Laton. The better known Tachi Yokuts occupied the north and west shores of Tulare Lake.

The Yokuts subsistence economy emphasized fishing; hunting waterfowl; and collecting shellfish, roots, and seeds. Tules were abundant in the sloughs and their prodigious use in constructing shelters, boats, and as a food source reflected their significance in Yokuts life.

The dead were buried in a cemetery separate from the village with head facing west or northwest. Cremation was most common for the occasional individual who died away from home or in the event that the deceased was a shaman or medicine man. Among the Tachi, anyone of higher social status was cremated.

The 1833 epidemic, brought south from Oregon by a party of trappers, decimated an estimated 75% of California's native people. Entire communities were wiped out, leaving few native people to consult during the early 1900s when anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt to reconstruct the lifeways of the native people before White contact.

In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon

Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore.

By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work.

Pioneer Settlement Period

Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese 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.

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

Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials.

National Register of Historic Places

Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places.

Hanford Carnegie Library

The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area.

Kings County Courthouse

The 1986 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978.

Taoist Temple

The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco.

While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future.

National Register of Historic Places – Eligible Resources

There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following:

- 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 Quanternary 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.

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

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).**

Consultation – AB 52
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 May 30, 2019. A response has not been received, as of the date of preparation of this environmental assessment.

Consultation – SB 18
Government Code Section 65362.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to tribal cultural resources in creating or amending general plans, including specific plans. A consultation list was received and notice of intent of a general plan amendment was forwarded to the list of tribes that have cultural and traditional affiliation to the area of the potential project on May 30, 2019.

One response was received from Table Mountain Rancheria Tribal Government Office, indicating the project site is beyond their area of interest.

Thresholds of significance

The project would have a significant impact on cultural resources if it would:
- Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
- Disturb any human remains, including those interred outside of formal cemeteries

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 Taoist Temple located at 12 China Alley is registered as a historic resource. According to the General Plan Update EIR, there are a number of Federal, State, and local policies, regulations, and institutions in place to protect historical resources in the City of Hanford. The General Plan also includes a number of policies that specifically address sensitive historical resources and their protection. Policies pertinent to the project area include:

   Policy L9- Maintain the historic downtown as the physical center of the community

   Policy L82 – ensure that the historic architectural character is maintained when a house is converted to non-residential uses

   Policy L134 – Encourage the conservation and/or restoration of existing structures with recognized historical

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

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

value.

Policy O40 – Continue to preserve historic resources by delineating historic preservation districts and requiring design review of proposals affecting historic buildings.

Policy O41 – Encourage the rehabilitation, restoration, and reconstruction of designed historic structures in the Downtown.

Policy O43 – Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.

Policy O44 – Promote the use of the State Historic Building Code to facilitate the reuse and conversion of historic buildings to alternative uses.

Policy O46 – Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.

Policy O49 – Halt construction at a development site if cultural resources are encountered unexpectedly during construction.

Compliance with these policies would reduce impacts to historical resources. New development would be required to identify historical resources that could be affected and environmental compliance would encourage avoidance of known historical resources to the extent feasible through new development siting and design. When historical resources cannot be avoided, the use of the Secretary of the Interior's Standards for the Treatment of Historic Properties would be expected to mitigate impacts to less than significant. The General Plan's policies, Federal, and State regulations restricting alteration, relocation, and demolition of historical resources ensure impacts would be mitigated.

The General Plan EIR adopted a finding of overriding considerations for the unavoidable and significant impacts to cultural resources. The policies of the General Plan only afford limited protection to historical resources and would not ultimately prevent the demolition of historical resources if preservation is determined to be infeasible. The determination of feasibility would occur on a case-by-case basis. Additionally, some structures that are not currently 50 years old could become eligible for listing. While policies would minimize the probability of historical resources being demolished, these policies cannot ensure that the demolition of historic structures would not occur in the future.

The project is consistent with the General Plan (currently and as proposed to be amended), for which a statement of overriding considerations was adopted for impacts to cultural resources, therefore, Impacts would be considered less than significant.

b) **Less than Significant Impact with Mitigation Measures** – The General Plan includes policies that specifically address sensitive archaeological resources and their protection:

Policy 045 – Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.

Policy 046- Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.

Policy O47 – Consult with the California Archeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.

Policy O48 – Halt construction at a development site if cultural resources are encountered unexpectedly during construction.

Through a consultation meeting, which took place between the City and the Tachi Yokut tribe on January 17, 2017 for a different project, per the request of the Tachi Yokut Tribe, the following condition shall apply to all projects which require an initial study:

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

- That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

  This is a requirement of the physical development of the project area.

  Adherence to General Plan polices, Federal, State, and local regulations, and the consultation from the Tachi Yokut Tribe would ensure that the development of the project area would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Impacts would be less than significant with mitigation provided by the Tachi Yokut tribe.

c) Less than Significant Impact with Mitigation Measures- See response to B.

d) Less than Significant Impact with Mitigation Measures: The project area has the potential to contain previously unknown human remains. Prehistoric peoples have used the area for thousands of years due to its proximity to water sources such as the Tulare Lake and other waterways that drained into it. Therefore, human remains could be buried in soils. Excavation during construction activities of new development has the potential to disturb human burial grounds, including Native American burials. Human burials have specific provisions for treatment in Section 5097 of the California Public Resources Code, which authorizes the NAHC to resolve any disputes related to the disposition of Native American burials. Public Resources Code (Section 7050.5, 7051, and 7054) also have provisions protecting human burial remains from disturbance, vandalism, or destruction. California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site would halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she would contact, by telephone within 24 hours, the NAHC. Therefore, compliance with these regulations would result in proper handling, excavation, and reburial of any human remains, including those interred outside of formal cemeteries.

  Through a consultation meeting, which took place between the City and the Tachi Yokut tribe on January 17, 2017 for a different project, 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.

  This is a requirement of the physical development of the project area.

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 physical 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	☐	☐	☐	☑

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

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

Environmental Setting

Geology
The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased.

Soil
The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine 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 poinding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

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

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

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

Strong Seismic Ground Shaking
Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV, Kings County is within Zone III, which equates to the potential to experience 0.3 meters/second squared ground acceleration, which would result in very strong to sever perceived shaking and moderate to heavy potential.

Liquefaction
Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft. to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable.

Soil Erosion
Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties. The soil in the City and surrounding study area is generally sandy loams, fine sandy loams, and loams. The area's erodibility factor ranges from 0.19 to 0.38 depending on the soil type and percentage of organic matter. Based on this range, the soils in the study area have medium susceptibility to sheet and rill erosion by rainfall.

Lateral Spreading (Landslides)

Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. Lateral spreading also refers to landslides that commonly form on gentle slopes that have rapid, fluid-like movement. Lateral 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

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

sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation.

Checklist Discussion

a) **Less than Significant Impact with Mitigation Incorporation** -

i. No Impact - No portion of the project area is located within an earthquake fault zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.

ii. **Less than Significant Impact with Mitigation Measures** – Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level, when a physical project is proposed within the project area.

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, when a physical project is proposed within the project area.

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, when a physical project is proposed within the project area.

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, when a physical project is proposed for the subject site.

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

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

Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

e) No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.

Mitigation Measures:

MM Geology 1: That physical development of the project area 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 when a physical project is proposed for the project area, when required by the Building Official.

MM Geology 3: that the physical development within the project area 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, when required by the Building Official for a physical project within the project area.

MM Geology 5: that when required by the Building Official for the physical development of the project area 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 when required by the Building Official for the physical development of the project area, 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

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

Senate Bill 375.

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

Global Climate Change

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

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

Increased Temperatures and Extreme Heat events

Climate change is expected to lead to an increase in ambient average air temperatures with greater increases 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 (C02), 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 (N20), 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

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

emitted as by-products of industrial and manufacturing processes
- Sulfur hexafluoride (SF6), primarily used in electrical transmission and distribution systems

There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions.

Significance Criteria

The project would have a significant impact on GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs

Checklist Discussion

a. **Less than Significant Impact with Mitigation Incorporation** – In the General Plan EIR, impacts to Greenhouse Gas emissions were evaluated. The growth based on land use and population intensities proposed under the General Plan is anticipated to generate 1,134,876.19 metric tons of CO2e per year using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referred in ARB's ABB 32 Scoping Plan (CARB 2012) as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the General Plan Update's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the General Plan Update would meet the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that the General Plan Update's ability to achieve at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.

The General Plan has goals and policies to reduce emissions, including:

Policy L108 – Support high-density transit oriented development within the City's Downtown, Mixed Use Corridors, and the intersections of major thoroughfares to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.

Policy L109 – Encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.

Policy T87- Develop Transportation Systems Management (TDM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.

Policy T88 – Emphasize the movement of people rather than vehicles.

Policy T89 – Maintain and enhance personal mobility by providing alternatives to driving alone.

Policy T91- Promote alternative modes of transportation, alternative work schedules, and telecommuting.

New development would require a project-level analysis to determine appropriate mitigation strategies. As appropriate, the City would require the quantifying of individual project emissions as a strategy intended to avoid or reduce any potentially significant impacts. With implementation of mitigation, the physical development of the project area would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment

MM GHG 1: The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

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

mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.

b. Less than Significant – The goals and policies of the General Plan are in compliance with the Regional Climate Action Plan, which would ensure that GHG emissions from build out of the General Plan would be minimized. Implementation of the Regional Climate Action Plan would be necessary to ensure that the local GHG reduction goals for the County under AB 32 would be met. The project would be consistent with the air quality attainment plans and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Conclusion

When a physical project is proposed, compliance with the General Plan policy, Climate Action Plan, and rules of the San Joaquin Valley Air Pollution Control District will 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

Mitigation Measures:

MM Greenhouse Gases 1: The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.

Conclusion

With mitigation measures, the physical development of the project site will not contribute significantly to global climate change and would not impede the State's ability to meet its GHG reduction targets under AB32. The project will not contribute significantly, either individually or cumulatively, to global climate change.

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?	☐	☐	☐	☑

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐		☑	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐		☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐		☑	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐		☑	☐

Environmental Setting

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:

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

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** – Project construction activities within the project area may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. **MM Hazards 1:** Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statues and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. **MM Hazards 2:** When a physical project is proposed in the project area, the project applicant would be required to implement a Stormwater Pollution Prevention Plan or Best Management Practice during construction activities to prevent contaminated run off from leaving the project site (if required of development by the Engineering Division).

b) See a.

c) Less than Significant Impact- The nearest school to the project site is Crossroads Charter, located approximately .57 mile west of the project area. This condition precludes the possibility of activities associated with the project exposing schools within a .25 mile radius of the project site to hazardous materials.

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) Less than Significant Impact – the Hanford Municipal Airport is located 0.30 mile south of the project area. Even though airport traffic is projected to increase over the next 10 years, the Downtown East Precise Plan area is located in an area that is not identified by the Airport Master Plan as a protection zone and would not be adversely affected by airport activity. The future land uses within the project area will not exceed the density and height limitations in Zone C of the Kings County Airport Land Use Compatibility Plan, therefore, development in the area will not create a safety hazard for the people residing or working in the project area.

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 – the project site is located in an area where existing emergency response times for fire protection, emergency medical services, and law enforcement meet adopted standards. Future development projects in the area will be required to adhere to the standards set forth in the Uniform Fire code, which identifies the design standards for emergency access during both the development projects' construction and operational phases. The City of Hanford Fire Department will review future plans for consistency with the Uniform Fire Code.

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:

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?	☐	☑	☐	☐

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☑	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☑	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐	☑
f) Otherwise substantially degrade water quality?	☐	☑	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
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 patters 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 "rain shadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The rain shadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches.

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

Surface Water Resources

Tulare Lake Basin

The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.

South Valley Floor Watershed

The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%.

Local

Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford.

Surface Water Quality

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments.

Groundwater Resources

Regional

The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, 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

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

conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide.

The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep.

Floodplains

Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City.

Significance Criteria

The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system.

Checklist Discussion

a) **Less than Significant Impact with Mitigation Measures –**

- **Construction**: 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, future development of the project site 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** – When a physical project is proposed for the area, the Public Works Department will require the site grading and drainage to comply with an approved grading and improvement plan for the development, which will mitigate the effect of water runoff from the site. Additionally, 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.

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

f) See a.

g) No Impact. – The project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact.

h) See g.

i) See g.

j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunami. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgrade from aboveground water storage tanks.

Mitigation Measures:

Conclusion:

MM Hydrology 1: 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. 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.

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: 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 6: 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.

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, 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	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
mitigating an environmental effect?					
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐		☐	☐	☑

Environmental Setting
The City is predominantly surrounded by agricultural land uses and is characterized as a low rise community dominated by low-density, single-family housing along with some limited pockets of multi-family housing, low-intensity commercial uses, and several industrial areas. The City's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Boulevard, while the newly urbanized areas are north of Grangeville Boulevard. The majority of land within the City's planned area consists of agricultural, open space, and single-family residential uses.

Significance Criteria
The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion

a) Less than significant impact – the physical division of an established community refers to construction of a physical feature or the removal of a means of access that would impair mobility within an existing community. The proposed project site is currently developed with a mixture of commercial, residential, and institutional uses. Some vacant lots are also located within the DEPP area. The repeal of the Downtown East Precise plan, adoption of the underlying zoning, and zone/designation change from MX-D Downtown Mixed Use to C-S Service Commercial for some areas of the project area would not divide an established community.

b) Less than significant impact– the repeal of the Downtown East Precise Plan requires deletion to reference to the Downtown East Precise Plan from the General Plan and Zoning Ordinance. The necessary findings must be made in order to support the General Plan Amendment, Rezone, and Zone Text Amendment. Through approval of General Plan Amendment No. 2019-01 a) and b), Rezone No. 2019-02, and Zone Text Amendment No. 2019-04, there will not be conflicts with the applicable General Plan and Zoning Ordinance.

c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Conclusion
Through approval of General Plan Amendment No. 2019-01 a) and b), Rezone No. 2019-02, and Zone Text Amendment No. 2019-04, there will not be affects to land use and planning.

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

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

	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 request to repeal the Downtown East Precise Plan and adopt the underlying zoning, change certain property's designation from Downtown Mixed Use to Service Commercial and delete reference from the General Plan and Zoning Ordinance 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. All development must adhere to the noise requirements prescribed in the General Plan. When a physical project is proposed for the project site, short-term noise-related impacts would be temporary in nature, and require compliance with applicable regulations and policies of the General Plan to further ensure that construction-related impacts would be attenuated to the greatest extend feasible.

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

b) Less than Significant – construction activities can produce vibration impacts that may be felt by adjacent uses. The construction of development within the area would likely be from bulldozers and excavators. A large bulldozer would be the piece of equipment that would produce the largest amount of vibration: 0.89 PPV at 25 feet. Because vibration propagates in waves through the soil, multiple pieces of equipment operating simultaneously would each produce vibration waves in different phases that physically would not increase the magnitude of the vibration; instead, multiple pieces of equipment would just lengthen the duration of the vibration impact. The closest vibration sensitive land uses are the single-family homes along the norther boundary of the project site along Ninth Street. The metric for measuring groundborne noise and vibration is peak sound velocity (measured in inches per second). The commonly accepted perception threshold for ground vibration is 0.02 inches per second. During the site preparation and construction, groundborne vibration and groundborne noise may occur. However, these activities do not included activities known to induce strong vibration effects, such as those produced by tunneling or blasting. Therefore, site preparation and construction-related vibration levels are expected to be well below the 0.02 inches per second perception threshold at nearby properties resulting in an impact that is less than significant.

Railroad operations can potentially produce substantial ground vibration depending upon various parameters including, distance to source, type and speed of trans, and the type of railroad track. A person's response to ground vibration is associated with the velocity of the ground. Human reaction to vibration is not significant unless the vibration exceeds 70 VbD. Rapid transit or light rail systems typically generate vibration levels of 70 VdB or more at 50 feet from the source of the vibration. Heavy locomotives average about 5 to 10 decibels higher than rail transit vehicles.

With the repeal of the Downtown East Precise Plan and the adoption of the underlying zoning, the nearest residential zone is approximately 500 feet from the SJVR, which has the potential to produce groundborne vibration. With planned operation of approximately three round trips per week, the SJVR is not expected to generate groundborne vibrations that will have a significant impact on the residential land use areas within the project area. Therefore, impacts would be less than significant.

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 exiting 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 located 0.30 miles from the Hanford Municipal Airport. The majority of the proposed project site is located outside the 55-dB CNEL noise contour for the Hanford Municipal Airport and a small portion of the project site east of White Street is within the 55-dB CNEL noise contour. The City has established an outdoor standard of 60-dBCNEL for the majority of land uses, accordingly this impact would be less than significant.

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: Physical development of the project site is required to comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.

MM Noise 2: Construction is limited to the hours of 7 a.m. to 10 p.m.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Source: 2017 General Plan Update, 2017 General Plan Update EIR; Kings County Airport Land Use Compatibility Plan				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Environmental Setting

Population

The estimated population on January 1, 2013, was 55,122. It is estimated that the General Plan Update could result in a population increase of 47,367 people in 2035 for an estimated total population of 102,489.

Housing

In 2013, there were 17,867 housing units in the Study Area. It is estimated that the implementation of the General Plan could result in 15,633 additional housing units in 2035 for an estimated total number of 33,520 housing units.

Employment

In 2014, there were 20,900 jobs in the planning area. It is estimated that the implementation of the General Plan could result in 33,308 additional jobs in 2035 for an estimated total number of 54,208 jobs.

Jobs-Housing Balance

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 proposed project seeks to remove the Downtown East Precise Plan Overlay and adopt the underlying zoning, which includes MX-D Downtown Mixed Use, O-R Office Residential, R-M Medium-Density and R-H High-Density Residential. Population growth could result from the construction of residential units or mixed-use developments. Development of the project area would be consistent with the General Plan for which a Statement of Overriding Considerations was previously adopted for impacts to Population and Housing.

b) No Impact - The project will not result in displacement of housing. No removal or residences is proposed through the project.

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

c) No Impact - The project will not result in displacement of people.

Conclusion

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

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

XIV. PUBLIC SERVICES --

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

Environmental Setting

The City of Hanford currently has two fire stations located within the north central and south central portions of the Study Area. These two stations protect approximately 16.5 square miles, Station 1 is located at 350 W. Grangeville Blvd and 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

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

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 physical development of the project site will be subject to Fire Impact fees, in order to mitigate the effect of the project on Fire services.

b) **(POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – The physical development of the project site 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)** – Since residences may be proposed, the project could have an impact on schools, which would be mitigated through payment of school impact fees.

d) **(PARKS) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)**– Since residences may be proposed, the project could have an impact on parks, which would be mitigated through payment of park impact fees. See further analysis under Recreation.

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

Mitigation Measures:

MM Public Services 1: That the 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 site may be subject to School Impact fees, if residential is proposed.

MM Public Services 4: That the physical development of the project site may be subject to Park Impact fees, if residential is proposed.

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	☐	☑	☐	☐

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
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 alters existing facilities.

Checklist Criteria

a) **Less than significant impact with Mitigation Measures (payment of impact fees)-** The City has established Park Impact Fees. In order to implement the goals and objectives of the City's General Plan, and to mitigate the impacts caused by future development in the City, city park facilities must be constructed. The City Council has determined that a Park Impact Fee is needed in order to finance these public facilities and to pay for each development's fiar share of the construction and acquisition costs.

b) **Less than significant impact with Mitigation Measures (payment of impact fees)** – see a.

Mitigation Measures:

MM Recreation 1: That the physical development of the project site may be subject to Park Impact fees or parkland dedication, if residential is proposed.

Conclusion: If residences are proposed, the project could have a significant impact on recreation, which would be mitigated through the dedication of parkland or the payment of park impact fees by the developer.

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with an applicable plan, ordinance or policy	☐	☑	☐	☐

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

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

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.

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

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, Kettlemen City and Avenal.

KART Dial-A-Ride Service
Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots
Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

KART-Vanpool Program
KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.

Rail Service

Amtrak Passenger Service
Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle.

High Speed Rail
In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of $8 billion to high speed rail projects throughout the US. Of that amount, $2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the high voltage power lines between 7th and 8th Avenues.

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

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
Cal Trans provided the following comment:

1. Caltrans has no objection with the proposed rezone. However, the project application does not indicate the proposed uses for these properties. Caltrans requests the opportunity to review any future proposed development that has the potential to impact the State Highway System.

Analysis: As requested, the City will forward Caltrans any proposals for development that may impact the State Highway System.

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 with Mitigation Measures**– the project will not conflict with any applicable plan, ordinance or policy established to measure the effectiveness for performance of the circulation system. The streets surrounding the property are currently constructed and future development would be subject to requirements of the Public Works Engineering Division to ensure effective circulation of the project and existing area. Additional impacts will be mitigated through payment of Transportation Impact Mitigation Fees.

b) See a.

c) Less than Significant – the Hanford Municipal Airport is located on the southeast edge of the City of Hanford approximately 0.30 mile south of the DEPP area's southeastern boundary. The proposed project would not involve use of air transit, nor is it expected to cause any change in air traffic patterns. The project's land use densities and building heights would be in accordance with the Municipal Airport Master Plan and the Kings County Airport Land Use Compatibility Plan. Accordingly, the proposed project would not create a significant safety risk from air traffic.

d) **Less than Significant Impact with Mitigation Incorporation** - the physical development of the site will be subject to any conditions imposed by the Public Works Department to ensure the project(s) 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 future development is subject to review and conditioning by the Public Works Engineering Division.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
MM Traffic 2. Future development of the project site will be subject to a Transportation Impact Mitigation Fee. **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 11th Avenue.

While the City is constantly working to improve and provide adequate services to the population demand, the Irwin Street trunk main has become a priority issue for the City's wastewater system. The Irwin Street trunk main is located south of the Downtown East Precise Plan area and may eventually be undergoing capacity issues. Sections of the trunk line are in poor condition, with adverse grades, inadequate pipe sizing, and near full capacity.

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated

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

disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

Water Supply

The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin.

The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer.

The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years.

Storm Water Drainage

The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding.

There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company.

The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch , and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins.

The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities.

Solid Waste Disposal

The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals.

Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettlemen Hills.

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

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.

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 an 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 – There is not a physical development proposed for the project site. 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 development 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

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

the Materials Recycling Facility. The development is subject to a Refuse and Recycling Impact Fee.

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 Myers
Senior Planner

July 19, 2019
Date

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

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 the fully-developed surrounding commercial, residential, and civic properties.

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 for future proposed development and the previously-developed projects in the area.

Agriculture and Forest Resources

Less than Significant- The cumulative setting is designated as urban and built-up land and has no value as agricultural land.

Air Quality

Less than Significant with Mitigation Incorporation –Effects to air quality from this project and the previously-developed projects in the vicinity will be mitigated through compliance (and continued 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 -The effect of future development of the project site will be mitigated to reduce impacts to sensitive cultural resources by the requirement to enter into a Burial Treatment Plan between the applicant/property owners prior to any earth disturbing activities. Future develops were required to halt work and notify a qualified archeologist and the City if any cultural resources were discovered during construction or related activities.

Geology and Soils

Less than Impact with Mitigation Measures - The effect of future development of the project site and of the previously-developed projects plans on geology and soils would be/have been mitigated by compliance with the California Building Code.

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – future development of the project site could 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 20202, the construction-related GHG emissions of the project would be considered less than significant.

The operational emissions from the projects (future and existing) would be/are 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 – Future development of the project site is not planned to have a significant impact as a result of hazards or hazardous materials. Uses permitted in the Downtown Mixed Use, Office Residential, Medium-Density Residential, High-Density Residential and the Service Commercial district typically do not generate/use hazardous materials. The existing area is developed as commercial, residential, and civil, without the presence of hazardous materials.

Hydrology/Water Quality
Less than Significant with Mitigation Incorporation – Existing development and future development of the project site must comply 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- Future development of the project site and existing development in the area is required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise of future projects 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 – Previous residential developments have been developed in accordance with the General Plan, for which a statement of overriding considerations was adopted for impacts to population and housing. The future development of the project site will allow for a mix of uses (commercial, office, and residential), will not have a significant impact on population and housing, and will contribute to an appropriate Job/Housing balance.

Public Services
Less than Significant with Payment of Impact Fees to Mitigate Effect -The projects (both future and existing) are/have been 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 have impacted recreation facilities, however, the impact has been mitigated through the payment of park impact fees or the dedication of park space by the developer. The development of the project site may have an effect on recreation, which can be mitigated through the dedication of park space or the payment of park impact fees.

Transportation/Traffic
Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect –The circulation pattern in the vicinity has been designed to accommodate future build out in the area, in accordance with the Circulation Element. The projects (both future and existing) will have/have had 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. Future development of the project site and existing development in the have been accounted for and can be served by the City's utilities and service systems.

General Plan Amendment No. 2019-01, Rezone No. 2019-02, Zone Text Amendment No. 2019-04
Mitigation Measures
Mitigated Negative Declaration 2019-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	That the project could substantially degrade the existing visual character or quality of the site and its surroundings?	That future development comply with the standards set forth in the Zoning Ordinance, 2010 Architectural Façade Guidelines and Streetscape Master Plan, and Master Street Tree Plan.	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 the physical development of the project site would be subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan?	That when a physical project is proposed, compliance with the Air Quality Plan is required	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	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	When a physical project is proposed, effective dust control will be required to be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents	Developer to file application with San Joaquin Valley Air Pollution Control District

	ambient air quality standard? The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?		
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 could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including	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

	liquefaction? iv) Landslides?		
MM Geology 2:	That the project could result in substantial soil erosion or the loss of topsoil?	That a geotechnical and soil studies be prepared as a requirement of the physical development of the project site (as determined by the Building Official)	Building Official to require; developer to conduct study
MM Geology 3-6	That the project could 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?	**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, when a physical project is proposed for the subject site. **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 when a physical project is proposed for the subject site, 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.	City to require; developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gas 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? That the project could	**MM Greenhouse Gases 1:** The City shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process for the physical development of the project area. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction, in adherence to SJVAPCD and CARB guidelines, in order to reduce emissions.	Developer to comply and consult with the SJVAPCD

	conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1 & 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM Hazards 1:** Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local statues and regulations. **MM Hazards 2:** When a physical project is proposed in the project area, the project applicant would be required to implement a Stormwater Pollution Prevention Plan or Best Management Practice during construction activities to prevent contaminated run off from leaving the project site (if required of development by the Engineering Division).	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	**MM Hydrology 1:** 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. 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.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate	City to require; Developer to

	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?	best management practices/design standards.	provide
MM Hydrology 4-6	That the project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? That the project would otherwise substantially degrade water quality?	**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:** 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 6:** 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.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Physical development of the project site is required to comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels	That when a physical project is proposed, construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	existing without the project?		
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 physical development of the project site 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 physical development of the project site will be subject to police impact fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	If the site is developed for residential uses, the physical development of the project site will be subject to school impact fees.	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
MM Recreation 1	The project may 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. The project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	If the site is developed for residential uses, the physical development of the project site will be subject to park impact fees or the dedication of park space.	Developer to pay or dedicate
TRANSPORATION AND TRAFFIC			
MM Traffic 1 & 2	That 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 including mass transit and non-	**MM Traffic 1:** That future development of the project site is subject to review and conditioning by the Public Works Engineering Division. **MM Traffic 2:** That future development of the project site will be subject to a Transportation Impact Mitigation Fee.	City of require; developer to comply

	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? That the project would 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? That the project would substantially increase hazards due to a design feature or incompatible use? That the project would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing	Any future development of the project site would be required to implement water conservation measures	City to require and ensure compliance; developer and

	entitlements and resources, or are new or expanded entitlements needed?		future occupants to adhere
MM Utilities 2:	That the project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development of the project site will be subject to Refuse and Recycling Impact fees.	
MM Utilities 3:	Would the project comply with federal, state, and local statures related to solid waste?	That the future development of the project site would be required to comply with all statues and regulations related to solid waste.	City to require; developer to provide

TABLE MOUNTAIN RANCHERIA
TRIBAL GOVERNMENT OFFICE

July 1, 2019

Gabrielle de Silva Myers, Senior Planner
City of Hanford
317 N. Douty Street
Hanford, Ca. 93230

Leanne Walker-Grant
Tribal Chairperson

Beverly J. Hunter
Tribal Vice-Chairperson

Craig Martinez
Tribal Secretary/Treasurer

Matthew W. Jones
Tribal Council Member

Richard L. Jones
Tribal Council Member

RE: Consultation for General Plan Amendment No. 2019-01, Rezone No. 2019-02, and Zone Text Amendment No. 2019-04

To: Gabrielle de Silva Myers

This is in response to your letter dated, May 30, 2019, regarding, Consultation for General Plan Amendment No. 2019-01, Rezone No. 2019-02, and Zone Text Amendment No. 2019-04.

We appreciate receiving notice; however, this project site is beyond our area of interest.

Sincerely,

Robert Pennell
Cultural Resources Director

23736
Sky Harbour Road
Post Office
Box 410
Friant
California
93626
(559) 822-2587
Fax
(559) 822-2693

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

JUN 24 2019

Gabrielle Myers
City of Hanford
Community Development Department
319 North Douty Street
Hanford, CA 93230

Project: Specific Plan Amendment, General Plan Amendment No. 2019-01 Rezone No. 2019-02, and Zone Text Amendment No. 2019-04

District CEQA Reference No: 20190654

Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of the following:

- Specific Plan Amendment to repeal the Downtown East Precise Plan and adopt the underlying zoning for the plan area.
- General Plan Amendment No. 2019-01 to change certain property within the Downtown East Precise Plan area from Downtown Mixed Use to Service Commercial and to delete references to the Downtown East Precise Plan from the General Plan Policy Document.
- Rezone No. 2019-02 to repeal the Downtown East Precise Plan and adopt the underlying zoning and change a portion of the underlying zoning from Downtown Mixed Use to Service Commercial.
- Zone Text Amendment No. 2019-04 to remove reference to the Downtown East Precise Plan from the Hanford Municipal Code Title 17.

The general plan amendment and rezone will not have an impact on air quality. However, if approved, future development will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions. The District offers the following comments:

Samir Sheikh
Executive Director/Air Pollution Control Officer

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

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

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

www.valleyair.org www.healthyairliving.com

1. Future development may require further environmental review and mitigation. Referral documents for those projects should include a project summary detailing, at a minimum, the land use designation, project size, and proximity to sensitive receptors and existing emission sources.

2. District Rule 9510 (Indirect Source Review) is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees.

   Future individual development project(s) within the Project would be subject to District Rule 9510 (Indirect Source Review) if (1) upon full build-out the project would receive a project-level discretionary approval from a public agency and would equal or exceed any one of the applicability thresholds below for example, or (2) would equal or exceed any of the applicability thresholds in section 2.0 of the rule:

   - 50 dwelling units
   - 2,000 square feet of commercial space;
   - 25,000 square feet of light industrial space;
   - 100,000 square feet of heavy industrial space;
   - 20,000 square feet of medical office space;
   - 39,000 square feet of general office space; or
   - 9,000 square feet of educational space; or
   - 10,000 square feet of government space; or
   - 20,000 square feet of recreational space; or
   - 9,000 square feet of space not identified above

   District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.

   In the case the individual development project(s) are subject to District Rule 9510, an Air Impact Assessment (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.

   District staff is available to provide assistance with determining if future individual development projects will be subject to Rule 9510, and can be reached at (559) 230-6000 or by email at ISR@valleyair.org.

3. Individual development projects may also be subject to the following District rules: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

4. The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

5. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Sharla Yang at (559) 230-5934.

Sincerely,

Arnaud Marjollet
Director of Permit Services

for Brian Clements
Program Manager

AM: sy

Attachment: Attachment 2 - Initial Study (Repeal the Downtown East Precise Plan)

July 23, 2019

Diane Sharp

PO Box 1322

Hanford, CA 93232

To: Gabrielle Meyers, City of Hanford

Re: "Downtown East" Plan comment

I am writing to express my support for General Plan Amendment No. 2019-01, to do away with the Downtown East Plan.

This plan has been a deterrent to economic growth, rather than the catalyst City Leaders hoped it would be at the time of its adoption.

As a Hanford Resident and commercial property owner, I hope the planning commission will vote to REPEAL the Downtown East Precise Plan and ADOPT the underlying zoning for the plan area.

I can be reached at SharpHanford@comcast.net or 559-905-0040.

Thank you.