The City of Hanford
CALIFORNIA

AGENDA

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, November 12, 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 October 22, 2019 Meeting

PUBLIC HEARING

Annexation No. 156: A request to annex 40.53 acres of unincorporated Kings County land into the City of Hanford, in accordance with the General Plan. Prezone No. 2019-03: A request to prezone the land to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential. Vesting Tentative Tract 929: A request by Woodside Homes to subdivide 39.75 acres into 158 single-family residential lots in an area proposed to be designated R-L-5 Low-Density Residential. Mitigated Negative Declaration No. 2019- 36: An initial study was prepared and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2019-36 has been prepared. The project is located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 and 009-030-043).

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: 11/12/2019	**AGENDA SECTION:**

SUBJECT:
Approval of the Minutes of the October 22, 2019 Meeting

RECOMMENDATION:
Approve the minutes of the October 22, 2019 meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:
10-22-19 Minutes

The City of Hanford
CALIFORNIA

MINUTES

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, October 22, 2019

Attachment: 10-22-19 Minutes (10-22-19 Minutes)

CALL TO ORDER

Chair Commissioner Paden called the meeting to order at 7:00 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Richard Douglas		Present	6:45 PM
Michael Johnston		Absent	
Travis Paden		Present	6:28 PM
Savino Perico		Present	6:50 PM
Angel Vee Galvan		Present	6:26 PM
Jacob Sanchez		Present	6:52 PM
Jason Kemp Van Ee		Present	6:42 PM

INVOCATION

Commissioner PADEN led the invocation.

FLAG SALUTE

Commissioner PERICO led the flag salute.

PUBLIC COMMENT

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

None.

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 the Consent Calendar.

RESULT:	**APPROVED [5 TO 0]**
MOVER:	Richard Douglas
SECONDER:	Angel Vee Galvan
AYES:	Douglas, Perico, Galvan, Sanchez, Kemp Van Ee
ABSTAIN:	Paden
ABSENT:	Johnston

Approval of the Minutes of the September 24, 2019

PUBLIC HEARING

1. **Sign Variance No. 2019-02, a request to deviate from the standards of the Hanford Municipal Code Section 17.56.090, in order to allow a reduced setback for a 30-ft.-tall marquee sign for a future gas station in the C-N Neighborhood Mixed Use zone district. Project Location: The project is located at 1645 N. 12th Avenue (APN 010-320-120 and 010-320-121). Staff recommends continuance of the item to December 10, 2019**

   Director Mata requested a continuance to December 10, 2019. Motion to continue the project to the December 10, 2019 meeting.

RESULT:	**TABLED [UNANIMOUS]**	**Next: 12/10/2019 7:00 PM**
MOVER:	Richard Douglas	
SECONDER:	Jacob Sanchez	
AYES:	Douglas, Paden, Perico, Galvan, Sanchez, Kemp Van Ee	
ABSENT:	Johnston	

2. **Conditional Use Permit No. 2019-08: is a request to allow a full-service and drive-thru car wash within a vacant former car wash building in the C-R Regional Commercial zone district. The project is located at 1697 W. Lacey Boulevard (APN 011-060-043).**

   Chairperson PADEN opened the public hearing at 7:05 p.m. and called for the staff report. Senior Planner Myers presented the staff report, recommended approval, and invited questions of staff.

   Chairperson PADEN opened Public Comment.

   FAVOR

   No comments.

   OPPOSED

   No comments.

Attachment: 10-22-19 Minutes (10-22-19 Minutes)

Chairperson PADEN closed the public hearing at 7:08 p.m. and called for a motion.

Motion to adopt Resolution No. 2019-24, approving Conditional Use Permit No. 2019-08.

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

3. Tentative Parcel Map No. 2019-03: a request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres in the I-H Heavy Industrial zone district. Mitigated Negative Declaration No. 2019-29: A request to certify that the project will have a less than significant effect on the environment with the incorporation of mitigation measures. The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

Chairperson PADEN opened the public hearing at 7:10 p.m. and called for the staff report. Senior Planner Myers presented the staff report, recommended approval of the project, and invited questions of staff.

Following questions of staff, Chairperson PADEN opened Public Comment.

FAVOR

No comments.

OPPOSED

No comments.

Staff and the applicant responded to questions from the Commissioners.

Chairperson PADEN closed the public hearing at 7:22 and called for a motion.

Motion to adopt Mitigated Negative Declaration No. 2019-29 for the project.

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

Motion to adopt Resolution 2019-25, as amended, approving Tentative Parcel Map No. 2019-03.

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

Attachment: 10-22-19 Minutes (10-22-19 Minutes)

DIRECTOR'S COMMENTS

Director Mata stated that the Building Division received a permit submittal for the 82-room hotel on Glendale, west of 12th Avenue, today.

COMMISSIONERS' ITEMS OF INTEREST

Chairperson PADEN inquired about delays on current building projects: American Tire Company--Staff did not have that information.; Chevron at 12th and Grangeville--Director Doyel replied that there was an issue with OSHA, but he believes they have resumed work on the project; traffic signal at 13th and Grangeville--Director Doyel stated that steel is difficult to obtain right now, and poles have not yet been shipped. Once received, it will take about two weeks to install them.

Director Mata noted that private builders are not required to notify City staff regarding building delays, as long as their permits have not expired.

ADJOURNMENT

Chairperson PADEN adjourned the meeting at 7:26 p.m.

Respectfully submitted,

Diana Black
Recording Secretary

Attachment: 10-22-19 Minutes (10-22-19 Minutes)

AGENDA
STAFF REPORT

MEETING DATE: 11/12/2019	**AGENDA SECTION:**

SUBJECT:
Annexation No. 156: A request to annex 40.53 acres of unincorporated Kings County land into the City of Hanford, in accordance with the General Plan. Prezone No. 2019-03: A request to prezone the land to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential. Vesting Tentative Tract 929: A request by Woodside Homes to subdivide 39.75 acres into 158 single-family residential lots in an area proposed to be designated R-L-5 Low-Density Residential. Mitigated Negative Declaration No. 2019- 36: An initial study was prepared and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2019-36 has been prepared. The project is located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 and 009-030-043).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:
Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report
Resolution No. 2019-27
Resolution No. 2019-28
Attachment 1 - Annexation Map
Attachment 2 -Tentative Tract 929 map
Attachment 3 - City of Hanford Sphere of Influence
Attachment 4 - Plan for Services
Attachment 5 - Consent to Annex
Attachment 6 - Environmental Review

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, November 12, 2019

PROJECT: **Annexation No. 156:** A request to annex 40.53 acres of unincorporated Kings County land into the City of Hanford, in accordance with the General Plan.

Prezone No. 2019-03: A request to prezone the land to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential.

Vesting Tentative Tract 929: A request by Woodside Homes to subdivide 39.75 acres into 158 single-family residential lots in an area proposed to be designated R-L-5 Low-Density Residential.

Mitigated Negative Declaration No. 2019- 36: An initial study was prepared and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2019-36 has been prepared.

LOCATION: The project is located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 and 009-030-043).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend adoption of Mitigated Negative Declaration No. 2019-36 for the project to the City Council.

2. Adopt Resolution No. 2019-27, recommending approval of Prezone No. 2019-03 to the City Council.

3. Find that the proposed Annexation No. 156 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 156 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

4. Adopt Resolution No. 2019-28, recommending approval of Vesting Tentative Tract Map 929 to the City Council.

RECOMMENDED MOTION

1. I move to recommend certification of Mitigated Negative Declaration No. 2019-36 for the project to the City Council.

2. I move to adopt Resolution No. 2019-27, recommending approval of Prezone No. 2019-03 to the City Council.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

3. I move to find Annexation No. 156 consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 156 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

4. I move to adopt Resolution No. 2019-28, recommending approval of Vesting Tentative Tract 929 to the City Council.

PROJECT DESCRIPTION

Annexation No. 156

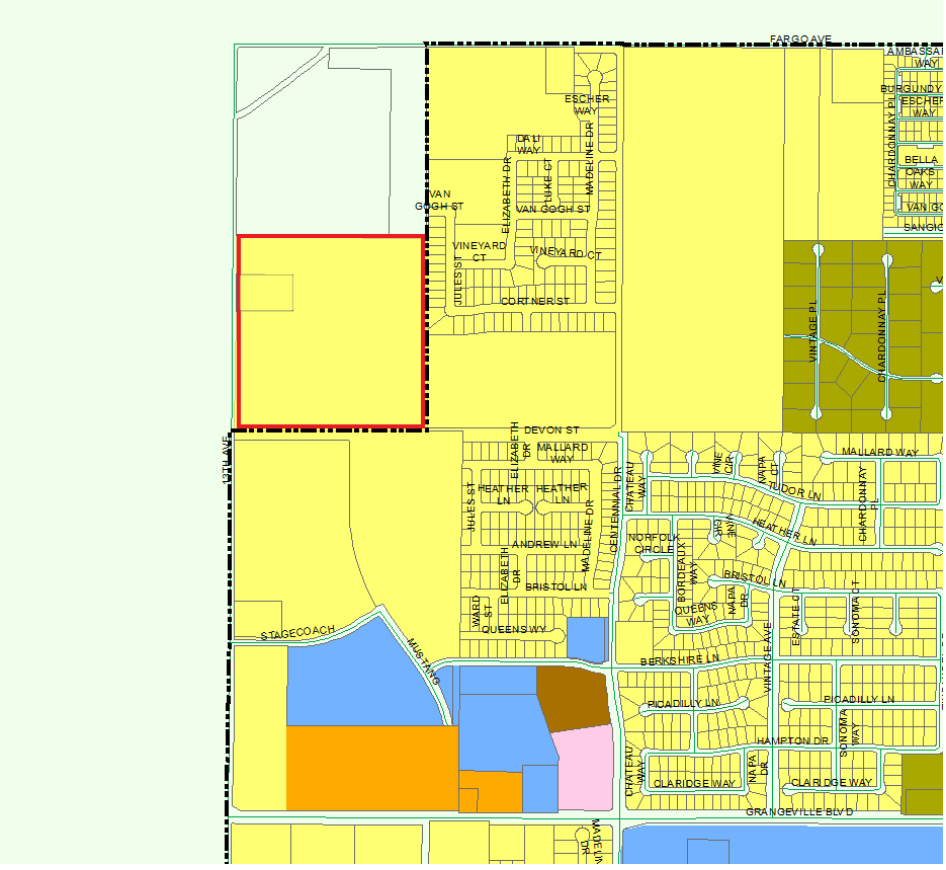
The project is a request to annex 40.53 acres of unincorporated Kings County land into the City of Hanford in an area proposed to be zoned R-L-5 Low-Density Residential. No detachment or reorganization is required.

See proposed annexation **(Attachment 1).**

Prezone No. 2019-03:

Prezone No. 2019-03 is a request to prezone the area proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan.

Figure 1: Prezone 2019-03
Proposed: R-L-5 Low-Density Residential



Vesting Tentative Tract 929:

The project is a request, by Woodside Homes, to subdivide 39.75 acres into 158 single-family residential lots in an area proposed to be zoned R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential.

See proposed subdivision **(Attachment 2)**.

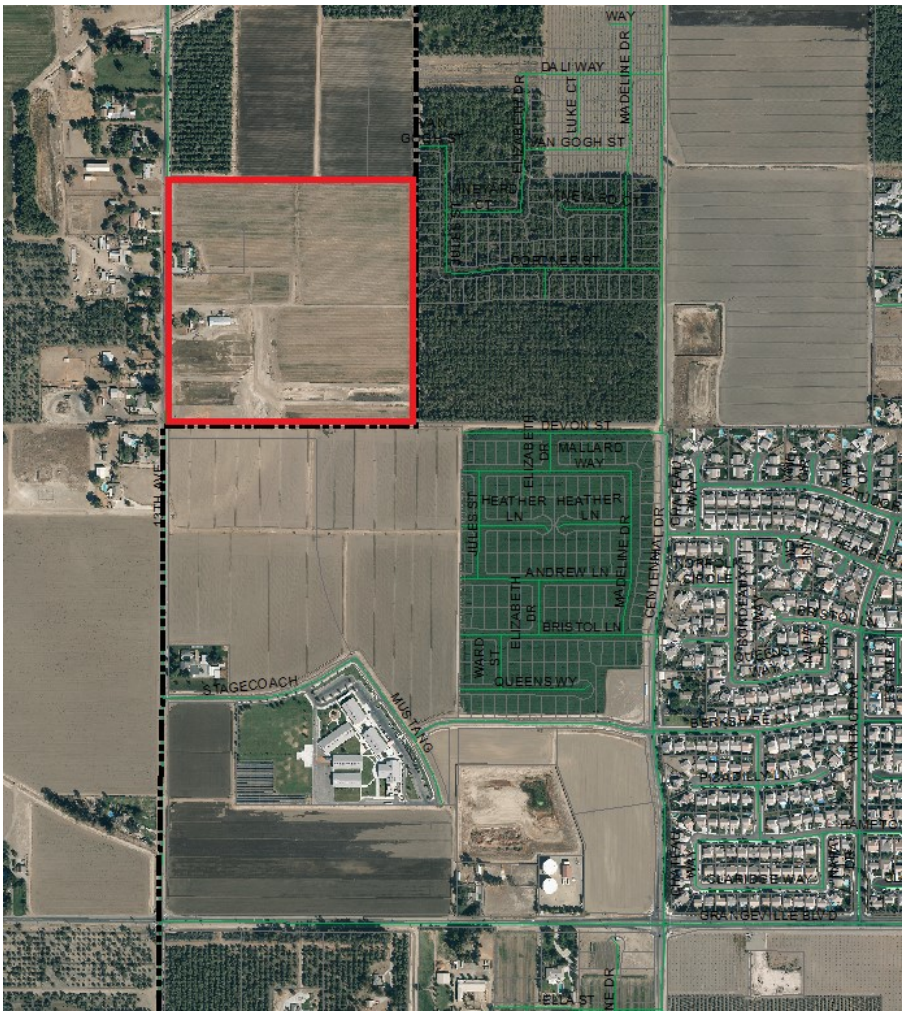
Project Location

The project is applicable to the property located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 and 009-030-043).

Existing Land Use

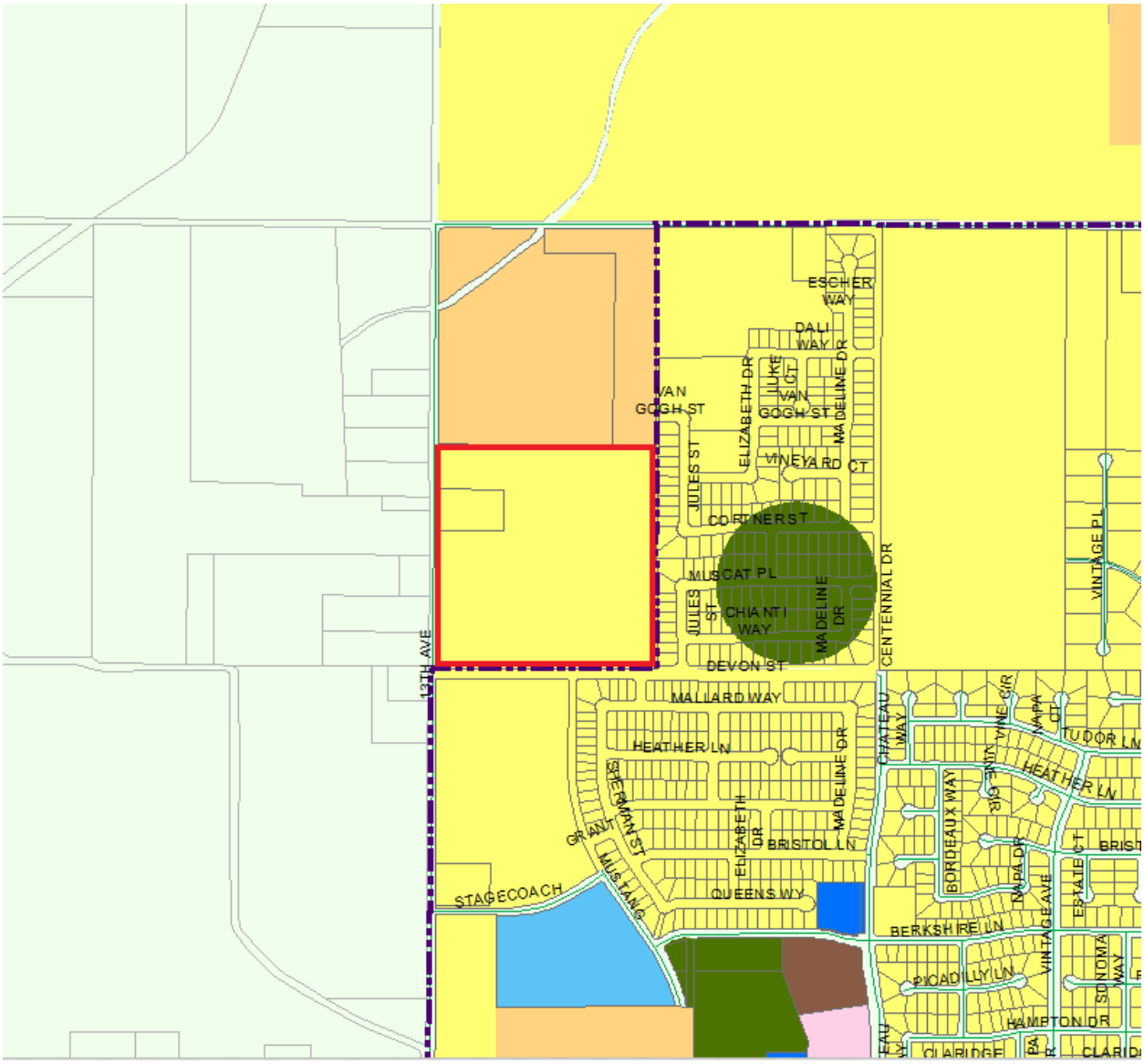
The majority of the project area is comprised of vacant land. There is a large lot, single-family residence located at 8323 13th Avenue (APN 009-030-042).

Figure 2: Land Use
(Property outlined in red)



Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Figure 3: General Plan Designation
Low- Density Residential
(Property outlined in red)



BACKGROUND INFORMATION

General Plan Designation and County Zoning:

The General Plan designates the property as Low-Density Residential.

The expected density range for Low-Density Residential is two to 10 units per gross acre, with an expected average of four units per gross acre.

According to Policy L31 Purpose of the Low-Density Residential Land Use Designation, the designation shall provide mainly single-family development on lot sizes typically found in urban

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

settings. In accordance with Policy L32, typical uses in the Low-Density Residential Land Use Designation include residential uses in a variety of single-family lots. Duplexes, second dwelling units, and home occupations can also be allowed, when made compatible with the residential nature of the neighborhood.

The property is presently zoned AL-10 Limited Agriculture 10 District. The prezoning of the property is proposed as R-L-5 Low-Density Residential, in accordance with the General Plan designation.

Adjacent Land Use and Zoning:

	Land Use	Zoning	General Plan Designation
North:	Agricultural	County AL-10	Medium-Density Residential
South:	Future Residential (Tract 922)	R-L-5	Low-Density Residential
East:	Residential (Tract 918 and 919)	R-L-5	Low-Density Residential
West:	Agriculture and Vacant	County AL-10	Outside of planning area

Utilities/Public Services:

The private utility companies have been contacted for comments concerning this project and one comment has been received:

1. AT&T, "ATT will serve residences with conduit fiber cables. Feed from east, on n/s Devon. 13th Ave poles to remain, or will relocate with Edison as required by City mandate. Request relocate and not underground for 13th Ave poles.

The comment has been forwarded to the Public Works Department. Public Works is not requiring undergrounding of poles on 13th Avenue.

City, County and State agencies have also reviewed the proposal. Services such as water, storm drain, sewer, fire and police can be provided to the annexation territory, in accordance with the General Plan, 2017 Sewer System Master Plan, and 2017 Water System Master Plan.

A Plan for Services has been prepared for the annexation area **(Attachment 4)**.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Land Owners & Values:

APN	OWNER	REGISTERED VOTERS	ACRES	LAND VALUE
009-030-042	Duyst, Albert J & Janette Revoc. Trust	2	2.5	$ 344,679
009-030-043	McCutcheon, Brian D	0	37.50	$ 326,993

The Local Agency Formation Commission of Kings County (Kings County LAFCO) is the governing body, with the ultimate authority to make the determination of whether a property will be annexed.

An area is considered uninhabited if there are less than 12 registered voters within the annexation area. With two registered voters, this is considered an uninhabited annexation. If there are property owners who do not consent to the annexation, there is an opportunity for them to protest the property being included in the annexation. They can do this by submitting a written statement of their opposition prior to the LAFCO hearing. However, this is a 100% consent annexation; therefore, LAFCO will not hold a protest hearing.

PROJECT EVALUATION

Annexation No. 156

The project is a request to annex 40.53 acres of unincorporated Kings County land into the City of Hanford in an area proposed to be zoned R-L-5 Low-Density Residential. No detachment or reorganization is required.

See the proposed annexation **(Attachment 1**).

Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool, by limiting annexation to only the land that is needed for growth at the time.

The Hanford Planning Commission is charged with reviewing proposed annexation and making a finding of consistency with the Hanford General Plan to forward to the City Council. The Planning Commission will need to find that Annexation 156 is consistent with the Hanford General Plan Policy L15 and L17.

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.

   Analysis: The property proposed to be annexed is within the City's Primary Sphere of Influence, as shown in **Attachment 3.**

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.

   Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage.

   Sewer Improvements

   The developer's engineer will provide a sanitary sewer master plan, complete with calculations for the entire subdivision, for City Public Works Department review and approval prior to recording a subdivision final map. Provisions will be made to provide service for future areas of development located adjacent to the subdivision.

   The developer will be required to extend existing sewer within Devon Street to 13th Avenue.

   Storm Drainage Improvements

   The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision, for City Public Works Department review and approval prior to recording a subdivision final map. Provisions shall be made for service to future areas of development located adjacent to the subdivision.

   All drainage from the proposed development will be retained in a retention drainage basin, located as shown on the tentative subdivision map.

   Water System

   The developer's engineer will provide a water system master plan, complete with calculations for the entire subdivision, for City review and approval prior to recording a subdivision final map. Provisions will be made for service to future areas of development located adjacent to the subdivision.

   Fire and Police

   Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees.

   School

   The project is located within the Hanford Joint Union High School District and the Pioneer Unified Elementary School District.

   Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, "This project will increase enrollment at Sierra Pacific, which is already impacted"

   The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees, in order to mitigate the effect of the project on schools.

Consultation was received by the Pioneer Unified Elementary School District indicating they did not have comments regarding the project.

3. Land for development within the City limits is insufficient to meet the current land use needs.

   Analysis: The applicant is proposing a 39.75-acre single-family residential development in the northwest planning area. There is not a vacant site sufficient in the northwest planning area, within the City limits, to accommodate a subdivision of this size. Development has been consecutive and contiguous to the existing City limits. The proposal is considered an implementation of the General Plan.

4. The territory to be annexed is contiguous to existing developed areas.

   Analysis: The territory to be annexed is directly contiguous to the current City limits to the east and south. Residential Tract 918 is under construction east of the project site. Tract 922 is entitled and being developed south of the proposed project site.

Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

Analysis: The Plan for Services was incorporated in the initial study, which was made publicly available for a 20-day comment period.

A written Plan for Services is attached **(Attachment 4)**.

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

1. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

   Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The annexation area is designated as Low-Density Residential by the General Plan and is

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

necessary to accommodate growth within the City of Hanford. The development proposed for the annexation area is consistent with the General Plan.

2. The proposed annexation conforms to the adopted General Plan.

   Analysis: The annexation area is proposed to be developed as a single-family residential subdivision. The subdivision is consistent with the General Plan designation, Low-Density Residential. The annexation is consistent with the General Plan Section 3.2.4, which states, "Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services." The annexation area is also consistent with Policy L15 and L17 of the General Plan, as analyzed above.

3. The proposed area is consistent with the sphere of influence.

   Analysis: The property proposed to be annexed is within the City's Primary Sphere of Influence, as shown in **Attachment 3.**

4. The proposed annexation comes with 100% consent of all landowners.

   Analysis: There are two properties within the area to be annexed. The annexation comes with 100% consent of both landowners. The Consent to Annex form is signed and attached (**Attachment 5)**.

Vesting Tentative Tract 929

The project is a request, by Woodside Homes, to subdivide 39.75 acres into 158 single-family residential lots in an area proposed to be zoned R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area, Low-Density Residential.

See the proposed subdivision **(Attachment 2).**

Project Design

Project applicable to**:** APN 009-030-042

Total Area: 39.73 acres

Number of Lots: 158 single-family residences; 99,145 sq. ft. (2.27 acres) basin dedication, and a 88,859-sq. ft. (2.04 acres) park.

Units per acre: 3.99 units/acre

Potential population increase: 3.11 persons per household x 158 households = 491 persons

Lot Sizes

Smallest	Largest	Average	Required
5,000 sq. ft. (Lot 142)	14,818 sq. ft. (Lot 10)	6,336 sq. ft.	5,000 sq. ft.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

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

Streets/Circulation

Street improvements will include the installation of concrete curb and gutter, sidewalk, landscaping, street lights, and street striping. All improvements will be installed within public street right-of-way or utility easements, in accordance with the requirements of Chapter 16.24 Improvements, of the Hanford Municipal Code, Public Works Standards and Specifications, and the resolution pertaining to the subdivision.

The project will be served by 13th Avenue, a major arterial street and the future extension of Devon Street, which is a major collector street.

13th Avenue will be developed as a major arterial street along the entire development frontage. All improvements will be constructed in conformance with City Standard ST-17 and ST-18. Street improvements will include the installation of a decorative masonry block wall.

Devon Street will be developed as a major collector street along the development frontage of the subdivision. All improvements will be constructed in conformance with City Standards ST-17 and ST-23. Street improvements will include the installation of a decorative masonry block wall.

All other streets within the subdivision will be developed to residential street standard ST-32.

Easements and Dedications

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

All proposed streets, street extensions, opposite travel lanes on boundary streets, and offsite pavement transitions with right-of-way, as shown on the tentative subdivision map, will be dedicated to the City as public rights-of-way. Any alteration of existing utilities will be the responsibility of the developer.

Backup Parkway Improvements

A minimum six-foot-high decorative masonry block wall, with continuous reinforced concrete footings, will be constructed along the development frontage of 13th Avenue and Devon Street.

A 4 ½-foot-wide detached sidewalk along the development frontages of 13th Avenue and Devon Street.

Landscape and irrigation system improvements will be installed along the development frontages of 13th Avenue and Devon Street.

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan, complete with calculations for the entire subdivision, for City Public Works Department review and approval prior to recording

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

a subdivision final map. Provisions will be made to provide service for future areas of development located adjacent to the subdivision.

The developer will be required to extend existing sewer within Devon Street to 13th Avenue.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision, for City Public Works Department review and approval prior to recording a subdivision final map. Provisions shall be made for service to future areas of development located adjacent to the subdivision.

All drainage from the proposed development will be retained in a retention drainage basin, located as shown on the tentative subdivision map. The basin extension will be constructed in conformance with City Standards, and the entrance to the basin will be relocated to N. Mustang Drive.

Water System

The developer's engineer will provide a water system master plan, complete with calculations for the entire subdivision, for City review and approval prior to recording a subdivision final map. Provisions will be made for service to future areas of development located adjacent to the subdivision.

The developer will extend a minimum 12-inch-diameter water main and appurtenances within the future alignment of Devon Street, from the eastern limits of the subdivision to 13th Avenue, and within 13th Avenue from Devon Street to the northerly boundary of the subdivision. The improvements will conform to the City's water master plan.

Public Services

City services, including fire, police, and general services (planning, building, and recreation) can adequately be provided for the increase in population from this subdivision, as noted in the initial study conducted for the project.

Impacts to police, fire, park space, transportation, wastewater, water, refuse and recycling, and storm drainage will be mitigated through payment of impact fees.

FINDINGS FOR APPROVAL

Annexation No. 156

The Hanford Planning Commission is charged with reviewing the proposed annexation and making a finding of consistency with the Hanford General Plan to forward to the City Council.

Annexation No. 156 is consistent with the Hanford General Plan Policy L15 and L17:

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.

   Analysis: The property proposed to be annexed is within the City's Primary Sphere of Influence, as shown in **Attachment 3.**

2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.

   Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage.

   Sewer Improvements

   The developer's engineer will provide a sanitary sewer master plan, complete with calculations for the entire subdivision, for City Public Works Department review and approval prior to recording a subdivision final map. Provisions will be made to provide service for future areas of development located adjacent to the subdivision.

   The developer will be required to extend existing sewer within Devon Street to 13th Avenue.

   Storm Drainage Improvements

   The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision, for City Public Works Department review and approval prior to recording a subdivision final map. Provisions shall be made for service to future areas of development located adjacent to the subdivision.

   All drainage from the proposed development will be retained in a retention drainage basin, located as shown on the tentative subdivision map.

   Water System

   The developer's engineer will provide a water system master plan, complete with calculations for the entire subdivision, for City review and approval prior to recording a subdivision final map. Provisions will be made for service to future areas of development located adjacent to the subdivision.

   Fire and Police

   Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

School

The project is located within the Hanford Joint Union High School District and the Pioneer Unified Elementary School District.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, “This project will increase enrollment at Sierra Pacific, which is already impacted”

The City’s role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees in order to mitigate the effect of the project on schools.

Consultation was received by the Pioneer Unified Elementary School District indicating they did not have comments regarding the project.

3. Land for development within the City limits is insufficient to meet the current land use needs.

   Analysis: The applicant is proposing a 39.75-acre single-family residential development in the northwest planning area. There is not a site sufficient in the northwest planning area, within the City limits, to accommodate a subdivision of this size. Development has been consecutive and contiguous to the existing City limits.

4. The territory to be annexed is contiguous to existing developed areas.

   Analysis: The territory to be annexed is directly contiguous to the current City limits to the east and south. Residential Tract 918 is under construction east of the project site. Tract 922 is entitled and being developed south of the proposed project site.

Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

Analysis: The Plan for Services was incorporated in the initial study, which was made publicly available for a 20-day comment period.

A written Plan for Services is attached **(Attachment 4)**.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Prezone No. 2019-03

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 Prezone No. 2019-03 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. The development proposed in the annexation area, under Tentative Tract 929, conforms with all regulations pertaining to the R-L-5 Low-Density Residential zone district.

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

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

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

   Analysis: That 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 prezone is considered an implementation of the General Plan, which designates the project site as Low-Density Residential.

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 on the subject site are low-density residential, as proposed under Tentative Tract 929, which are compatible with the existing and proposed single-family residential developments in the surrounding area (Tract 918, 919, 887, and 922).

Tentative Tract Map 919:

Pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act, and Hanford's Zoning Ordinance, the following findings can be made by the Planning Commission:

1. Consistency Finding:

   ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,000 sq. ft. The average lot size is 6,336 sq. ft.

2. Design Finding:

ANALYSIS: That the design or improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,000 sq. ft. The average lot size is 6,336 sq. ft. All improvements are to be developed in accordance with Public Works Construction Standards.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the type of development proposed under Tentative Tract 929. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

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, with an expected average of four units per gross acre. The project has a density of 3.99 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That an initial study was conducted. On the basis of 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. 2019-36 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2019-36, and mitigation measures required of development are attached **(Attachment 6).**

6. Public Health Finding:

ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent for Tentative Tract 929 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.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

ENVIRONMENTAL ASSESSMENT

PRE-CONSULTATION

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

1. Consultation from Michael Wilson with AT&T (Received July 22, 2019).

2. Consultation from Michael Hawkins with Kings County Public Works (Received August 5, 2019).

3. Consultation from Brian Clements with the San Joaquin Valley Air Pollution Control District (Received August 15, 2019).

4. Consultation from Chuck Kinney with the Local Agency Formation Commission (LAFCO) of Kings County (Received August 23, 2019).

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

AT&T
Pre-consultation was received from Michael Wilson with AT&T on July 22, 2019, stating, "ATT will serve residences with conduit fiber cables. Feed from east, on n/s Devon. 13th Avenue poles to remain, or will relocate with Edison as required by City mandate. Request relocate and not underground for 13th Avenue poles."

Staff Analysis: The comment has been forwarded to the Public Works Department. Public Works is not requiring undergrounding of poles on 13th Avenue.

Kings County Public Works

Pre-consultation was received from Michael Hawkins, with Kings County Public Works, on August 5, 2019, stating the following, "Kings County requests the following in regards to the annexation and vesting tentative tract map located on 13th Avenue between Grangeville Boulevard and Fargo Avenue.

That the annexation take goes to the right of way line of the west side of 13th Avenue and that left turn pockets be provided for south bound traffic at the entrances to Devon and Cedar Grove Street."

Analysis: The comment was forwarded to the Engineering Division, and the project was conditioned, as requested. According to the Engineering Division's conditions of approval, street improvements shall include the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half-width street construction on the east side of 13th Avenue, including pavement reconstruction of existing roadway (if applicable), plus a 16-foot-wide concrete curbed and landscaped raised median, with a protected southbound left turn lane at Devon Street and Stagecoach Drive, and a minimum 12-foot southbound travel lane and a 4-foot

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

paved shoulder west of the median, including pavement reconstruction of roadway (if applicable), and all street signing, striping, and transition paving as required.

San Joaquin Valley Air Pollution Control District

A pre-consultation response was received from the San Joaquin Valley Air Pollution Control District (SJVAPCD) determining the following:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a residential development for single family with a total of 158 dwelling units (Project), located at the northeast corner of 13th Avenue and Devon Street in Hanford, CA. 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 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on the air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

2. 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.

   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://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. You are 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 to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888 or email SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.

6. Potential Air Quality Improvement Measures – The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: http://valleyair.org/ceqaconnected/aqimeasures.aspx.

   a. Cleaner Off-Road Construction Equipment – to reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the project to utilize the cleanest reasonably available off-road construction fleets, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. 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 job or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.

   d. Increase Traffic Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:

      - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
      - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
      - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

- Neighborhood designed for walking and cycling

e. Voluntary Emission Reduction Agreement – Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions 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.

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

Staff Analysis:

The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit.

The project does not propose renovation or demolition of any buildings on site, therefore, the project is not subject to District Rule 4002.

The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

A copy of the District's comments has been provided to the Project proponent. The Project proponent has been encouraged to contact the Air District's small Business Assistance Office to identify other rules and regulations the project may be subject to.

Local Area Formation Commission of Kings County (LAFCO of Kings County)

Consultation was received from Assistant Executive Officer for the Local Agency Formation Commission of Kings County, Chuck Kinney, on August 23, 2019. Comments provided are as follows:

"The Local Agency Formation Commission of Kings County (LAFCO) has received the City's consultation notice for Annexation 156, Prezone 2019-03 and Vesting Tentative Tract 929, as we appreciate this opportunity to comment on this project. In our review of the project, I want to inform you that LAFCO will ultimately serve as a Responsible Agency under CEQA for Annexation 156.

The Local Agency Formation Commission of Kings County (LAFCO) is governed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (*"Act," Govt. Code Section 56000 et seq.).* Under the Act, LAFCO is required to make determinations regarding a proposal for changes of organization or reorganization (Govt. Code Section 56880). The Act also established the factors which LAFCO must consider in making its decisions, including any policies adopted by LAFCO to create planned, orderly and efficient patterns of development (Govt. Code Section 56668). Because of this role and pursuant to Section 21069 of the Public Resources Code, LAFCO is a responsible agency for the future annexation of the unincorporated County land to

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

the City of Hanford. Additionally and pursuant to Section 15086 of the California Environmental Quality Act (CEQA) Guidelines, LAFCO is responsible for reviewing and providing comments on the environmental documents prepared for this annexation.

The environmental document prepared for Annexation 156 should address the impacts and any necessary mitigation, including but not limited to the annexation process. In particular, the environmental document should address the factors as identified in Government Code Section 56668. One item in particular to note is that the analysis of impacts to agricultural lands for the environmental document being prepared for Annexation 156 should described not only those lands categorized on the Department of Conservation's Important Farmland Map, but also those lands that fall within the LAFCO definition of prime agricultural land (Government Code Section 56064)."

Staff Analysis: The project has been evaluated for potential annexation.

Annexation – the subject property is currently in the County, annexation of APNs 009-030-042 and 009-030-043 is required.

Analysis: According to the General Plan, annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool by limiting annexations to only the land that is needed for growth at the time. The following policies define Hanford's process for annexing new territory.

Policy L15 Initiation of Annexations: Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

a. The land is within the Primary Sphere of Influence.

   Analysis: The land proposed to be annexed is within the Primary Sphere of Influence.

b. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.

   Analysis: Development of the project will be subject to impact fees for water, sewer, fire, schools, and police services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area.

c. Land for development within the City limits is insufficient to meet the current land use needs.

   Analysis: There is not a vacant, undeveloped, or unplanned area within the City of Hanford in the appropriate land use designation to develop the project.

d. The territory to be annexed is contiguous to existing developed areas

   Analysis: The proposed area to be annexed is contiguous to an area being developed under Tract 918 and 922. Tract 922 is directly south of the proposed area to be annexed. Tract 918 is directly east of the proposed area to be annexed.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

a. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

   Analysis: The area proposed to be annexed is north of Tract 922 and east of Tract 918. Development of the project will be subject to impact fees for water, sewer, fire, schools, and police services. Additionally, the Public Works Department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A plan for services has been prepared for the project and is attached **(Attachment 4)**.

b. The proposed annexation conforms to the adopted General Plan.

   Analysis: The General Plan designated the area as Low-Density Residential. The proposal conforms to the adopted General Plan.

c. The proposed area is consistent with the sphere of influence.

   Analysis: The area proposed to be annexed is within the Sphere of Influence.

d. The proposed annexation comes with 100% consent of all landowners.

   Analysis: the proposed annexation does come with 100% consent of all landowners.

1. The property to be annexed shall be pre-zoned. R-L-5 Low-Density Residential is the appropriate zone designation for the project and is consistent with the General Plan designation, Low-Density Residential.

The project has been evaluated in accordance with Government Code Section 56668, as requested by LAFCO.

Factors to be considered in the review of a proposal shall include, but not be limited to, all of the following:

(a) Population and population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.

Population: 2
Population Density: .02 residents per acre
Land Area: 40 Acres
Land Use: Vacant, Residential, Agriculture
Assessed Value of Annexation Area: $671,672
Per Capital Assessed Value: $671,672
Topography: Flat land

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Natural Boundaries: 13th Avenue, Devon Street
Drainage Basins: Proposed under Tentative Tract 929
Proximity to other populated areas: Within planned growth direction of the City of Hanford
Likelihood of growth in the area: Planned for single-family development
Detachment: None

(b) The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.

"Services," as used in this subdivision, refers to governmental services, whether or not the services are services which would be provided by local agencies subject to this division, and includes the public facilities necessary to provide those services.

Analysis: The current land use surrounding the site is primarily vacant. The Hanford General Plan designates the area as Low-Density Residential land uses. The area is comprised of a single family residence located at 8323 13th Avenue. Future development planned in the project area will result in a need for municipal series. The City of Hanford is the most logical provider of urban-type services within the Hanford Fringe Area. Annexation is required for the City to provide services. The City of Hanford maintains standard rates for residential water and sewer services and connection fees throughout the City, and sufficient capacity exists to serve the annexed territory.

(c) The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.

Analysis: The proposal will result in minimal reduction in property taxes to the County and have a minimal impact on County government. The property is adjacent to the City, and City services can be provided to the area.

(d) The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities in Section 56377.

Analysis: The proposed annexation is a planned and orderly extension of the City of Hanford. The General Plan designates the area for low-density residential uses. Therefore, the impact of this proposal upon patterns of urban development will occur, as outlined in the General Plan. The City currently borders the area along the southern and eastern borders. The territory would keep extension of services in line with the orderly development of the City. The proposal is in keeping with the intent of LAFCO.

The future development of the annexed territory will require City services, such as water, sewer, and storm drainage. A connection to these services can efficiently be added, as development occurs and connects.

(e) The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Analysis: The annexation territory is planned for Low-Density Residential uses under the General Plan. The City is primarily surrounded by prime agricultural land, and farming is currently practiced along most of the City's existing edges. These properties, however, are within the planned growth pattern of the City and are within the adopted Primary Sphere of Influence for the City.

(f) The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.

Analysis: The boundaries are definitive and certain. No islands or substantially surrounded areas will be created as a result of the annexation.

(g) A regional transportation plan adopted, pursuant to Section 65080.

(h) The proposal's consistency with city or county general and specific plans.

Analysis: The annexation is consistent with the General Plan designation, Low-Density Residential.

(i) The sphere of influence of any local agency which may be applicable to the proposal being reviewed.

Analysis: The annexation is within the Primary Sphere of Influence of the City of Hanford, as adopted by LAFCO.

(j) The comments of any affected local agency or other public agency.

Analysis: Addressed in the initial study.

(k) The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.

Analysis: Water, sewer, storm drainage, fire and police can be provided to the annexation territory. See Plan for Services **(Attachment 4).**

(*l*) Timely availability of water supplies adequate for projected needs, as specified in Section 65352.5.

Analysis: The City has sufficient water availability to serve the property. Connection to the City's main water lines would be required to be developed according to City Standards. The project is required to comply with all State and local regulations regarding water conservation measures and landscaping.

(m) The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.

Analysis: The subject territory is planned for Low Density Residential uses and will assist the City of Hanford in meeting the requirement for affordable housing.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

(n) Any information or comments from the landowner or owners, voters, or residents of the affected territory.

Analysis: The City has sent consultation for the proposed projects to all property owners within a 300-ft. radius of the project site.

(*o*) Any information relating to existing land use designations.

(p) The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes, with respect to the location of public facilities and the provision of public services.

Analysis: The proposed annexation will not result in inferior services being provided to areas of low-income residents. The annexation does include project-specific information regarding future development of the land to be used for 158 single-family residences. The proposal will not locate undesirable land uses within the proximity of low-income residents.

CONSULTATION

In accordance with Section 15073 of the California Environmental Quality Act Guidelines, a notice of intent to adopt a mitigated negative declaration was sent to the concerned agencies on September 13, 2019. Comments were received from the following agencies:

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

1. Santa Rosa Rancheria Tachi-Yokut Tribe

Consultation Received: On October 1, 2019, consultation was received from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe, stating, "The tribe has concerns about this project's potential to adversely affect unrecorded cultural resources and/or burials. We recommend an archeological survey, an archeological record search be completed, as well as contacting the Native American Heritage Commission. The Tribe would like to be notified of all findings. As there are known burials in the vicinity, the Tribe would like all construction staff to have a pre-consultation cultural training prior to ground disturbing activities. If there is a positive survey report, the Tribe will recommend further consultation in order to mitigate the effects of this project."

Per the consultation received from the Santa Rosa Rancheria Tachi-Yokut Tribe, the applicant had an archeological survey prepared, conducted an archeological record search, and contacted the Native American Heritage Commission.

An excerpt from the study verifies, "to follow through with the request of the Tribe, the record search and field survey were undertaken, and the Native American Heritage Commission (NAHC) contacted by Peak and Associates to request a review of their Sacred Land files (Appendix 3), We received a reply dated October 7, 2019, indicating there are no properties listed in the Sacred Land Files."

"There are no prehistoric or historic period resources within the project area."

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

"For the purposes of CEQA, we conclude that there will be no impact to important cultural resources from implementation of the project."

"A record search was conducted for the project area at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System on October 4, 2019 (RS#19-395; Appendix 2).

The SSJVIC reported that the project area has never been formally surveyed, and no surveys have been conducted within 0.125 miles of the project area. In addition, there are no recorded prehistoric period or historic period sites in or near the project area."

Michael Lawson completed a field survey of the project site on October 7, 2019 with a complete inspection of the proposed project site …There are no prehistoric or historic period resources within the project area."

Per the survey, under Recommendations, it was stated, "There is always a possibility that a site may exist in the project and be obscured by vegetation, siltation, or historic actives, leaving no surface evidence. In order to assist in the recognition of cultural resources, a training session for all construction crew members should be conducted in advance of the initiation of any construction activities at the site. The training session will provide information on recognition of artifacts, human remains, and cultural deposits to help in the recognition of potential issues."

This is required in the Mitigation Monitoring and Reporting Program.

"If artifacts exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)."

This is required in the Mitigation Monitoring and Reporting Program.

"In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Kings County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

If the Kings County Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

After notification, the NAHC will follow the procedures outline in Public Resources Code Section 5097.98 that include notification of most likely descendants (MLDs), and recommendation for treatment of the remains."

This is required in the Mitigation Monitoring and Reporting Program.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

Due to the sensitive nature of the archeological study, the study is not attached to the initial study or staff report.

RECIRCULATION

In accordance with Section 15073.5 of the California Environmental Quality Act (CEQA) Guidelines, Recirculation of a Negative Declaration Prior to Approval (a), a lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15702, but prior to its adoption. (b) A "substantial revision" of the negative declaration shall mean: (1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance. Due to new, avoidable significant effects to Cultural Resources, identified by the Tachi Yokut Tribe, as well as mitigation measures added to the project, re-circulation of the mitigated negative declaration was required. Mitigated Negative Declaration No. 2019-36 was noticed for another 20-day period [Comment period: October 16-November 5, 2019]. Additional comments were not received.

ENVIRONMENTAL ASSESSMENT

In accordance with CEQA guidelines, Annexation No. 156, Prezone No. 2019-03, and Tentative Tract 929 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. 2019-36 has been prepared **(Attachment 6).**

A Notice of Intent to Adopt a Mitigated Negative Declaration was circulated for comment from September 13-October 2, 2019 and recirculated for comment from October 16-November 5, 2019.

PUBLIC COMMENTS

Noticing of the project was published in the newspaper on September 13, 2019 and mailed to property owners within 300 feet of the project site on September 12, 2019. Due to the need to recirculate the environmental document, notice of the project was published again on October 16, 2019 and sent to property owners within 300 feet of the project site on October 15, 2019. No public comments have been received, as of the date of the preparation of this staff report.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend adoption of Mitigated Negative Declaration No. 2019-36 for the project to the City Council.

2. Adopt Resolution No. 2019-27, recommending approval of Prezone No. 2019-03 to the City Council.

3. Find that the proposed Annexation No. 156 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 156 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

4. Adopt Resolution No. 2019-28, recommending approval of Tentative Tract Map 929 to the City Council.

Applicant:
Woodside Homes
9 River Park Place East #430
Fresno, CA 93720

Property Owner(s):
Albert Duyst
2574 Fairmont Drive
Hanford, CA 93230

Brian McCutcheon
8323 13th Avenue
Hanford, CA 93230

Attachment: Annexation 156, Prezone 2019-03, Tentative Tract 929 Staff Report (Annexation 156)

RESOLUTION NO. 2019-27

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF PREZONE NO. 2019-03 PREZONING APPROXIMATELY 40.53 ACRES AS R-L-5 LOW-DENSITY RESIDENTIAL, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA, LOW-DENSITY RESIDENTIAL. THE PROJECT IS LOCATED AT THE NORTHEAST CORNER OF DEVON STREET AND 13TH AVENUE (APN 009-030-042 AND 009-030-043).

At a regular meeting of the City of Hanford Planning Commission duly called and held on November 12, 2019, on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Woodside Homes initiated the prezone from County zoning "AL-10" Limited Agricultural-10 District to City zoning R-L-5 Low-Density Residential on approximately 40.53 acres generally located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 and 009-030-043), as shown in **Exhibit A**; and

WHEREAS, the City of Hanford Planning Commission considered the prezone, in accordance with Section 17.86.030 of the Hanford Municipal Code, at its regularly scheduled meeting on November 12, 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. 2019-36, 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. 2016-06 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 Prezone No. 2019-03, based upon the following findings and on the evidence presented:

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

   Analysis: That Prezone No. 2019-03 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. The development proposed in the annexation area, under Tentative Tract 929, conforms with all regulations pertaining to the R-L-5 Low-Density Residential zone district.

Attachment: Resolution No. 2019-27 (Annexation 156)

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

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

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

   Analysis: That 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 prezone is considered an implementation of the General Plan, which designates the project site as Low-Density Residential.

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 on the subject site are low-density residential, as proposed under Tentative Tract 929, which are compatible with the existing and proposed single-family residential developments in the surrounding area (Tract 918, 919, 887, and 922).

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)

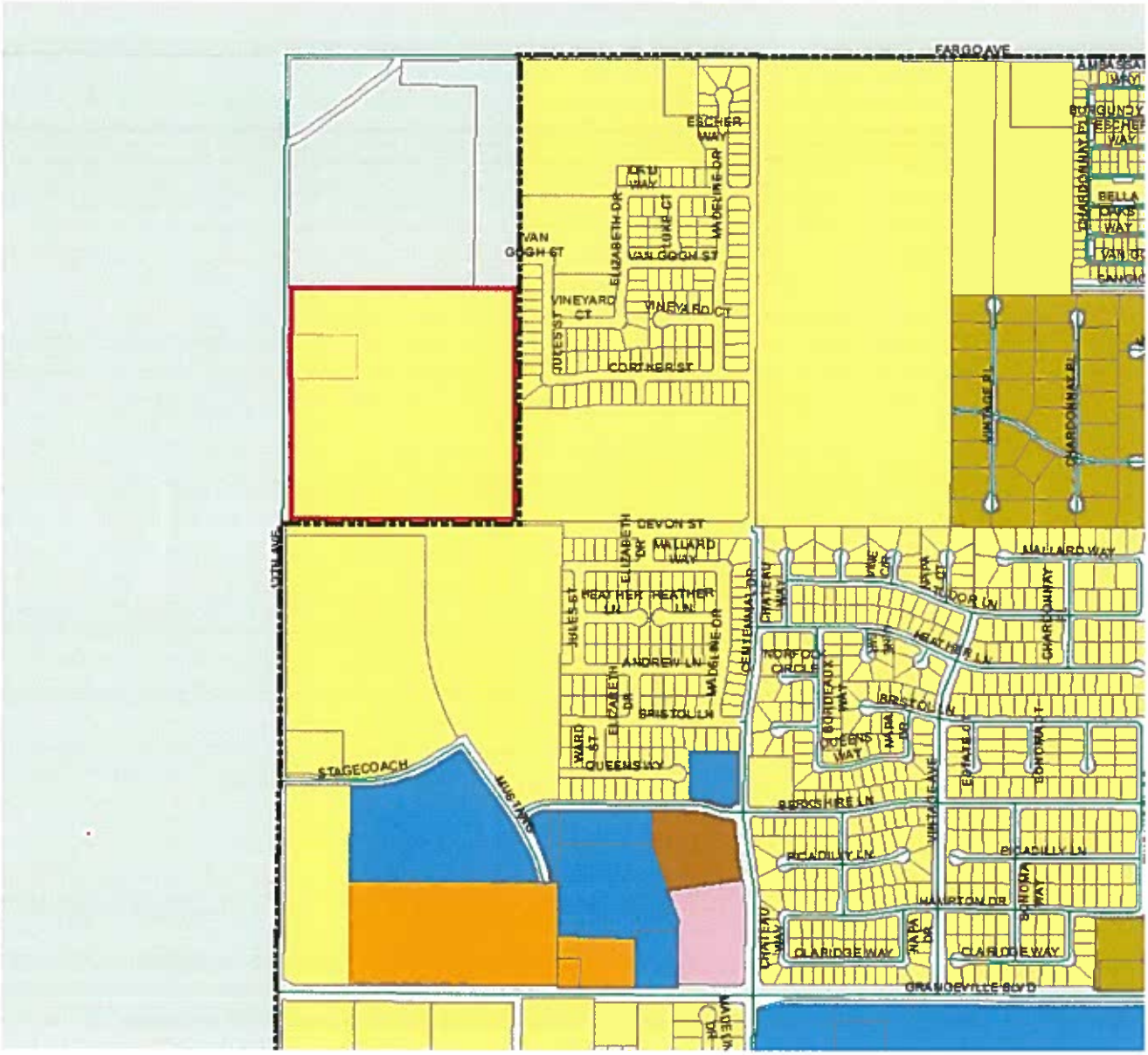
I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 12th day of November 2019.

Darlene R. Mata

Attachment: Resolution No. 2019-27 (Annexation 156)

Exhibit A
Prezone No. 2019-03

R-L-5 Low-Density Residential
(property outlined in red)



Attachment: Resolution No. 2019-27 (Annexation 156)

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2019-27 (Annexation 156)

Annexation 156, Prezone No. 2019-03, and Tentative Tract 929
Mitigation Measures
Mitigated Negative Declaration 2019-36

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant develop the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the development comply with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AGRICULTURE RESOURCES			
MM Agriculture 1	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?	That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	Developer
AIR QUALITY			

MM Air Quality 1:	The project may conflict with or obstruct implementation of the applicable air quality plan?	That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	Developer
MM Air Quality 3	The project could potentially 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)?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1-4	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5?	**MM Cultural Resources 1:** That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. **MM Cultural Resources 2:** In order to assist in the recognition of cultural resources, a training session for all construction crew members should be conducted in advance of the initiation of any construction activities at the site. The training session will provide information on recognition of artifacts, human remains, and cultural deposits to help in the recognition of potential issues.	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of

	The project could potentially disturb human remains, including those interred outside of formal cemeteries?	**MM Cultural Resources 3:** If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s) **MM Cultural Resources 4:** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Kings County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative.	discovery (if uncovered)
MM Cultural Resources 3	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM Cultural Resources 3:** If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)	Developer or representative to notify archeologist of discovery (if uncovered)
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. The project may be located on a geologic unit or soil that is unstable, or	That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards

	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 2:	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. The project may 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?	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials	Developer

	environment through the routine transport, use, or disposal of hazardous materials?	Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could	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	City to require; Developer to provide

	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?	products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
	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?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	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?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Residents and developer; Police to enforce
MM Noise 2 & 3:	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1:	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to fire impact fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse	The project will be subject to police impact fees.	Developer to pay

	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)		
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will be subject to School Impact Fees.	Developer to pay
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	That a two-acre park shall be provided for the subdivision proposed under Tentative Tract 929.	City to require; developer to provide
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	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants

	expanded entitlements needed?		to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statures related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

RESOLUTION 2019-28

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF VESTING TENTATIVE TRACT 929 TO THE CITY COUNCIL. THE PROJECT IS A REQUEST TO SUBDIVIDE 39.75 ACRES INTO 158 SINGLE-FAMILY, LOW-DENSITY RESIDENTIAL LOTS IN AN AREA PROPOSED TO BE PREZONED R-L-5 LOW-DENSITY RESIDENTIAL. THE PROJECT IS LOCATED AT THE NORTHEAST CORNER OF DEVON STREET AND 13TH AVENUE (APN 009-030-043 AND A PORTION OF 009-030-042).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on November 12, 2019, by motion of Commissioner _____, and seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Subdivision Map No. 929, filed by Woodside Homes, a request to subdivide 39.75 acres into 158 single-family, low-density residential lots, a 2.04-acre park, and dedication of 2.27 acres for a basin expansion, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford as an advisory agency, in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the project is located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-043 and a portion of 009-030-042); and

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing of November 12, 2019 and

WHEREAS, all affected public utility companies, various governmental department agencies, and the Planning Commission staff have given careful consideration to this tentative subdivision map and have made recommendations thereon; and

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2019-36, 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; and

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. 2019-36 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

WHEREAS, the Planning Commission has made the following findings pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act and Hanford's Zoning Ordinance:

1. Consistency Finding:

   ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,000 sq. ft. The average lot size is 6,336 sq. ft.

Attachment: Resolution No. 2019-28 (Annexation 156)

2. Design Finding:

ANALYSIS: That the design or improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District, which is 5,000 square feet. The minimum lot size within the subdivision is 5,000 sq. ft. The average lot size is 6,336 sq. ft. All improvements are to be developed in accordance with Public Works Construction Standards.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the type of development proposed under Tentative Tract 929. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

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, with an expected average of four units per gross acre. The project has a density of 3.99 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That an initial study was conducted. On the basis of 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. 2019-36 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 for Tentative Tract 929 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.

Attachment: Resolution No. 2019-28 (Annexation 156)

THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Hanford hereby recommend approval of Tentative Tract 929 to the City Council of the City of Hanford subject to the conditions of approval, attached as **Exhibit C,** and the following:

1. That this tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

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

AYES: Commissioners
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 **12th** day of **November, 2019.**

_____
Darlene R. Mata, Community Development Director
Secretary of the Planning Commission

Attachment: Resolution No. 2019-28 (Annexation 156)

Exhibit A:
Tentative Tract Map 929

Attachment: Resolution No. 2019-28 (Annexation 156)

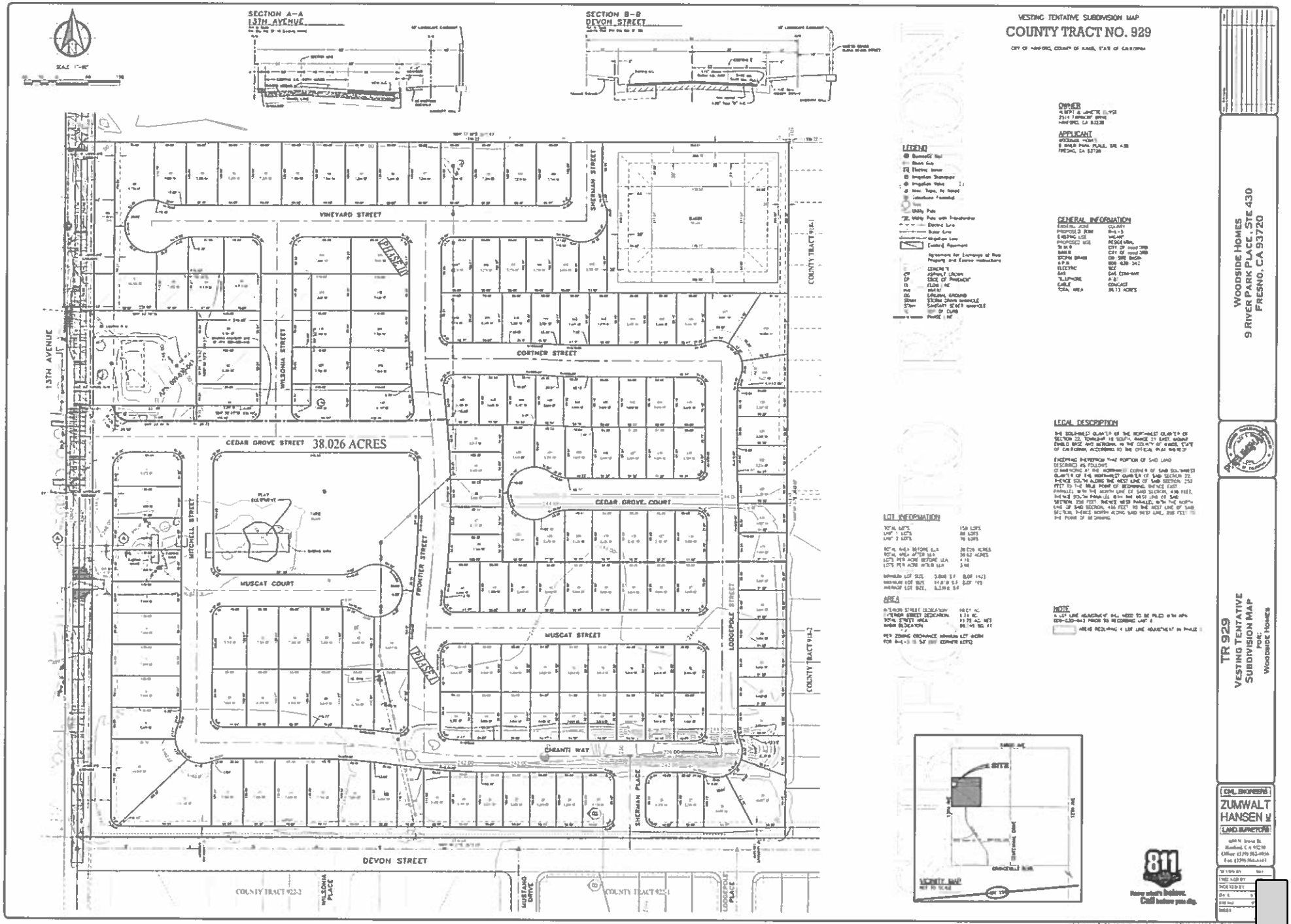

SECTION A–A
13TH AVENUE
SECTION B–B
DEVON STREET
VESTING TENTATIVE SUBDIVISION MAP
COUNTY TRACT NO. 929
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA
OWNER
APPLICANT
LEGEND
GENERAL INFORMATION
LEGAL DESCRIPTION
LOT INFORMATION
AREA
NOTE
VINEYARD STREET
COSTNER STREET
CEDAR GROVE STREET
38.026 ACRES
CEDAR GROVE COURT
MUSCAT COURT
MUSCAT STREET
CHIANTI WAY
DEVON STREET
13TH AVENUE
WILSONIA STREET
MITCHELL STREET
FRONTIER STREET
SHERMAN STREET
LODGEPOLE STREET
SHERMAN PLACE
WILSONIA PLACE
MUSTANG DRIVE
LODGEPOLE PLACE
COUNTY TRACT 922-3
COUNTY TRACT 922-1
COUNTY TRACT 916-1
COUNTY TRACT 916-2
VICINITY MAP
WOODSIDE HOMES
9 RIVER PARK PLACE, STE 430
FRESNO, CA 93720
TR 929
VESTING TENTATIVE
SUBDIVISION MAP
WOODSIDE HOMES
ZUMWALT
HANSEN
LAND SURVEYORS
811
Know what's below.
Call before you dig.

Exhibit B:
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2019-28 (Annexation 156)

Annexation 156, Prezone No. 2019-03, and Tentative Tract 929
Mitigation Measures
Mitigated Negative Declaration 2019-36

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant develop the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the development comply with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AGRICULTURE RESOURCES			
MM Agriculture 1	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?	That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	Developer
AIR QUALITY			

MM Air Quality 1:	The project may conflict with or obstruct implementation of the applicable air quality plan?	That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	Developer
MM Air Quality 3	The project could potentially 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)?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1-4	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5?	**MM Cultural Resources 1:** That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. **MM Cultural Resources 2:** In order to assist in the recognition of cultural resources, a training session for all construction crew members should be conducted in advance of the initiation of any construction activities at the site. The training session will provide information on recognition of artifacts, human remains, and cultural deposits to help in the recognition of potential issues.	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of

	The project could potentially disturb human remains, including those interred outside of formal cemeteries?	**MM Cultural Resources 3:** If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s) **MM Cultural Resources 4:** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Kings County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative.	discovery (if uncovered)
MM Cultural Resources 3	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM Cultural Resources 3:** If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)	Developer or representative to notify archeologist of discovery (if uncovered)
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. The project may be located on a geologic unit or soil that is unstable, or	That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards

	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 2:	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. The project may 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?	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials	Developer

Attachment: Resolution No. 2019-28 (Annexation 156)

	environment through the routine transport, use, or disposal of hazardous materials?	Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could	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	City to require; Developer to provide

	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?	products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
	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?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	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?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Residents and developer; Police to enforce
MM Noise 2 & 3:	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1:	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to fire impact fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse	The project will be subject to police impact fees.	Developer to pay

	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)		
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will be subject to School Impact Fees.	Developer to pay
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	That a two-acre park shall be provided for the subdivision proposed under Tentative Tract 929.	City to require; developer to provide
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	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants

	expanded entitlements needed?		to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statures related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

Exhibit C:
Conditions of Approval

Attachment: Resolution No. 2019-28 (Annexation 156)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: July 10, 2019
TENTATIVE TRACT NO. 929
CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Low-Density Residential

Zoning: Pre-zone for R-L-5 Low-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

Required Entitlements:

1. Annexation
2. Pre-Zone
3. Lot Line Adjustment

General Requirements:

☒ That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.

☒ That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.

☒ That the final map be submitted to the City Engineer and Community Development Department for compliance with the Tentative Subdivision Map approval prior to recording the final map.

☒ That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.

☒ That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.

☒ That Vesting Tentative Tract 929 be developed consistent with the approved tentative tract map, attached as **Exhibit A.**

Attachment: Resolution No. 2019-28 (Annexation 156)

☒ That the tentative tract is subject to the mitigations cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B (too be developed as part of the environmental review of the project).**

Right-to-Farm:

☒ Notwithstanding any other provision in this Chapter, agricultural operations are the principal and favored use of land in the areas of Kings County designated "Agricultural" in the Kings County General Plan and included in the agricultural zone districts of the Kings County zoning ordinance. In order to implement Policy LU 8.2 and Program LU 8.2-A of the city of Hanford General Plan, there is hereby adopted in the city of Hanford a policy to (1) protect agricultural land, operations, and facilities from conflicting use due to the encroachment of incompatible, non-agricultural uses of the land in agricultural areas of the county, and (2) to advise developers, owners, and subsequent purchasers of property in the city of Hanford within one (1) mile of the city's urban limit line of the inherent potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limited to, equipment and animal noise; farming activities conducted on a 24-hour a day, 7-days a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from agriculture operations.

☒ That no lawfully established and otherwise lawful agricultural activity, operation, or facility, or appurtenances thereto, conducted or maintained for commercial agricultural purposes in a manner consistent with proper and accepted customs and standards as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, including, but not limited to, the encroachment of non-agricultural uses such as residences.

☒ In order to carry out the goals and policies of the city of Hanford General Plan, and the provisions of this chapter, the following notices and disclosures shall be required:

☒ All approvals for improvement or development of property including without limitation application for rezonings, land divisions, zoning permits, and residential building permits, on property in the city of Hanford within one (1) mile of the city's urban limit line, shall include a condition that notice and disclosure of this agricultural land use policy be given by the applicant, or the owner if different from the applicant. The applicant, or owner if different from the applicant, shall also acknowledge the contents of the notice and disclosure, which includes a description of the property the notice and disclosure pertains to, in the Official Records of the Kings County Recorder, and recorded at the applicant's own expense.

Zoning:

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

Attachment: Resolution No. 2019-28 (Annexation 156)

Dwelling Units per Lot (Section 17.10.050)

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

Coverage (Section 17.10.060)

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

Building Setback Area (Section 17.10.070)

☒ That no structure shall be placed within a building setback area.

☒ The front building setback area shall be 15 feet from the front lot line for livable space and 20 feet for garages, carports, and other non-livable building space.

☒ That the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet.

☒ The rear building setback area shall be increased by 10 feet for buildings over one-story high.

☒ That where there is a landscape easement with a wall or fence on the street side of the lot the side yard setback area shall be measured from the easement area instead of the side lot line.

Distance between Structures (Section 17.10.080)

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

Height of Structures (Section 17.10.090)

☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

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

☒ That on corner lots, the driveway shall be located on the side of the lot adjacent to the interior lot line.

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

Attachment: Resolution No. 2019-28 (Annexation 156)

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 one street tree, a minimum 15 gallon size, shall be planted on all lots less than 6,000 square feet. The tree shall be planted in the parkway. If there is no parkway, the tree shall be planted four feet behind the sidewalk.

☒ 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 929 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and land area along the street-side of their lot. The parkway is defined as that land area located between the street curb and the public sidewalk.

Environmental Requirements:

☒ That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA-certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.

☒ That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.

☒ That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Attachment: Resolution No. 2019-28 (Annexation 156)

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.

Attachment: Resolution No. 2019-28 (Annexation 156)

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.

Attachment: Resolution No. 2019-28 (Annexation 156)

BUILDING DIVISION
TT 929 (504-0532)

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.

5. That a map must be provided to show existing streets names of surrounding subdivisions that have City maintained streets.

Attachment: Resolution No. 2019-28 (Annexation 156)

PROJECT: Tentative Parcel Map No. 504-0532, located at the 13th Ave & Cedar Grove St.

I ☒(do) ☐(do not) have comments regarding this project.

FIRE DEPARTMENT

Contact Battalion Chief: David D. Sumaya (559) 585-2545
Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrant(s) are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.

2. That water mains and fire hydrants be installed as per specifications of the Hanford Water Department and shall be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the City Fire Department.

3. That the blue dot location marker(s) is installed six inches from the middle of the street on the hydrant side.

4. An all weather access road that conforms to City standard ST36, shall be installed around the entire project, minimum width of 20 feet and no less than 14 feet vertical clearance. Access roads shall be maintained throughout the duration of the project.

5. No combustible materials shall be allowed on site prior to the hydrant system being operational and approved.

Attachment: Resolution No. 2019-28 (Annexation 156)

City of Hanford
Department of Public Works
900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

PROJECT: Tract 929 – Woodside Homes – 13th Avenue and Devon Street

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, culverts and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.

2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.

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

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Utilities and Engineer Department.

2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.

3. That all proposed landscape/public utility easements, located as shown on the tentative subdivision map, shall be dedicated to the City and be delineated on the final subdivision map. Landscape/public utility easement shall meet or exceed the following minimum widths:

    a.) 13th Ave– Ten feet
    b.) Devon Street – Ten feet
    c.) All residential streets – Six feet

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.

John Doyel — 08/05/19
Utilities and Engineering Director (559) 585-2571 — DATE

Attachment: Resolution No. 2019-28 (Annexation 156)

City of Hanford
Department of Public Works
900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map, unless modified herein.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.

2. That all access shall be restricted from lots at the property lines backing onto 13th Ave and Devon Street and shall be indicated on the subdivision final map.

Street Improvements:

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

2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:

   a. 13th Ave shall be developed as a major arterial street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:

      1. Traffic index used for the design of street structural section shall be a minimum of 10.0.

      2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 13th Avenue, from Devon Street to the northern limits of subdivision, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between Devon Street and the north boundary of subdivision (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.

      3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction on the east side of 13th Avenue, including pavement reconstruction of existing roadway if applicable, plus a 16 foot wide concrete curbed and landscaped raised median with a protected southbound left turn lane at Devon Street and Stagecoach Drive, and a minimum 12 foot Southbound travel lane and a 4 foot paved shoulder west of the median, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required.

   b. Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:

John Doyel — 08/05/19
Utilities and Engineering Director (559) 585-2571 — DATE

Attachment: Resolution No. 2019-28 (Annexation 156)

City of Hanford
Department of Public Works
900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

1. Traffic index used for the design of street structural section shall be a minimum of 8.0.

2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction south of the centerline, plus a 12 foot westbound travel lane and 4 foot paved shoulder north of the centerline, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).

3. A left-hand turn pocket will be required for southbound traffic to Devon Street.

3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer.

4. That a traffic signal be installed at the intersection of 13th Ave and Devon Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision.

5. That the developer shall attempt to acquire additional street right-of-way along the "Existing Residence" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.

6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 13th Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing 13th Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 13th Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvements and the reconstruction of the existing 13th Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Utilities and Engineer Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Utilities and Engineer' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

John Doyel — 08/05/19
Utilities and Engineering Director (559) 585-2571 — DATE

Attachment: Resolution No. 2019-28 (Annexation 156)

City of Hanford
Department of Public Works
900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 13th Avenue and Devon Street for lots backing onto said streets:

   a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Utilities and Engineer and Community Development Departments.

   b. A 4 1/2 foot wide meandering detached sidewalk along the development frontages of 13th Avenue and Devon Street.

   c. Landscaping and irrigation system improvements along the development frontages of 13th Avenue and Devon Street shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Utilities and Engineer, Parks & Recreation, and Community Development Departments.

2. That all species of trees and plants shall be selected from a list approved by the City's Parks and Recreation Commission.

3. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All new irrigation electrical and control cabinets shall be mounted into the masonry wall per City Standards.

4. That a covenant including each residential lot within the subdivision and requiring care and maintenance of local street park strip landscape improvements along the individual lot frontage(s) by the homeowners thereof shall be recorded concurrent with the final map.

Neighborhood Park Improvements:

1. That the developer shall consult with City Parks & Recreation and Utilities and Engineering staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, decorative landscaping and irrigation system improvements, drinking fountains, park benches, decorative security lights and trash receptacles. The developer shall retain the services of a licensed landscape architect to design all park facility improvements.

2. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed

John Doyel — 08/05/19
Utilities and Engineering Director (559) 585-2571 — DATE

Attachment: Resolution No. 2019-28 (Annexation 156)

City of Hanford
Department of Public Works
900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

by the developer in accordance with the Municipal Code. Developer shall submit competitive bid cost proposals to substantiate cost for reimbursable items for City Public Utilities and Engineering department review and approval prior to beginning construction. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That the developer shall extend existing sewer within Devon Street to 13th Ave.

3. That the developer may be entitled to a refund for sewer main over-sizing in accordance with City Municipal Code Section 13.08. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Utilities and Engineering Department for review and approval. The developer shall submit competitive bid proposals to substantiate costs for sewer main over-sizing for City Utilities and Engineering Department review and approval prior to beginning construction.

4. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.08 for sewer system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said sewer system improvements for Public Utilities and Engineering Department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive.

3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

John Doyel — 08/05/19
Utilities and Engineering Director (559) 585-2571 — DATE

Attachment: Resolution No. 2019-28 (Annexation 156)

City of Hanford
Department of Public Works
900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That a minimum 12 inch diameter water main and appurtenances shall be extended within the future alignment of Devon Street, from the eastern limits of subdivision to 13th Avenue, and within 13th Ave, from Devon Street to the northerly boundary. Improvements shall conform to the City's water master plan.

3. That the developer may be entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Utilities and Engineer Department for review and approval. The developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Utilities and Engineer Department review and approval prior to beginning construction.

4. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Utilities and Engineer Department review and approval prior to beginning construction.

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

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping located along the property frontages of 13th Avenue and Devon Street 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.

John Doyel — 08/05/19
Utilities and Engineering Director (559) 585-2571 — DATE

Attachment: Resolution No. 2019-28 (Annexation 156)

City of Hanford
Department of Public Works
900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

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.

John Doyel — 08/05/19
Utilities and Engineering Director (559) 585-2571 — DATE

Attachment: Resolution No. 2019-28 (Annexation 156)

MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

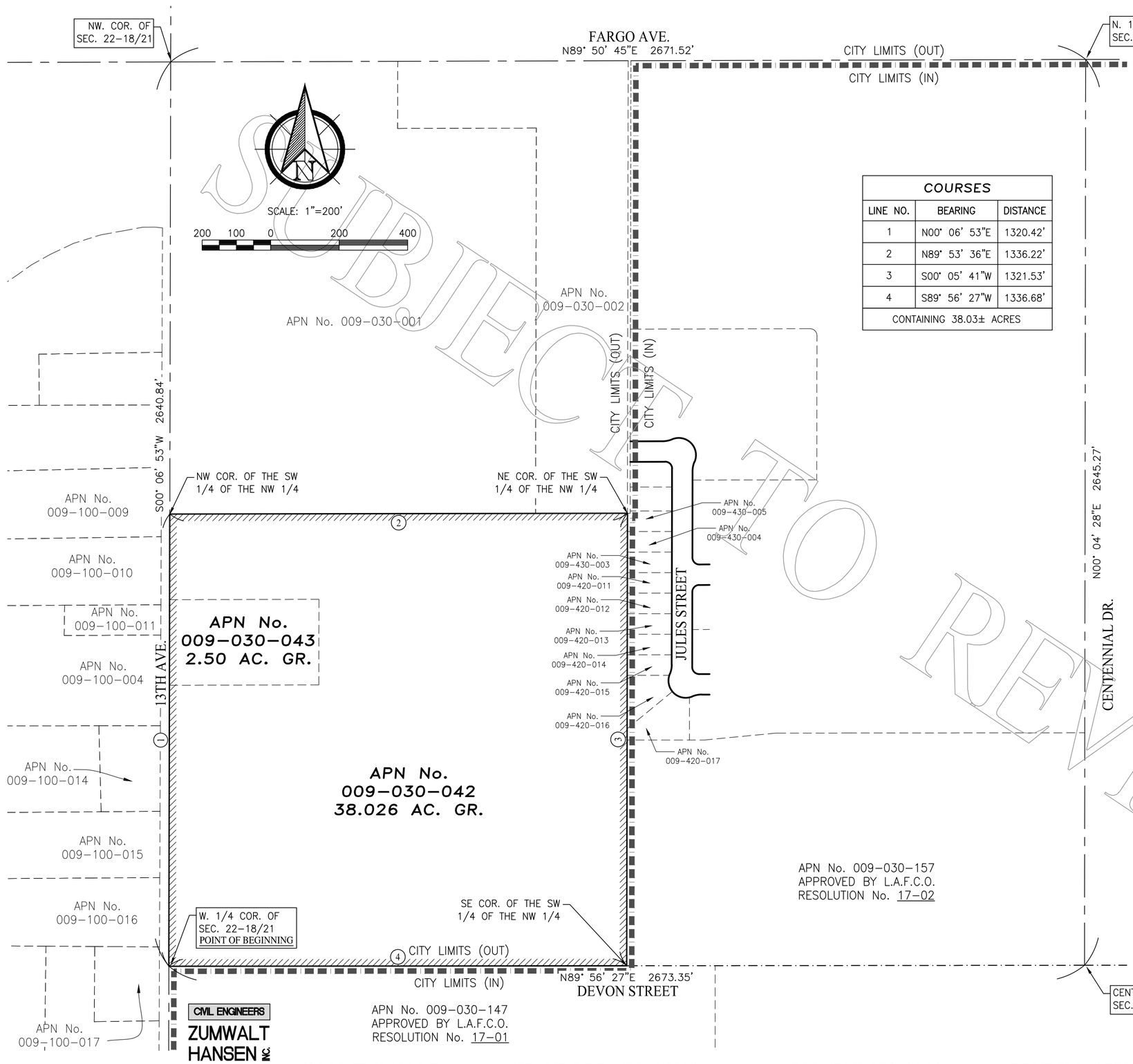
AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT, CITY OF HANFORD REORGANIZATION NO. XXX.

THIS MAP WAS PREPARED BY ME ON _____,
AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION NO. _____,
DATED _____.

PRELIMINARY

JOHN A. ZUMWALT, R.C.E. 21489

REGISTERED PROFESSIONAL ENGINEER
JOHN A. ZUMWALT
21489
CIVIL
STATE OF CALIFORNIA



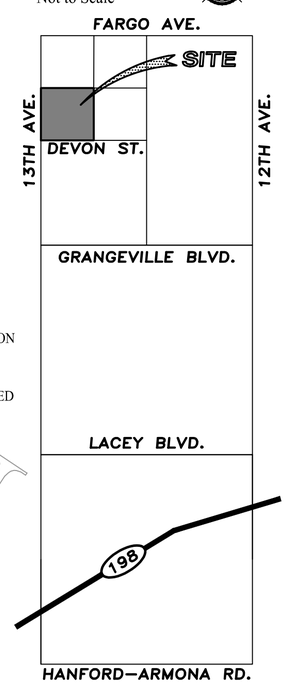
COURSES		
LINE NO.	BEARING	DISTANCE
1	N00° 06' 53"E	1320.42'
2	N89° 53' 36"E	1336.22'
3	S00° 05' 41"W	1321.53'
4	S89° 56' 27"W	1336.68'
CONTAINING 38.03± ACRES		

LEGEND

- CITY LIMITS
- BOUNDARY OF PROPERTIES TO BE ANNEXED
- (1) COURSE SEGMENT NUMBER

VICINITY MAP

Not to Scale



CERTIFICATION OF COMPLETION

RECORDED AS DOCUMENT NO. _____
FEE _____
DOCUMENT NO. _____

RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY.

AT _____ MINUTES PAST _____ O'CLOCK __. M.,
_____, 20__ IN VOLUME _____ OF LICENSED SURVEYORS' PLATS, PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER

BY: _____
DEPUTY

CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
609 N. IRWIN ST. HANFORD, CA. 93230 PH. (559) 582-1056

FILE NO. 0778012

ONE SHEET ONLY

SUBJECT TO REVIEW

P:\JOB FILES\0778012 Woodside - Tr 929\DWG\0778012a.dwg, 6/27/2019 10:55:40 AM, 1st Submittal, Plotted by MBO

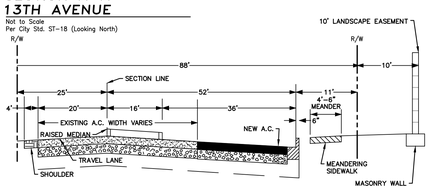
Attachment: Attachment 1 - Annexation Map (Annexation 156)

SCALE: 1"=60'

60 30 0 60 120

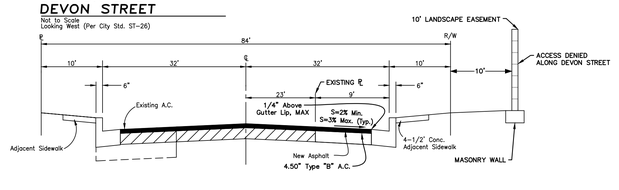
SECTION A–A
13TH AVENUE

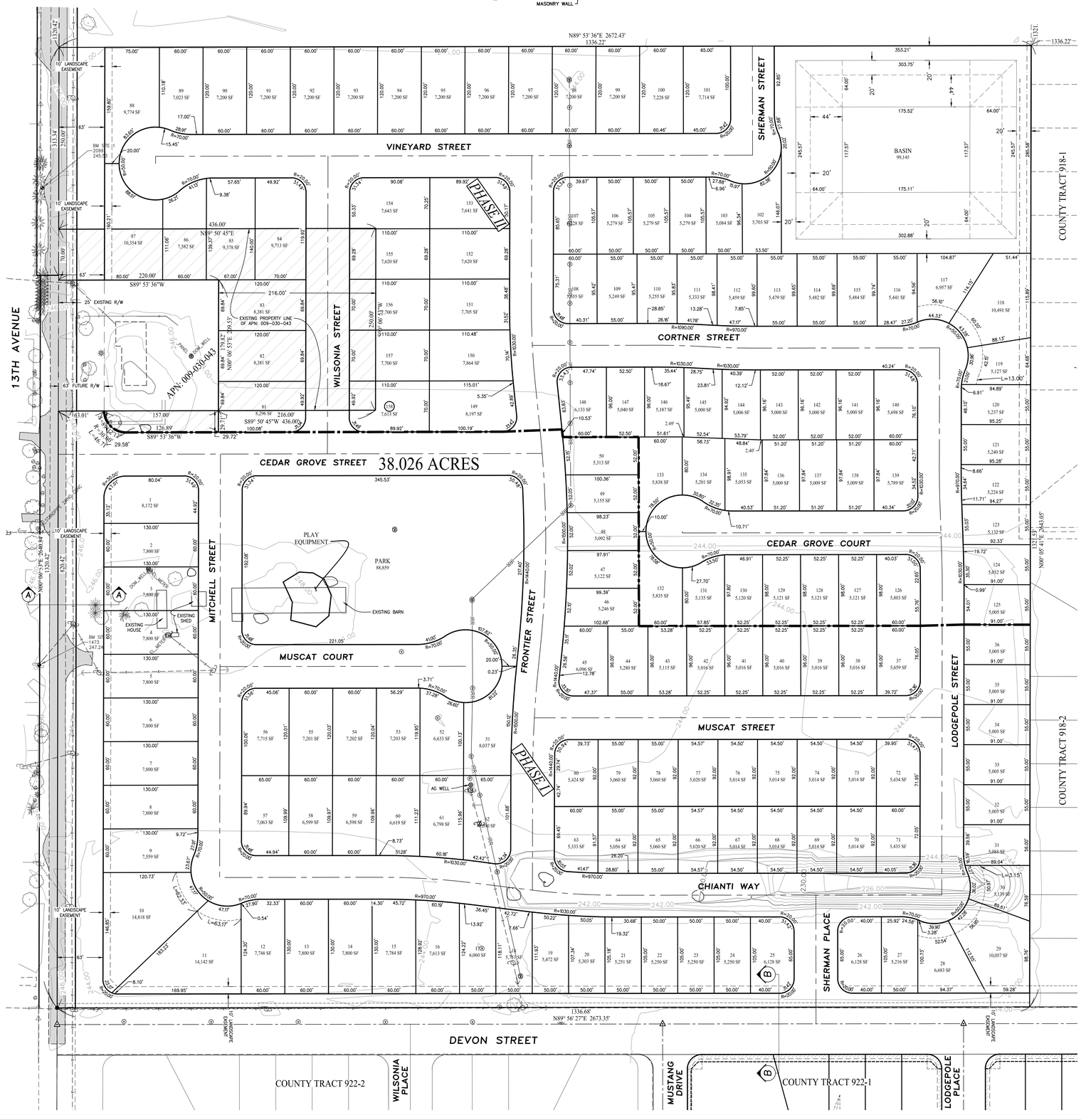
Not to Scale
Per City Std. ST-18 (Looking North)



SECTION B–B
DEVON STREET

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





LEGEND

- Domestic Well
- Down Guy
- EM Electric Meter
- Irrigation Standpipe
- Irrigation Valve
- Misc. Topo, As Noted
- Telephone Pedestal
- Tree
- Utility Pole
- Utility Pole with Transformer
- Electric Line
- Water Line
- Irrigation Line
- Existing Pavement
- Agreement for Exchange of Real Property and Escrow Instructions

C	CONCRETE
CR	ASPHALT CROWN
EP	EDGE OF PAVEMENT
FL	FLOW LINE
INV	INVERT
OG	ORIGINAL GROUND
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
	PHASE LINE

VESTING TENTATIVE SUBDIVISION MAP

COUNTY TRACT NO. 929

CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA

OWNER
ALBERT & JANETTE DUYST
2574 FAIRMONT DRIVE
HANFORD, CA 93230

APPLICANT
WOODSIDE HOMES
9 RIVER PARK PLACE, STE 430
FRESNO, CA 93720

GENERAL INFORMATION

EXISTING ZONE	COUNTY
PROPOSED ZONE	R-L-5
EXISTING USE	VACANT
PROPOSED USE	RESIDENTIAL
SEWER	CITY OF HANFORD
WATER	CITY OF HANFORD
STORM DRAIN	ON-SITE BASIN
A.P.N.	009-030-042
ELECTRIC	SCE
GAS	GAS COMPANY
TELEPHONE	AT&T
CABLE	COMCAST
TOTAL AREA	39.73 ACRES

LEGAL DESCRIPTION

THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION OF SAID LAND DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 22; THENCE SOUTH ALONG THE WEST LINE OF SAID SECTION, 250 FEET TO THE TRUE POINT OF BEGINNING; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID SECTION, 436 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SECTION, 250 FEET; THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID SECTION, 436 FEET, TO THE WEST LINE OF SAID SECTION; THENCE NORTH ALONG SAID WEST LINE, 250 FEET TO THE POINT OF BEGINNING.

LOT INFORMATION

TOTAL LOTS:	158 LOTS
UNIT 1 LOTS:	80 LOTS
UNIT 2 LOTS:	78 LOTS
TOTAL AREA BEFORE LLA:	38.026 ACRES
TOTAL AREA AFTER LLA:	39.62 ACRES
LOTS PER ACRE BEFORE LLA:	4.16
LOTS PER ACRE AFTER LLA:	3.99
MINIMUM LOT SIZE:	5,000 S.F. (LOT 142)
MAXIMUM LOT SIZE:	14,818 S.F. (LOT 10)
AVERAGE LOT SIZE:	6,336± S.F.

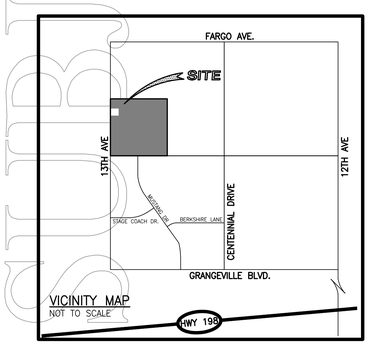
AREA

INTERIOR STREET DEDICATION:	10.01 AC.
EXTERIOR STREET DEDICATION:	1.74 AC.
TOTAL STREET AREA:	11.75 AC. NET
BASIN DEDICATION:	99,145 SQ. FT.

PER ZONING ORDINANCE MINIMUM LOT WIDTH FOR R-L-5 IS 50' (60' CORNER LOTS)

NOTE
A LOT LINE ADJUSTMENT WILL NEED TO BE FILED WITH APN 009-030-043 PRIOR TO RECORDING UNIT II

AREAS REQUIRING A LOT LINE ADJUSTMENT IN PHASE II



VICINITY MAP
NOT TO SCALE

811 Know what's below. Call before you dig.

PRELIMINARY

REGISTERED PROFESSIONAL ENGINEER ALEX T. DWORAK CIVIL STATE OF CALIFORNIA

No.	Revisions	Date

WOODSIDE HOMES
9 RIVER PARK PLACE, STE 430
FRESNO, CA 93720

TR 929
VESTING TENTATIVE SUBDIVISION MAP
FOR:
WOODSIDE HOMES

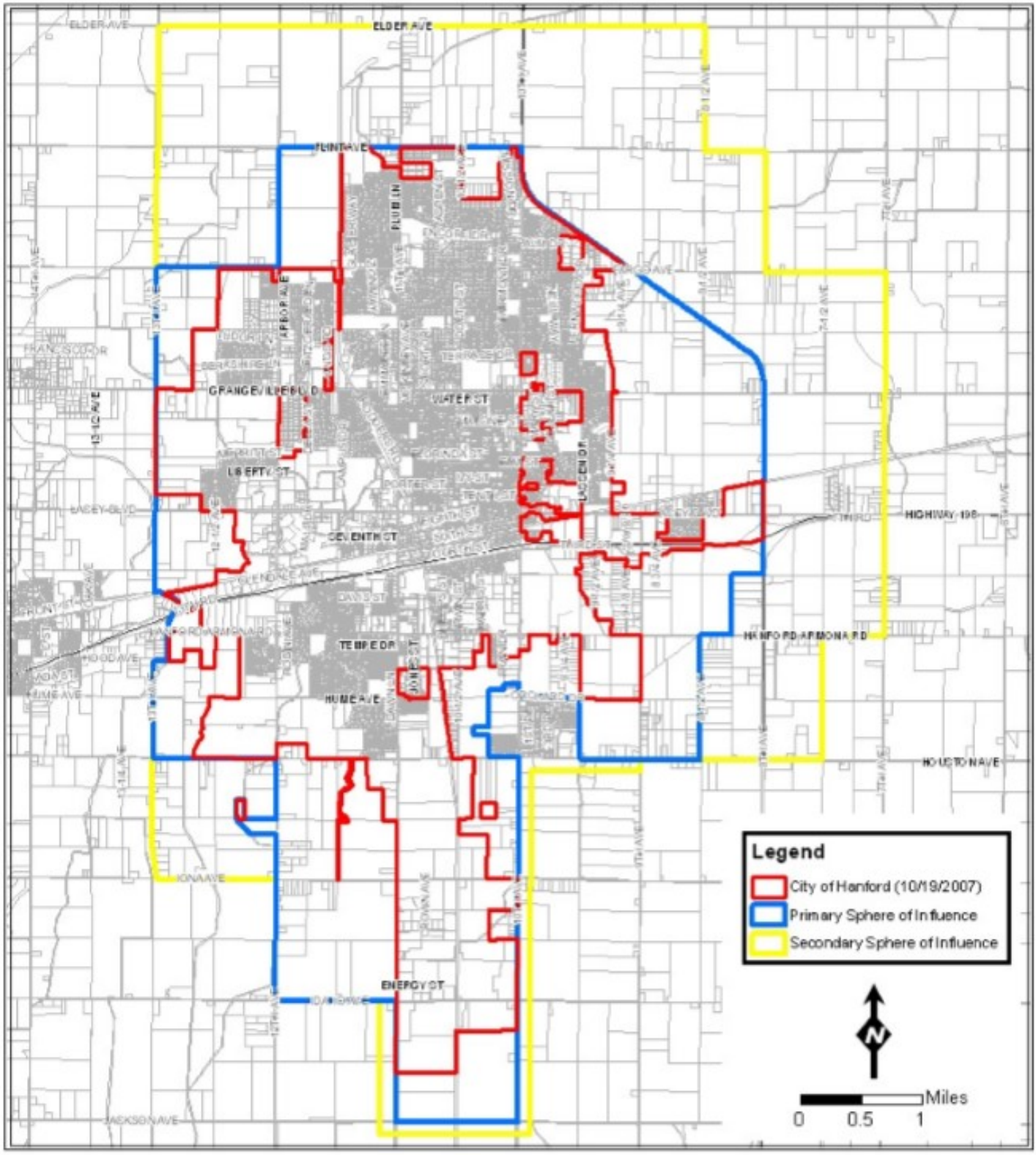
CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

DRAWN BY:	MO
CHECKED BY:	AD
INDEXED BY:	
DATE:	6/20/2019
JOB NO.:	0778012
SHEET:	1 OF 1

Attachment: Attachment 2 -Tentative Tract 929 map (Annexation 156)

LAFCO of Kings County

Exhibit C
CITY OF HANFORD
2008 SPHERE OF INFLUENCE



Attachment: Attachment 3 - City of Hanford Sphere of Influence (Annexation 156)

City of Hanford Annexation No. 156
PLAN FOR SERVICES

Water:

Water services can be provided to the project site. A 6- to 19-inch diameter water line is along Devon Street, Chianti Way, Muscat Place, Corner Street, Vineyard Street and Van Gogh Street and will be extended into the annexation area when it develops.

The majority of the annexed area is proposed to be developed under Tentative Tract 929, a 158-unit single-family residential subdivision. Conditions of approval for the Tentative Tract include the following:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That a minimum 12-inch diameter water main and appurtenances shall be extended within the future alignment of Devon Street, from the eastern limits of subdivision to 13th Avenue, and within 13th Ave, from Devon Street to the northerly boundary. Improvements shall conform to the City's water master plan.

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

The existing residence in the area is not a part of the future subdivision proposed under Tentative Tract 929. The water well on site is not required to be abandoned and is not subject to the above conditions.

A location map showing the water lines is attached to this plan.

Sanitary Sewer:

Sanitary sewer services can be provided to the project site. A 10-inch diameter sanitary sewer line is along Devon Street and will be extended into the annexation area as it develops.

The majority of the annexed area is proposed to be developed under Tentative Tract 929, a 158-unit single-family residential subdivision. Conditions of approval for the Tentative Tract include the following:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That the developer shall extend existing sewer within Devon Street to 13th Ave.

A location map showing the sanitary sewer lines is attached to this plan.

Attachment: Attachment 4 - Plan for Services (Annexation 156)

Storm Drainage:

The majority of the annexed area is proposed to be developed under Tentative Tract 929, a 158-unit single-family residential subdivision. Conditions of approval for the Tentative Tract include the following:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive.

3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

A location map showing the storm drainage lines is attached to this plan.

Streets:

The majority of the annexed area is proposed to be developed under Tentative Tract 929, a 158-unit single-family residential subdivision. Conditions of approval for the Tentative Tract include the following:

Street Improvements:

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

2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:

    a. 13th Ave shall be developed as a major arterial street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:

        1. Traffic index used for the design of street structural section shall be a minimum of 10.0.

        2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 13th Avenue, from Devon Street to the northern limits of subdivision, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between Devon Street and the north boundary of subdivision (or another form of mitigation as approved by the City Engineer) will be

Attachment: Attachment 4 - Plan for Services (Annexation 156)

required if the existing street structural section does not conform to City Standards and Specifications.

3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction on the east side of 13th Avenue, including pavement reconstruction of existing roadway if applicable, plus a 16 foot wide concrete curbed and landscaped raised median with a protected southbound left turn lane at Devon Street and Stagecoach Drive, and a minimum 12 foot Southbound travel lane and a 4 foot paved shoulder west of the median, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required.

b. Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:

1. Traffic index used for the design of street structural section shall be a minimum of 8.0.

2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction south of the centerline, plus a 12 foot westbound travel lane and 4 foot paved shoulder north of the centerline, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).

3. A left-hand turn pocket will be required for southbound traffic to Devon Street.

3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer.

4. That the developer shall attempt to acquire additional street right-of-way along the "Existing Residence" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.

5. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 13th Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing 13th Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 13th Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvements and the reconstruction of the existing 13th Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Utilities and Engineer Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Utilities and Engineer' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-

Attachment: Attachment 4 - Plan for Services (Annexation 156)

reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

Schools

The annexed area is within the Pioneer Union Elementary School District and the Hanford Joint High School District. The districts have adopted development impact fees for school impacts caused from new development. New development generates additional students and needs for the school districts to accommodate those new students with facilities; the physical development of the annexed area is required to pay school impact fees.

Parks:

The City of Hanford has established park development standards in the General Plan. Each new development is required to provide for public parkland at a ratio of not less than 3.5 acres per 1,000 population of neighborhood park space and not less than 2 acres of community park space per 1,000 population. The annexed area is proposed to be developed under two subdivisions: Tract 918 and 919. In total, the development proposes 225 single-family residences. A 2-acre park is provided under the subdivisions, any additional required park space not provided requires park impact fees.

A minimum 2-acre park is required for the project. The General Plan requires a ratio of 3.5 acres of park space per 1,000 residents. By multiplying the number of units proposed (158) by the average number of persons per household (3.11), the project could house approximately 492 residents, which yields a requirement of 1.72 acres of park space. In accordance with our General Plan, Neighborhood Parks range from 2 to 5 acres; therefore, the minimum park space to be provided shall be two-acres. A 2.04-acre park is provided for the subdivision, as shown in Tentative Tract 929.

Other:

The following services will be provided to the annexed area commencing on the effective date of the annexation.

Police:

The City of Hanford Police Department will provide protection and law enforcement services in the annexed area. These services include:

1. Normal patrols and responses
2. Handling of complaints and incident reports
3. Special units, such as traffic enforcement and criminal investigations

New development of the annexed area will be subject to police impact fees.

Fire:

The City of Hanford Fire Department will provide emergency and fire prevention services in the annexed area. These services include:

1. Fire suppression and rescue

Attachment: Attachment 4 - Plan for Services (Annexation 156)

2. Emergency medical services
3. Hazardous material mitigation and regulation
4. Emergency prevention and public education efforts
5. Technical rescue
6. Rescue/hazardous materials unit

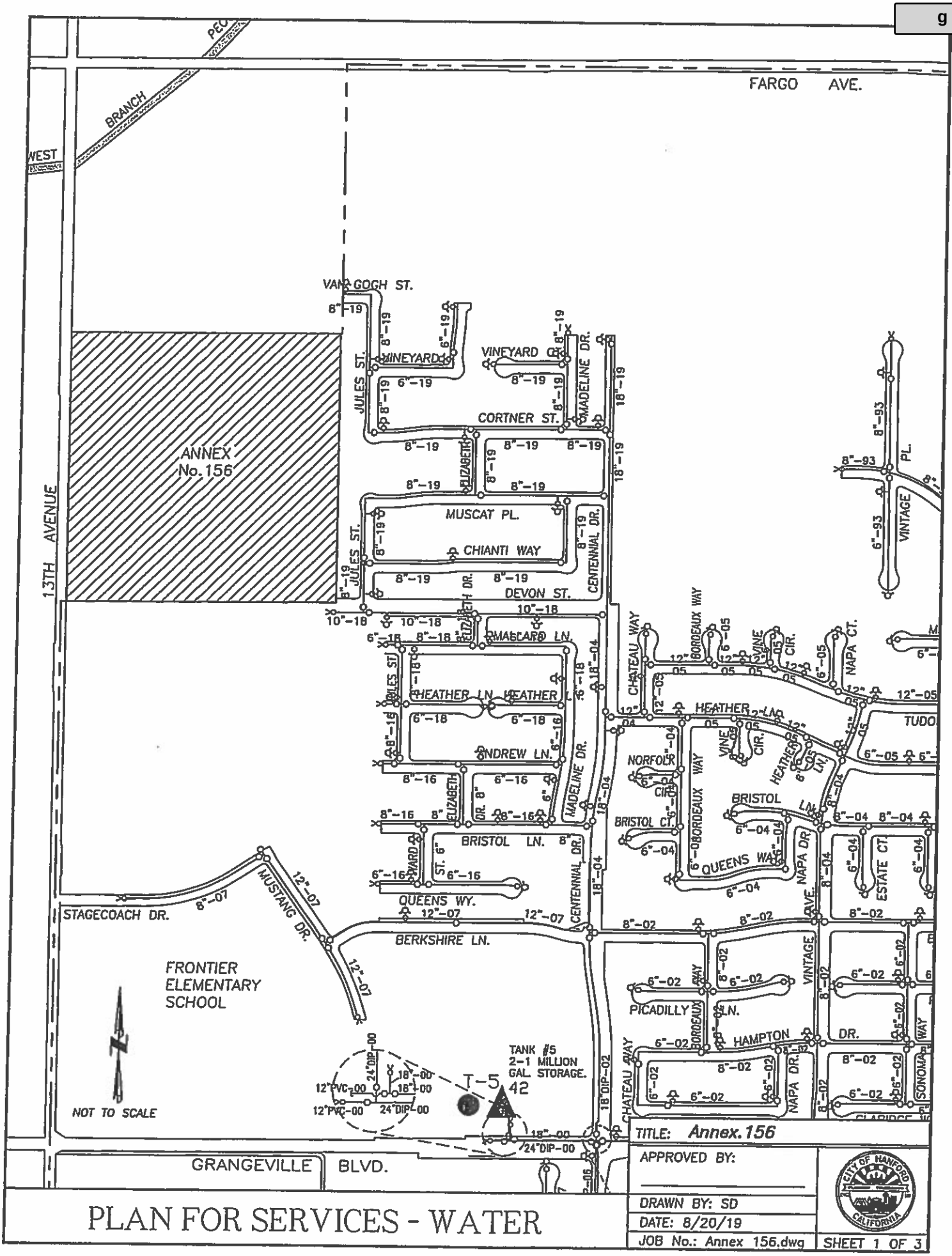
New development of the annexed area will be subject to fire impact fees.

Refuse Collection:

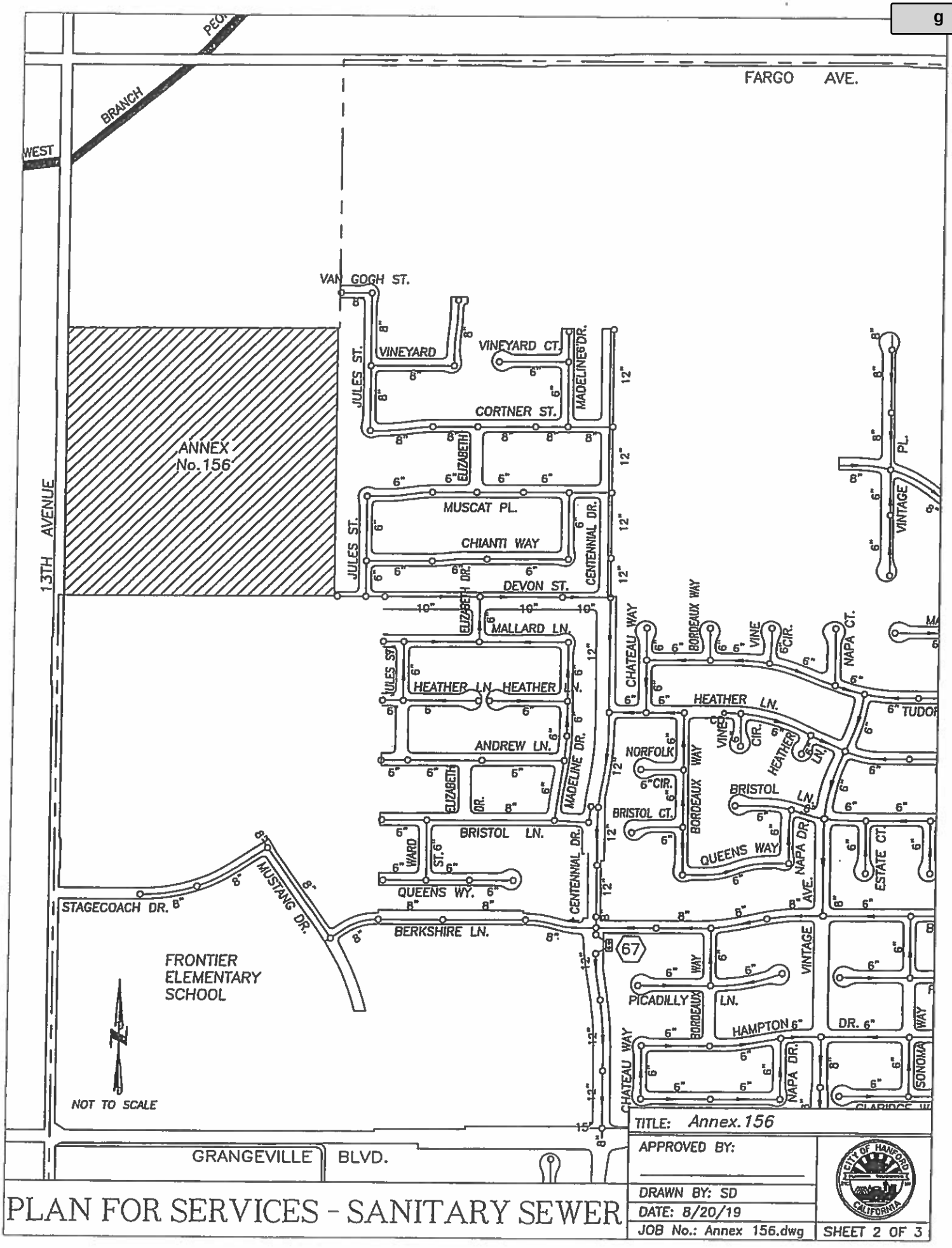
Refuse collection will be able to be provided for the future development of the annexed area.

New development of the annexed area will be subject to refuse and recycling impact fees.

Attachment: Attachment 4 - Plan for Services (Annexation 156)



Attachment: Attachment 4 - Plan for Services (Annexation 156)



TITLE: Annex.156

APPROVED BY:

DRAWN BY: SD

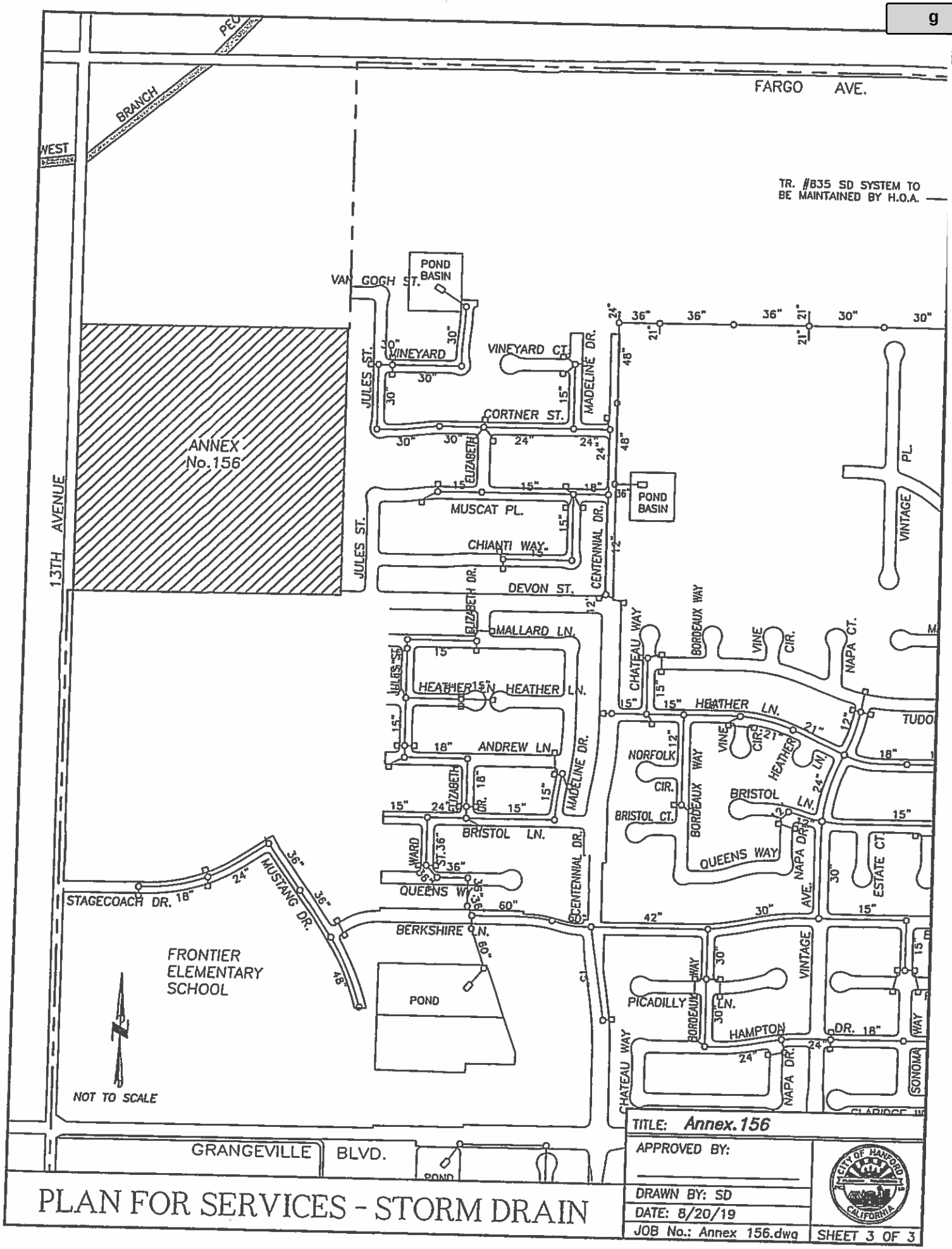
DATE: 8/20/19

JOB No.: Annex 156.dwg

SHEET 2 OF 3

PLAN FOR SERVICES - SANITARY SEWER

Attachment: Attachment 4 - Plan for Services (Annexation 156)



Attachment: Attachment 4 - Plan for Services (Annexation 156)

City of Hanford
RECEIVED
Community Development

CONSENT FOR ANNEXATION TO THE CITY OF HANFORD

The undersigned hereby consents to have the property identified below be annexed to the City of Hanford, without notice and hearing.

1. ALBERT J. DUYST
Name (printed)

Albert J. Duyst
Signature

2. JANETTE DUYST
Name (printed)

Janette Duyst
Signature

Address of Property

009-030-042
Assessor's Parcel Number

I have signed this consent as:
(a) _____ the owner of the subject property and a registered voter residing therein;
(b) _____ a registered voter residing therein;
(c) ✓ the owner of subject property

6-25-19
Date Signed

s:\comdev\planning\applications\consent to annex form.doc

301-0224
#156

301-0224

Attachment: Attachment 5 - Consent to Annex (Annexation 156)

CONSENT FOR ANNEXATION TO THE CITY OF HANFORD

The undersigned hereby consents to have the property identified below be annexed to the City of Hanford, without notice and hearing.

1. BRIAN D. MCCUTCHEON
   Name (printed)

   Signature

2. _____
   Name (printed)

   _____
   Signature

8323 13th Ave
Address of Property

009-030-043
Assessor's Parcel Number

I have signed this consent as:
(a) X the owner of the subject property and a registered voter residing therein;
(b) _____ a registered voter residing therein;
(c) _____ the owner of subject property

6/25/19
Date Signed

s:\comdev\planning\applications\consent to annex form.doc

Attachment: Attachment 5 - Consent to Annex (Annexation 156)

NOTICE OF PUBLIC HEARING
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (RECIRCULATED)

NOTICE IS HEREBY GIVEN that on Tuesday, November 12, 2019 at 7:00 p.m., a public hearing will be conducted by t Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanfo California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

Annexation 156: a request to annex 40.53 acres of unincorporated Kings County land into the City of Hanford.

Prezone No. 2019-03: a request to prezone the land to be annexed as R-L-5 Low-Density Residential, accordance with the General Plan designation for the area, Low-Density Residential.

Vesting Tentative Tract 929: A request by Woodside Homes to subdivide 39.75 acres into 158 single-fam residential lots in an area proposed to be designated R-L-5 Low-Density Residential.

Location: The project is located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 a 009-030-043).

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

COMMENT PERIOD: October 16 – November 5, 2019 [20 day comment period]

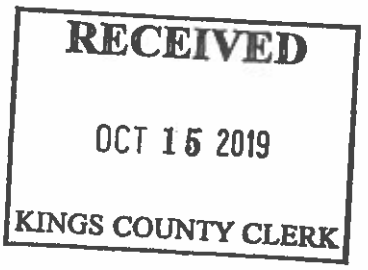
PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negati Declaration by November 5, 2019 and/or to appear at the hearing described above to present testimony, in regard to t above-listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle Myers, at the abo listed address.

If you challenge any action or decision regarding the project described in this notice in court, you may be limited to raisi only those issues you or someone else raised at the public hearing described in this notice, or in written correspondenc 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 Stree Hanford, California, 93230.

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

Publish: Wednesday, October 16, 2019



Attachment: Attachment 6 - Environmental Review (Annexation 156)

RECIRCULATED MITIGATED NEGATIVE DECLARATION NO. 2019-36

Project Title: Annexation No. 156, Prezone No. 2019-03, and Vesting Tentative Tract 929

File Number: ANX 156 (301-0224), PRZ 2019-03 (510-0238), and TT 929 (504-0532)

State Clearinghouse Number: n/a

Lead Agency: City of Hanford

Responsible Agency: Kings County Local Area Formation Commission

Applicant: Woodside Homes
9 River Park Place East #430
Fresno, CA 93720

Property Owner(s): Albert Duyst
2574 Fairmont Drive
Hanford, CA 93230

Brian McCutcheon
8323 13th Avenue
Hanford, CA 93230

Project Description:

Annexation 156: a request to annex 40.53 acres into the City of Hanford.

Prezone No. 2019-03: a request to prezone the land to be annexed as R-L-5 Low-Density Residential, accordance with the General Plan designation for the area, Low-Density Residential.

Vesting Tentative Tract 929: A request to subdivide 39.75 acres into 158 residential lots in an area proposed be designated R-L-5 Low-Density Residential.

Location: The project is located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 ar 009-030-043).

Attachments:

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

Environmental Assessment: The Initial Study for the project is available for public review at the City of Hanfor 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 proje described above. The initial study did not identify any potentially significant environmental effects that would result fro the proposed project. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sectior 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, whic is attached.

(a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or elimina 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-ter environmental goals.

(c) The project does not have environmental effects which are individually limited but cumulatively considerabl Cumulatively considerable means that the incremental effects of an individual project are considerable when viewe in connection with the effects of past projects, the effects of other current projects, and the effects of probable futu projects.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

(d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly indirectly.

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

Contact Person: Gabrielle Myers **Phone:** (559) 585-2578

Signature: Gabrielle Myers **Date:** October 15, 2019

Review Period: October 16 – November 5, 2019

Attachment: Attachment 6 - Environmental Review (Annexation 156)

INITIAL STUDY AND RECIRCULATED MITIGATED NEGATIVE DECLARATION NO. 2019-36

Prepared For

Annexation No. 156, Prezone No. 2019-03, and Vesting Tentative Tract 929

Woodside Homes

Prepared By

The City of Hanford

October 15, 2019

Responsible Agency

Kings County LAFCO

Attachment: Attachment 6 - Environmental Review (Annexation 156)

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

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

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

1) The initial study show there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or

2) The Initial Study identified potentially significant effects, but:

   a) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

   b) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

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

PROJECT DESCRIPTION:

The project has three components. **Annexation 156** is a request to annex 40.53 acres into the City of Hanford. **Prezor No. 2019-03** is a request to prezone the land to be annexed as R-L-5 Low-Density Residential, in accordance with tl General Plan designation for the area, which is Low-Density Residential. **Vesting Tentative Tract 929** is a request subdivide 39.75 acres into 158 residential lots in an area proposed to be designated R-L-5 Low-Density Residential.

Location: The project is located at the northeast corner of Devon Street and 13th Avenue (APN 009-030-042 and 009-03 043).

ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Hanford Land Use Elemer Zoning Ordinance, and Climate Action Plan contain policies and regulations and measures that are designed to mitiga impacts to a level of non-significance. Environmental measures are methods, measures, standard regulations or practice that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlyir authority, they may be applied before, during, or after construction of the project. Environmental measures are als commonly listed as conditions of approval. The City Municipal Code and other agencies currently contain measures th assist to mitigate environmental impacts. Mitigation measures have been included in the environmental assessment th 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 ar cumulative), Air Quality (cumulative), Biological Resources (program and cumulative). Cultural Resources (program ar cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepare for the 2035 General Plan Update. The project is being developed consistent with the land use designation that wa

Attachment: Attachment 6 - Environmental Review (Annexation 156)

evaluated in the 2017 General Plan EIR. The General Plan Update and EIR are herein incorporated by reference, includ Resolution 17-20-R. Other documents used in the preparation of this environmental assessment are listed as sources a 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 Zoni Ordinance. The change in designation from office to high-density residential on a portion of the property is consistent w the surrounding area.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the projects, in accordance with the Califor Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND the proposed Project is tiered from the 2035 General Plan Update Environmental Impact Report (EIR) (SCH N 2015041024), certified by the City Council on April 15, 2017, for which a Statement of Overriding Considerations w adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resourc (program and cumulative). Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Populati 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: (aesthetics, (2) agriculture and forest resources, (3) air quality, (4) biological resources, (5) cultural resources, (6) geolo and soils, (7) greenhouse gas emissions, (8) hazards and hazardous materials, (9) hydrology and water quality, (10) la use and planning, (11) mineral resources, (12) noise, (13) population and housing, (14) public services, (15) recreation, (1 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 Mitigati Measures (MMs), as adopted by the 2035 General Plan EIR for purposes of determining environmental impacts of Proje implementation. Based on the Project-specific analysis presented in the IS/MND it was determined that the Project in ea topical area would have either no impact, a less than significant impact, impacts that could be mitigated to a less th significant level or that project impacts were adequately analyzed in the 2035 General Plan Update EIR. The IS/MN concluded that the proposed Project would have no impact or a less than significant Project-specific impact in the followi topical areas: Biological Resources, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, a Population and Housing.

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

CONSULTATION

Pre-consultation was sent to the interested agencies on July 22, 2019:

Responses were received from the following:

1. Consultation from Michael Wilson with AT&T (Received July 22, 2019).

2. Consultation from Michael Hawkins with Kings County Public Works (Received August 5, 2019).

3. Consultation from Brian Clements with the San Joaquin Valley Air Pollution Control District (Received August 1: 2019).

4. Consultation from Chuck Kinney with the Local Agency Formation Commission (LAFCO) of Kings County (Receive August 23, 2019).

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Normal consultation was sent to the interested agencies on September 16, 2019, noticing a notice of intent to adopt mitigated negative declaration and notice of public hearing. One comment was received:

1. Consultation from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe (October 1, 2019)

SOURCES – hereunto annexed and incorporated by reference

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

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

City of Hanford 2035 General Plan Update (2017).

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

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

City of Hanford Public Works Construction Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

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

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

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

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

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

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

Final Regional Climate Action Plan (May 28, 2014)

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

Pre-Consultation Letters Received:

1. Consultation from Michael Wilson with AT&T (Received July 22, 2019).
2. Consultation from Michael Hawkins with Kings County Public Works (Received August 5, 2019).
3. Consultation from Brian Clements with the San Joaquin Valley Air Pollution Control District (Received August 1 2019).
4. Consultation from Chuck Kinney with the Local Agency Formation Commission (LAFCO) of Kings County (Receiv August 23, 2019).

Normal Consultation

1. Consultation from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe (October 1, 2019)

Attachment: Attachment 6 - Environmental Review (Annexation 156)

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2018-03

1. Project Title — Annexation No. 156, Prezone No. 2019-03, Tentative Tract 929

2. Lead Agency Name and Address: — City of Hanford
317 N. Douty Street
Hanford, CA 93230

3. Responsible Agency Name and Address: — Local Agency Formation Commission, Kings County
1400 W. Lacey Boulevard
Hanford, CA 93230

4. Contact Person/Phone Number: — Gabrielle Myers
Senior Planner
Community Development Department
(559) 585-2578

5. Project Location: — The project is located at the northeast corner of Devon Street ar 13th Avenue (APN 009-030-042 and 009-030-043).

6. Project Sponsor's Name/Address: — Woodside Homes
9 River Park Place East #430
Fresno, CA 93720

7. General Plan Designation: — Low-Density Residential

8. Zoning: — Proposed Prezone: R-L-5 Low-Density Residential
Kings County Zoning – AL-10 Limited Agriculture

9. Description of the Project: — The project has three components. **Annexation 156** is a reques to annex 40.53 acres into the City of Hanford. **Prezone No. 201 03** is a request to prezone the land to be annexed as R-L-5 Lov Density Residential, in accordance with the General Pla designation for the area, which is Low-Density Residentia **Vesting Tentative Tract 929** is a request to subdivide 39.7 acres into 158 residential lots in an area proposed to b designated R-L-5 Low-Density Residential.

10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	County AL-10	Medium-Density Residential	Agriculture
East	R-L-5 Low-Density Residential	Low-Density Residential	Single-Family Residential
South	R-L-5 Low-Density Residential	Low-Density Residential	Single-Family Residential
West	County AL-10	Low-Density Residential	Agriculture

11. Other public agencies whose approval is required – Kings County LAFCO

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**

☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

FOR: CITY OF HANFORD

Gabrielle de Silva Myers — October 15, 2019

Gabrielle de Silva Myers
Senior Planner
City of Hanford

DATE

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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 Mussle Slough, remnants of which still exist on the City's western edge. The Kings River is about 6.5 miles north of Hanford. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south.

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

LIGHT AND GLARE

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

The majority of the City includes existing sources of daytime glare and nighttime lighting and illumination.

Significance Criteria

The Project may result in significant impacts to aesthetics if it substantially affects the view of a scenic corridor, vista or view open to the public, cause's substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences.

Checklist Discussion:

a) Less than Significant Impact – Views consist primarily of broad panoramas of agricultural land. Most of the surrounding area is characterized by flat, dry valley grasslands scattered throughout as well as grazing and other agricultural uses. The land has been designated for Low-Density Residential and is considered an implementation of the General Plan.

b) Less than Significant Impact – There are no designated State Scenic Highways, as identified by the California Scenic Highway Mapping System within the City's General Plan Study area. There are also no rock outcroppings within the Study Area. The City does have an ordinance protecting trees in Chapter 12.12 Street Trees and Shrubs of the Municipal Code. The projects would be consistent with the tree ordinance. The projects would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway and impacts would be less than significant.

c) **Less than Significant Impact with Mitigation Incorporation:** Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. The project development will be required to comply with the General Plan, proposed Zoning, R-L-5 Low-Density Residential, and the Tree Ordinance.

d) **Less than Significant Impact with Mitigation Incorporation**– The development is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls.

Mitigation Measures:

MM Aesthetics 1: That the applicant develop the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.

MM Aesthetics 2: That the development comply with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.

Conclusion: Impacts to aesthetics are anticipated to be less than significant with the incorporation of mitigation measures.

Sources: 2035 General Plan, 2035 General Plan EIR, Hanford Municipal Code, California Building Code

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Agriculture and Forestry Resources:

The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and includes mitigation measures to reduce those impacts, however, impacts to agricultural lands remain significant and unavoidable. A Statement of Overriding Considerations was adopted for the impacts to agricultural lands.

Environmental Setting

The City's climate, water availability and proximity to transcontinental transportation routes have made it a premier location for agricultural land development for over a century. Most of the land surrounding the urbanized area of Hanford was converted to agricultural uses over a century ago, leaving very little undisturbed natural landscape.

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

Table 4.2-1
Farmland Mapping and Monitoring Program

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

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

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

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

Consultation Received

Consultation was received from Assistant Executive Officer for the Local Agency Formation Commission of Kings County, Chuck Kinney, on August 23, 2019. Comments provided are as follows:

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

The Local Agency Formation Commission of Kings County (LAFCO) has received the City's consultation notice for Annexation 156, Prezone 2019-03 and Vesting Tentative Tract 929, as we appreciate this opportunity to comment on this project. In our review of the project, I want to inform you that LAFCO will ultimately serve as a Responsible Agency under CEQA for Annexation 156.

The Local Agency Formation Commission of Kings County (LAFCO) is governed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (*"Act," Govt. Code Section 56000 et seq.).* Under the Act, LAFCO is required to make determinations regarding a proposal for changes of organization or reorganization (Govt. Code Section 56880). The Act also established the factors which LAFCO must consider in making its decisions, including any policies adopted by LAFCO to create planned, orderly and efficient patterns of development (Govt. Code Section 56668). Because of this role and pursuant to Section 21069 of the Public Resources Code, LAFCO is a responsible agency for the future annexation of the unincorporated County land to the City of Hanford. Additionally and pursuant to Section 15086 of the California Environmental Quality Act (CEQA) Guidelines, LAFCO is responsible for reviewing and providing comments on the environmental documents prepared for this annexation.

The environmental document prepared for Annexation 156 should address the impacts and any necessary mitigation, including but not limited to the annexation process. In particular, the environmental document should address the factors as identified in Government Code Section 56668. One item in particular to note is that the analysis of impacts to agricultural lands for the environmental document being prepared for Annexation 156 should described not only those lands categorized on the Department of Conservation's Important Farmland Map, but also those lands that fall within the LAFCO definition of prime agricultural land (Government Code Section 56064)."

Analysis: According to Government Code Section 56064, "Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

a. Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

b. Land that qualifies for rating 80 through 100 Storie Index Rating.

c. Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.

d. Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

e. Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

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

Checklist Discussion:

a) **Less than Significant Impact with Mitigation Measures:** The project is located within an area listed as Unique Farmland and Confined Animal Agriculture. Unique farmland consists of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards, as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date. Confined Animal Agricultural lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

farmland of local importance category. The General Plan EIR evaluated the full build out of the Planned Area as a result of the General Plan Update and determined the General Plan would over the 2014 – 2035 planning period, convert approximately 2,706 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-agricultural use. In accordance with the General Plan EIR, development would have to adhere to Hanford Municipal Code Chapter 16.40.110 (Right to Farm) and proposed goals and policies of the General Plan related to agriculture. However, the loss of farmland as a result of the General Plan Update was determined to be significant and unavoidable. A statement of overriding considerations was adopted for the significant impact to Agriculture, as a result of the General Plan Update. The project is consistent with the General Plan.

Mitigation Measure: That a right-to farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the project area are aware of the adjacent agricultural uses and their right to continue to operate.

b) Less than significant impact – The property is currently in the General Plan as Low-Density Residential and is proposed to be prezoned R-L-5 Low-Density Residential, in accordance with the General Plan. The property is not within a Williamson Act Contract.

c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact.

d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be no impact.

e) No Impact – None.

Mitigation Measures:

- **MM Agriculture 1:** That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.

Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department of Conservation Farmland Mapping and Monitoring Program – Kings County Map (2016); Consultation Received from Kings County LAFCO

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	☐	☑	☐	☐

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
ozone precursors)?					
d) Expose sensitive receptors to substantial pollutant concentrations?		☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?		☐	☐	☑	☐

Air Quality:
Climatological/Topological Factors

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

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

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

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, simmer, 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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversion (1,500 to 3,000 square feet).

Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the 30s degrees F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few 100 feet.

Wind

Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and transporting the pollution to other locations. The region's topographic features restrict air movement and channel the air mass toward the southeastern end of the Valley. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east. A secondary, but significant, summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons.

San Joaquin Valley Air Basin Monitoring

The SJVAB consists of eight counties, from San Joaquin County to the north to Kern County in the South. The closest monitoring station to the Study Area is located at Hanford's South Irwin Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide.

The SJVAB is nonattainment for ozone (1 hour and 8 hour) and particulate matter. In accordance with the Federal Clean Air Act (FCAA), EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem.

The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010.

Maximum Pollutant Levels at Hanford's South Irwin Street Monitoring Station

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	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3	12 µg/m3

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

Arithmetic Mean

Notes:
NA = Not Applicable (there is no standard for this pollutant)
*** = There was insufficient data available to determine the value**
ppm = parts per million
µg/m3 = microgram per cubic meter

Attainment Status

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

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, 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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Feed Lot/Dairy		1 mile		
Rendering Plant		1 mile		

Asbestos

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

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

Project Impacts

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

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

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

2) motor vehicles known as mobile sources.

All new development and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including Rule 9510 (indirect source review) and Regulation VIII (Fugitive Dust Prohibitions). Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer Based Trip Reduction). Individual projects would require a project-level analysis to determine necessary mitigation strategies. As appropriate, the City of Hanford would require the implementation of the above-notated mitigation strategy intended to avoid or reduce the significant impacts identified.

Short-term (construction) emissions

Fugitive dust control rules:

- Rule 8011 – Fugitive dust administrative requirements for control of fine particulate matter
- Rule 8021 – Fugitive dust requirements for the control of fine particulate matter from construction, demolition, excavation, extraction, and earthmoving activities.
- Rule 8071 – Fugitive dust requirements for the control of fine particulate matter from vehicle and/or requirement parking, shipping, receiving, transfer, fueling, and service areas one acre or larger

Further, the new development should include the following local municipal code requirements:

- Water sprays or chemical suppressants must be applied to all unpaved roads to control fugitive emissions
- All access roads and parking areas must be covered with asphalt-concrete paving

Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant

Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant.

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.

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

- Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.

Long-Term (operational) emissions
Long-term emissions from new development are generated by mobile source (vehicle) emissions and area sources such as water heaters and lawn maintenance equipment.

Future development projects in the City of Hanford would be subject to the SJVAPCD's Indirect Source Review (ISR) program. The purpose of the SJVAPCD's ISR Program is to reduce emissions of NOX and PM10 from new development projects. Further, all new developments and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including the ISR rule and Regulation VIII. Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer based trip reduction).

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

Pre-Consultation – San Joaquin Valley Air Pollution Control District

The following comments were received from the SJVAPCD:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a residential development for single family with a total of 158 dwelling units (Project), located at the northeast corner of 13th Avenue and Devon Street in Hanford, CA. The District offers the following comments:

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

2. 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 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on the air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

3. 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, and 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.

   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://valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

4. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) – in the event an existing building ill 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.

5. Regulation VIII (Fugitive PM10 Prohibitions) - the Project will be subject to Regulation VIII. You are 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.

6. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or to obtain information on th 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/rules/1ruleslist.htm.

7. 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://valleyair.org/ceqaconnected/aqimeasures.aspx.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

a. Cleaner Off-Road Construction Equipment – to reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the project to utilize the cleanest reasonably available off-road construction fleets, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. 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 job or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.

d. Increase Traffic Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:

- A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
- A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
- Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
- Neighborhood designed for walking and cycling

e. Voluntary Emission Reduction Agreement – Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions 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.

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

Analysis:

The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality though design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

The project does not propose renovation or demolition of any buildings on site, therefore, the project is not subject to District Rule 4002.

The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

A copy of the District's comments have been provided to the Project proponent. The Project proponent has been encouraged to contact the Air District's small Business Assistance Office to identify other rules and regulations the project may be subject to.

Checklist Discussion

a) **Less than Significant Impact with mitigation incorporation** - The project will not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. Compliance with the Air District's Air Quality Plan is a requirement of development. Additionally, the applicant will be required to obtain any necessary permits through the SJVAPCD. With these mitigation measures, the project will have a less than significant impact. 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.

b) **Less than Significant with Mitigation Incorporation** – in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality though design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

c) **Less than Significant with Mitigation Incorporation** – in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality though design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

d) Less than Significant Impact - There are no known pollutant concentrations that would be generated by the future residential development project that would expose sensitive receptors to substantial pollutant concentrations. The nearest potential sensitive receptors are directly to the south, east and west, where residential development is located or proposed; however, since there are not known pollutant concentrations to be emitted from the project, the project impact is considered less than significant

e) Less than Significant Impact – the proposed project is for a residential development. The normal use of a

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

residential subdivision does not create objectionable odors. No objectionable odors are anticipated to occur as a result of development of the residential subdivision. Therefore, the impact is considered less than significant.

Mitigation Measures:

MM Air Quality 1: That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.

MM Air Quality 2: That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

MM Air Quality 3: The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.

Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of the rules and regulations of the SJVUAPCD for dust control measures.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), San Joaquin Valley Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) http://www.arb.ca.ags; Consultation received from the San Joaquin Valley Air Pollution Control District on February 15, 2018 (attached)

IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery	☐	☐	☑	☐

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
sites?					
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		☐	☐	☑	☐

Environmental Setting

Natural Communities

The natural communities tracked by the California Natural Diversity Database in the Study Area and surrounding vicinity include Valley Sacaton Grassland and Valley Sink Scrub.

Valley Sacaton Grassland is mid-height to three feet tussock-forming grassland dominated by alkali sacaton. The community is fine textured and poorly drained on usually alkaline soils with generally a seasonally high water table or are overflowed during winter flooding. This community was formerly extensive in the Tulare Lake Basin.

There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; however, much has been severely degraded. Less that 1% of the Central Valley's riparian vegetation is in a natural, high-quality condition. Riparian woodlands in the study area are located on the west side of 12th Avenue between Houston and Iona Avenues, and along the west side of 13th Avenue, north of Iona Avenue. They are 30 and 14 acres in size, respectively. Valley oak woodland provides habitat components such as food, cover, nesting sites, and dispersal habitat for a wide variety of wildlife. The large oak trees present in this vegetation community provide nesting opportunities for many birds of prey. Typical wildlife species in this vegetation community include California ground squirrel, western fence lizard, western scrub jay, California quail, northern flicker, northern mockingbird, mourning dove, American kestrel, and red-tailed hawk.

Vegetation within the City of Hanford consists primarily of agricultural crops with little remaining non-agricultural vegetation. Agricultural crops consist of orchard, vineyard, annual dryland and irrigated grain crops, irrigated row and field crops, and some rice production. A good portion of the study area consists of urban development, but an almost equal portion of the study area is agricultural development.

Waters/Wetlands

Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses.

The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford.

Wildlife Corridors

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another.

Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity.

Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas.

Standards of Significance

The project would have a significant effect on biological resources if it would:

1. Interfere substantially with the movement of any resident or migratory fish or wildlife species.
2. Substantially diminish habitat for fish, wildlife or plants.
3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species.

Checklist Discussion

a) Less than significant impact –The site does not have value as a habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.

b) No Impact – the site does not contain any riparian habitat or other sensitive natural community.

c) No Impact – the site is not identified as a federally protected wetland.

d) Less than significant impact - The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. There is not natural habitat remains within the project area.

e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological resources.

f) Less than Significant Impact – the project pertains to land that has no value as natural habitat; therefore, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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

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

V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to	☐	☑	☐	☐

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
Public Resources Code 15064.5?					
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		☐	☑	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?		☐	☑	☐	☐

Ethnographic Setting

Hanford is situated between the former "delta" formed by the Kaweah River to the south and the Kings River to the north. Yokuts lived in villages consisting of wood frame huts covered with large tule mats. The Hanford-Lemoore region on the south side of the Kings River was home to the Nutunutu Yokuts. Across the Kings River and north of the Nutunutu, were the 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 reiver 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.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels.

Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials.

National Register of Historic Places

Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places.

Hanford Carnegie Library

The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area.

Kings County Courthouse

The 1986 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978.

Taoist Temple

The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco.

While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a sigle third-generation family corporation that has, through the years, exhibited concern for the site's future.

National Register of Historic Places – Eligible Resources

There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following:

a) Clark Center for Japanese and Art and Culture, 15770 10th Avenue
b) Temple Theater, 514 Visalia Street
c) Fox Theater
d) Kings Art Center, 605 N. Douty Street
e) Hanford Civic Auditorium, 400 N. Douty Street
f) Hanford Veteran's Memorial Building

Paleontological Resources

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

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.

Consultation Meeting

On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, on a different project in order to establish conditions, which would apply to all projects in the City of Hanford, which required an initial study.

In order to address the concerns of the Tachi Yokut Tribe, the City is requiring the following as mitigation measures:

> That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. **(This condition applies as a mitigation measure to all projects that require an initial study).**

In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment.

Consultation Received: On October 1, 2019, consultation was received from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe, stating, "The tribe has concerns about this project's potential to adversely affect unrecorded cultural resources and/or burials. We recommend an archeological survey, an archeological record search be completed, as well as contacting the Native American Heritage Commission. The Tribe would like to be notified of all findings. As there are known burials in the vicinity, the Tribe would like all construction staff to have a pre-consultation cultural training prior to ground disturbing activities. If there is a positive survey report, the Tribe will recommend further consultation in order to mitigate the effects of this project."

Per the consultation received from the Santa Rosa Rancheria Tachi-Yokut Tribe, the applicant had an archeological survey prepared, conducted an archeological record search, and contacted the Native American Heritage Commission.

An excerpt from the study verifies, "to follow through with the request of the Tribe, the record search and field survey were undertaken, and the Native American Heritage Commission (NAHC) contacted by Peak and Associates to request a review of their Sacred Land files (Appendix 3), We received a reply dated October 7, 2019, indicating there are no properties listed in the Sacred Land Files."

"There are no prehistoric or historic period resources within the project area."

"For the purposes of CEQA, we conclude that there will be no impact to important cultural resources from implementation of the project."

"A record search was conducted for the project area at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System on October 4, 2019 (RS#19-395; Appendix 2).

The SSJVIC reported that the project area has never been formally surveyed, and no surveys have been conducted within 0.125 miles of the project area. In addition, there are no recorded prehistoric period or historic period sites in or near the project area."

Michael Lawson completed a field survey of the project site on October 7, 2019 with a complete inspection of the proposed project site…There are no prehistoric or historic period resources within the project area."

Per the survey, under Recommendations, it was stated, "There is always a possibility that a site may exist in the project and be obscured by vegetation, siltation, or historic actives, leaving no surface evidence. In order to assist in the recognition of cultural resources, a training session for all construction crew members should be conducted in

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

advance of the initiation of any construction activities at the site. The training session will provide information on recognition of artifacts, human remains, and cultural deposits to help in the recognition of potential issues."

This will be a required mitigation measure for development.

"If artifacts exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)."

This will be a required mitigation measure for development.

"In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Kings County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

If the Kings County Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

After notification, the NAHC will follow the procedures outline in Public Resources Code Section 5097.98 that include notification of most likely descendants (MLDs), and recommendation for treatment of the remains."

This will be a required mitigation measure for development.

Thresholds of significance

The project would have a significant impact on cultural resources if it would:

g) Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
h) Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
i) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
j) Disturb any human remains, including those interred outside of formal cemeteries

k) That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

Significance Criteria
The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site.

Checklist Discussion

a) Less than Significant Impact - The project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.

b) **Less than Significant Impact with Mitigation Measures** – Due to the prior meeting with the Tachi Yokut Tribe

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

on January 10, 2017, the lead agency is requiring that:

That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

An archeological survey was conducted for the project. An excerpt from the study verifies, "to follow through with the request of the Tribe, the record search and field survey were undertaken, and the Native American Heritage Commission (NAHC) contacted by Peak and Associates to request a review of their Sacred Land files (Appendix 3), We received a reply dated October 7, 2019, indicating there are no properties listed in the Sacred Land Files." "There are no prehistoric or historic period resources within the project area." "For the purposes of CEQA, we conclude that there will be no impact to important cultural resources from implementation of the project." "A record search was conducted for the project area at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System on October 4, 2019 (RS#19-395; Appendix 2). The SSJVIC reported that the project area has never been formally surveyed, and no surveys have been conducted within 0.125 miles of the project area. In addition, there are no recorded prehistoric period or historic period sites in or near the project area."

Mitigation Measures:

If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Kings County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative.

c) **Less than Significant Impact with Mitigation Measures** - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature. If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)

d) **Less than Significant Impact with Mitigation Measures** See B.

Mitigation Measures

- **MM Cultural Resources 1:** That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.
- **MM Cultural Resources 2:** In order to assist in the recognition of cultural resources, a training session for all construction crew members should be conducted in advance of the initiation of any construction activities at the site. The training session will provide information on recognition of artifacts, human remains, and cultural deposits to help in the recognition of potential issues.
- **MM Cultural Resources 3:** If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)
- **MM Cultural Resources 4:** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Kings County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Conclusion: The incorporation of mitigation measures requested from the Tachi Yokut Tribe and identified in the archeological survey will reduce the impacts of development on Cultural Resources. Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b); meeting with the Tachi Yokut Tribe on January 10, 2017.; Cultural Resource Assessment for the Duyst and McCutcheon Property Project City of Hanford, Kings County, California – Prepared by Melinda A Peak Peak & Associates, Inc. October 8, 2019				
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☑	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☑	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☑	☐	☐
iv) Landslides?	☐	☑	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☑	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☑	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☑	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
Environmental Setting **Geology** The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).				

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased.

Soil
The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sand loam, sandy substratum, 6) Kimberlina salie alkali-Garces complex 7) Nord fine sandy loam, 8) Nord fine sandy loam, saline alkali, 9) Nord complex, 10) Wasco sandy loam (0-5% slopes), and 11) Whitewolf coarse sandy loam. Each of these soil types is not subject to annual flooding or poinding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

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

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

Strong Seismic Ground Shaking
Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV, Kings County is within Zone III, which equates to the potential to experience 0.3 meters/second squared ground acceleration, which would result in very strong to sever perceived shaking and moderate to heavy potential.

Liquefaction
Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable.

Soil Erosion
Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties. The soil in the City and surrounding study area is generally sandy loams, fine sandy loams, and loams. The area's erodibility factor ranges from 0.19 to 0.38 depending on the soil type and percentage of organic matter. Based on this range, the soils in the study area have medium susceptibility to sheet and rill erosion by rainfall.

Lateral Spreading (Landslides)

Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. Lateral spreading also refers to landslides that commonly form on gentle slopes that have rapid, fluid-like movement. Lateral preading generally occurs on 0.3 to 5% slopes underlain by loose sand and shallow groundwater.

Subsidence
Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused my three distinct water-related causes: 1) compression of layers of clay and slit within an aquifer, 2) oxidation and drainage of organic soils, 3) dissolution and collapse of susceptible rocks. Subsidence is occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Collapsible Soil
Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water o 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 potentia for expansive soils within the City and surrounding is low.

Septic Systems
The City does not have septic requirements for septic systems within the City.

Significance Criteria

The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation.

Checklist Discussion

a) **Less than Significant Impact with Mitigation Incorporation** -

i. No Impact - No portion of the project area is located within an earthquake fault zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.

ii. **Less than Significant Impact with Mitigation Measures** – Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.

iii. **Less than Significant Impact with Mitigation Measures** – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event coupled with a concurrent seismic event may create a condition where liquefaction could occur. Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.

iv. **Less than Significant with Mitigation Measures** – the entire City is located within an area of low landslide incidence, but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.

b) **Less than Significant Impact with Mitigation Measures** – development would result in construction-related ground disturbance, as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.

c) **Less than Significant Impact with Mitigation Measures:** See a.

d) Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

e) No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.

Mitigation Measures:

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

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

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

Conclusion

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

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

VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

Environmental Setting

Kings County and the City of Hanford

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

Commercial and residential space heating and cooling comprise a large share of direct energy use in Kings County. Other major energy users include agricultural production and industrial facilities. In Kings County, automobiles and

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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
- Hydroflourocarbons (HFCs), primarily used as refrigerants
- Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes
- Sulfur hexafluoride (SF6), primarily used in electrical transmission and distribution systems

There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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 - 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 project complies with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level.

a. Less than Significant Impact – The project is consistent with the policies of the General Plan, which consists of numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meet 10 of the 12 Smart Growth Principles cited in the San Joaquin Valley Blueprint.

Conclusion

The project is consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level.

Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☑	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of	☐	☑	☐	☐

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
hazardous materials into the environment?					
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐		☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐		☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐		☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐		☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐		☑	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐		☑	☐

Environmental Setting

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.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Airport Hazards

Hanford Municipal Airport – a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona, and Lemoore in south-central CA.

Emergency Response

Kings County's Office of Emergency Management (OEM) is the County's emergency management agency, responsible for coordinating multi-agency responses to complex, large-scale emergencies and disasters within Kings County. OEM develops and maintain the Emergency Operations Plan (EOP), which serves as a guideline for who will do what, as well as when, with what resources, and by what authority- before, during, and immediately after an emergency.

Significance Criteria

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

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

Checklist Discussion

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

b) See a.

c) Less than Significant Impact - there is a school directly south of the project site; however, the General Plan restricts land uses around schools, such as industrials uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites. The routine use of a residence does not involve the hazardous materials.

d) No Impact – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5

e) No Impact -The project site is not located within two miles of a public airport/airstrip therefore there is no impact.

f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact.

g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development. This plan is consistent with the policy of the General Plan, therefore, impacts are considered less than significant.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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 Measure

- **MM Hazard 1:** If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.

- **MM Hazard 2:** Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.

Conclusion

The impact from hazards and hazardous materials are expected to be less than significant with mitigation measures to be applied for any hazardous construction materials.

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

IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☑	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☑	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☑	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater	☐	☑	☐	☐

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
drainage systems or provide substantial additional sources of polluted runoff?					
f) Otherwise substantially degrade water quality?		☐	☑	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?		☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?		☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?		☐	☐	☐	☑

Environmental Setting

Climate

The City is located in the southwest portion of the Central Valley of CA and the City's climate is semi-arid. Semi-arid climates in CA tend to have precipitation 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 "rainshadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The rainshadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches.

Surface Water Resources

Tulare Lake Basin

The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.

South Valley Floor Watershed

The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%.

Local

Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford.

Surface Water Quality

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments.

Groundwater Resources

Regional

The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin.

Local

The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection.

Groundwater Quality

Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide.

The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep.

Floodplains

Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City.

Significance Criteria

The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system.

Checklist Discussion

a) **Less than Significant Impact with Mitigation Measures** –

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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

- **Operation**: The development will be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in that runoff to the maximum extent practical. The City Building Division would review and approve grading plans and site development requirements for the new development, when a physical project is proposed.

b) Less than Significant Impact –The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable groundwater management act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

c) See a.

d) **Less than Significant Impact with Mitigation Measures** – with the approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, new development operations would not substantial increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

e) **Less than Significant Impact with Mitigation Measures and impact fee payment** – The development would is required to undergo a site development requirements approval process with the City Building Division that would include developing necessary stormwater drainage improvements to sufficiently capture and treat polluted runoff. New development would also be required to pay a stormwater system development fee. This development fee is required for all new development in order to pay the cost of capital improvements for the City of Hanford stormwater system.

f) See a.

g) No Impact. – the project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact.

h) See g.

i) See g.

j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunami. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgrade from aboveground water storage tanks.

Mitigation Measures:

Conclusion:

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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

MM Hydrology 2: New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.

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

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

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

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

X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☑	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

Environmental Setting

The City is predominantly surrounded by agricultural land uses and is characterized as a low rise community dominated by low-density, single-family housing along with some limited pockets of multi-family housing, low-intensity commercial uses, and several industrial areas. The City's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Boulevard, while the newly urbanized areas are north of Grangeville Boulevard. The majority of land within the City's planned area consists of agricultural, open space, and single-family residential uses.

Consultation Received

Consultation was received from Assistant Executive Officer for the Local Agency Formation Commission of Kings County, Chuck Kinney, on August 23, 2019. Comments provided are as follows:

The Local Agency Formation Commission of Kings County (LAFCO) has received the City's consultation notice for Annexation 156, Prezone 2019-03 and Vesting Tentative Tract 929, as we appreciate this opportunity to comment on this project. In our review of the project, I want to inform you that LAFCO will ultimately serve as a Responsible Agency under CEQA for Annexation 156.

The Local Agency Formation Commission of Kings County (LAFCO) is governed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (*"Act," Govt. Code Section 56000 et seq.*). Under the Act, LAFCO is required

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

to make determinations regarding a proposal for changes of organization or reorganization (Govt. Code Section 56880). The Act also established the factors which LAFCO must consider in making its decisions, including any policies adopted by LAFCO to create planned, orderly and efficient patterns of development (Govt. Code Section 56668). Because of this role and pursuant to Section 21069 of the Public Resources Code, LAFCO is a responsible agency for the future annexation of the unincorporated County land to the City of Hanford. Additionally and pursuant to Section 15086 of the California Environmental Quality Act (CEQA) Guidelines, LAFCO is responsible for reviewing and providing comments on the environmental documents prepared for this annexation.

The environmental document prepared for Annexation 156 should address the impacts and any necessary mitigation, including but not limited to the annexation process. In particular, the environmental document should address the factors as identified in Government Code Section 56668. One item in particular to note is that the analysis of impacts to agricultural lands for the environmental document being prepared for Annexation 156 should described not only those lands categorized on the Department of Conservation's Important Farmland Map, but also those lands that fall within the LAFCO definition of prime agricultural land (Government Code Section 56064)."

Analysis: The project has been evaluated for potential annexation.

Annexation – the subject property is currently in the County, annexation of APNs 009-030-042 and 009-030-043 is required.

Analysis: According to the General Plan, annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool by limiting annexations to only the land that is needed for growth at the time. The following policies define Hanford's process for annexing new territory.

Policy L15 Initiation of Annexations: Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

a. The land is within the Primary Sphere of Influence.

   Analysis: The land proposed to be annexed is within the Primary Sphere of Influence.

b. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.

   Analysis: Development of the project will be subject to impact fees for water, sewer, fire, schools, and police services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area.

c. Land for development within the City limits is insufficient to meet the current land use needs.

   Analysis: There is not a vacant, undeveloped, or unplanned area within the City of Hanford in the appropriate land use designation to develop the project.

d. The territory to be annexed is contiguous to existing developed areas

   Analysis: The proposed area to be annexed is contiguous to an area being developed under Tract 918 and 922. Tract 922 is directly south of the proposed area to be annexed. Tract 918 is directly east of the proposed area to be annexed.

Favorable Factors for Annexation

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

a. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

   Analysis: The area proposed to be annexed is north of Tract 922 and east of Tract 918. Development of the project will be subject to impact fees for water, sewer, fire, schools, and police services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A plan for services has been prepared for the project and is attached.

b. The proposed annexation conforms to the adopted General Plan.

   The General Plan designated the area as Low-Density Residential. The proposal conforms to the adopted General Plan.

c. The proposed area is consistent with the sphere of influence.

   Analysis: The area proposed to be annexed is within the Sphere of Influence.

d. The proposed annexation comes with 100% consent of all landowners.

   Analysis: the proposed annexation does come with 100% consent of all landowners.

1. The property to be annexed shall be pre-zoned. R-L-5 Low-Density Residential is the appropriate zone designation for the project and is consistent with the General Plan designation, Low-Density Residential.

The project has been evaluated in accordance with Government Code Section 56668, as requested by LAFCO.

Factors to be considered in the review of a proposal shall include, but not be limited to, all of the following:

(a) Population and population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.

Population: 1

Population Density: .01 residents per acre

Land Area: 40 Acres

Land Use: Vacant, Residential, Agriculture

Assessed Value of Annexation Area: $671,672

Per Capital Assessed Value: $671,672

Topography: Flat land

Natural Boundaries: 13th Avenue, Devon Street

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

Drainage Basins: Proposed under Tentative Tract 929

Proximity to other populated areas: Within planned growth direction of the City of Hanford

Likelihood of growth in the area: Planned for single-family development

Detachment: None

(b) The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.

"Services," as used in this subdivision, refers to governmental services whether or not the services are services which would be provided by local agencies subject to this division, and includes the public facilities necessary to provide those services.

The current land use surrounding the site is primarily agricultural operations. The Hanford General Plan designates the area as Low Density Residential land uses. The area is comprised of a single family residence located at 8323 13th Avenue. Future development planned in the project area will result in a need for municipal series. The City of Hanford is the most logical provider of urban type services within the Hanford Fringe Area. Annexation is required for the City to provide services. The City of Hanford maintains standard rates for residential water and sewer services and connection fees throughout the City and sufficient capacity has been identified to exist to serve the annexed territory.

(c) The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.

The proposal will result in minimal reduction in property taxes to the County and have a minimal impact on County government. The property is adjacent to the City and City services can be provided to the area.

(d) The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities in Section 56377.

The proposed annexation is a planned and orderly extension of the City of Hanford. The General Plan designates the area for low-density residential uses. Therefore, the impact of this proposal upon patterns of urban development will occur as outlined in the General Plan. The City currently borders the area along the southern and eastern borders, the territory would keep extension of services in line with the orderly development of the City. The proposal is in keeping with the intent of LAFCO.

The future development of the annexed territory will require City services such as water, sewer, and storm drainage and a connection to these services can efficiently be added as development occurs and connects.

(e) The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.

The annexation territory is planned for Low-Density Residential uses under the General Plan. The City is primarily surrounded by prime agricultural land and farming is currently practiced along most of the City's existing edges. These properties, however, are within the planned growth pattern of the City and are within the adopted Primary Sphere of Influence for the City.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

(f) The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.

The boundaries are definitive and certain. No islands or substantially surrounded areas will be created as a result of the annexation.

(g) A regional transportation plan adopted pursuant to Section 65080.

(h) The proposal's consistency with city or county general and specific plans.

The annexation is consistent with the General Plan designation, Low-Density Residential.

(i) The sphere of influence of any local agency which may be applicable to the proposal being reviewed.

The annexation is within the Primary Sphere of Influence of the City of Hanford as adopted by LAFCO.

(j) The comments of any affected local agency or other public agency.

Addressed in the initial study.

(k) The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.

Water, sewer, storm drainage, fire and police can be provided to the annexation territory.

See Plan for Services.

(*l*) Timely availability of water supplies adequate for projected needs as specified in Section 65352.5.

The City presently has sufficient water availability to serve the property. Connection to the City's main water lines would be required to develop according to City Standards. The project is required to comply with all State and local regulations regarding water conservation measures and landscaping.

(m) The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.

The subject territory is planned for Low Density Residential uses and will assist the City of Hanford in meeting the requirement for affordable housing.

(n) Any information or comments from the landowner or owners, voters, or residents of the affected territory.

The City will send consultation for the proposed projects to all property owners within a 300 ft radius of the project site.

(*o*) Any information relating to existing land use designations.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

(p) The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services.

The proposed annexation will not result in inferior services being provided to areas of low-income residents. The annexation does include project specific information regarding future development of the land to be used for 158 single-family residences. The proposal will not located undesirable land uses within the proximity of low-income residents.

Significance Criteria
The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion

a) Less than significant impact – the project proposes to annex and develop 40.53 acres as 156 residential lots. There is one existing residence within the project site, which will remain. The development proposed in the project will not physically divide an established community as the project pertains to a vacant lot for Tentative Tract 927.

b) Less than significant impact - The applicant proposes to develop a 156-unit single-family residential subdivision. The land is required to be annexed prior to approval of the tentative subdivision map. There are certain findings required to be made in order for the approving body to approve the Annexation, Pre-zone, and Tentative Tract Application. The appropriate findings are able to be made for each application.

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

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

Environmental Setting

Oil and Gas
The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.

Sand and Gravel
The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.

Significance Criteria

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 groundborne vibration or groundborne noise levels?	☐	☑	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
Environmental Setting Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas, but aircraft and rail activities are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources. **Highways and Roadways**				

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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 trans per day. Most north-south rail traffic moves through the county at approximately 50 mph.

As of early 2014, the CA High Speed Rail Authority has been moving forward on an alignment for the HST that would run through the far easterly portion of the planning area.

Airport

Hanford Municipal Airport is a general aviation facility serving Kings County and the surrounding Communities of Hanford, Armona, and Lemoore in south-central CA. The Hanford Municipal Airport Master Plan identified existing and future year noise contours as a result of airport operations.

Stationary Noise Sources

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

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

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

Significance Criteria

Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion

a) **Less than Significant with Mitigation Incorporation** – the project would not result in exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies. Short-term noise-related impacts would be temporary in nature, require compliance with applicable regulations, and policies of the General Plan further ensure that construction-related impacts would be attenuated to the greatest extend feasible.

b) **Less than Significant with Mitigation Incorporation**. – Ambient vibration levels in residential areas are typically 50 VdB, which is well below human perception. The operation of heating/air conditioning systems and slamming of doors produce typical indoor vibrations that are noticeable to humans. Construction activity can result in ground vibration, depending upon the types of equipment uses. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that would damage structures, but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Vibration levels from various types of construction equipment measured at 50 ft are as follows:

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

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

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

c) Less than Significant – full build out of the General Plan would possibly result in a maximum increase of 2 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 approximately 3.3 miles away from airport and will not be impacted by the public airport.

f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.

Conclusion

The project would create temporary construction noise, but the impact of noise will be mitigated to a point that is considered less than significant with required conditions of the development of the property.

Mitigation Measures:

MM Noise 1: Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.

MM Noise 2-3: Construction is limited to the hours of 7 a.m. to 10 p.m.

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

XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing	☐	☐	☐	☑

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Significance Criteria

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

Checklist Discussion

a) Less than significant impact – The project will induce population growth in the area by proposing 158 residential dwellings, which using the average household size, 3.11 persons per unit, yields 492 persons. This project is consistent with the density allowed in the General Plan, which planned for population growth. This project is considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth. 158

b) No Impact - The project will not result in displacement of housing. There is an existing residence within the project area that will remain.

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					

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
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 12th Avenue and Woodland Drive, which have been planned for future fire stations. The Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. the HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management.

Police Protection

City residents receive police protection services from the Hanford Police Department, which currently operates out of a single station located at 425 N. Irwin Street. The City's recent growing problem that requires the need of police services includes gag and drug issues. The HPD's actual average response times are 6:30 minutes for Priority I incidents with an average of 32 Priority I incidents per day and a response time of 17:19 minutes for all other incidents with an average of 144 incidents per day. However, a response time of less than 2:30 minutes is a goal for the HPD to maintain in the future.

Schools

The City currently includes six elementary school districts and one high school district within the Study Area. These districts do not include the religiously affiliated private schools or charter schools located in the study area. The Hanford Elementary School District consists of 11 elementary and junior high schools that are all located in the study area.

Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all located in the study area.

The Hanford Joint Union High School District consists of four comprehensive high schools.

Parks

See Environmental Setting for Recreation.

Other Public Services

Library Services

The current library is a branch of the Kings County Library.

Significance Criteria

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services.

Checklist Discussion

a) **(FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – the increase in population as a result of a physical project for the area will increase demands on the HFD to provide fire protection and emergency services. The development will be subject to Fire Impact fees in order to mitigate the effect of the project on Fire services.

b) **(POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – the increase in population as a result of a physical project for the area will increase demands on the HPD to provide law enforcement services. The development will be subject to Police Impact fees in order to mitigate the effect of the project on Police services.

c) **(SCHOOLS) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** - The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees in order to mitigate the effect of the project on schools.

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

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

Mitigation Measures:

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

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

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

Conclusion

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

Sources: 2017 General Plan and General Plan Update

XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☑	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

Environmental Setting

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

School Parks

All school sites have limited public access since their primary purpose is to support the educational mission of the schoo 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** – The City would be able to utilize the Quimby Act and AB 1600 as a funding mechanism for parkland acquisition along with the General Plan Update and Park Master Plan for guidance and priorities. As permitted in the Quimby Act, local jurisdictions can require the dedication of land for parks and or the payment of in-lieu fees for purchase of parkland. The development proposed under Tentative Tract 929 provides a two-acre park. The General Plan requires a ratio of 3.5 acres of park space per 1,000 residents. By multiplying the number of units proposed (158) by the average number of persons per household (3.11), the project could house approximately 492 residents, which yields a requirement of 1.722 acres of park space. According to the General Plan, mini-parks are between .25 and 1 acre in size and do not contribute to the citywide park ratio goal and are considered an optional addition, and not an alternative to neighborhood and community parks. In accordance with the General Plan, Neighborhood Parks range from 2 to 5 acres. Therefore, the applicant is required to provide a two-acre park for the subdivision.

   MM Recreation 1: That the applicant provide a two-acre park for the subdivision proposed under Tentative Tract 929.

   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?

b) Less than Significant Impact– The project includes a two-acre neighborhood park, which will contribute to the City of Hanford's overall open space. Providing park space in accordance with the Quimby Act is a requirement of the General Plan. The project's provision of open space is consistent with the General Plan.

Mitigation Measures

MM Recreation 1: That a two-acre park shall be provided for the subdivision proposed under Tentative Tract 929.

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

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☑		☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways?	☐	☑		☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐		☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐		☑	☐
e) Result in inadequate emergency access?	☐	☐		☑	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☑		☐	☐

Environmental Setting

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.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Existing Roadway Segments
Results of the analysis of existing roadway segments show that all of the study roadway segments are currentl operating at acceptable LOS.

Bicycle Facilities
The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The Genera Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developin areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreatior 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 o 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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the hgi voltage power lines between 7th and 8th Avenues.

Freight Service
Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system.

Traffic Study Conducted
Per the Public Works Engineering Division, a traffic signal is required to be installed at the intersection of 13th Avenue and Devon Avenue at the time of construction of development, unless a focused traffic study is conducted and the analysis determines that the traffic signal does not meet the required warrants with the development of the subdivision. Tentative Tract 929 is proposed to be located directly north of previously approved Tentative Tract 922. The previously approved Tentative Tract 922 was subject to the same requirement. The developer of Tentative Tract 922 opted to conduct a focused traffic study, the results of which determined, a traffic signal at 13th Avenue and Devon Avenue was not warranted. The applicant submitted a revised traffic study incorporating the traffic planned from Tentative Tract 929. On the basis of the traffic study, it has been determined that the traffic signal does not meet the required warrants with the development of Tentative Tract 922 and Tract 929. The traffic study is hereby incorporated by reference and attached to this report.

Conditions of the development include:

1. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:

   a. 13th Ave shall be developed as a major arterial street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:

      1. Traffic index used for the design of street structural section shall be a minimum of 10.0.

      2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 13th Avenue, from Devon Street to the northern limits of subdivision, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between Devon Street and the north boundary of subdivision (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.

      3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction on the east side of 13th Avenue, including pavement reconstruction of existing roadway if applicable, plus a 16 foot wide concrete curbed and landscaped raised median with a protected southbound left turn lane at Devon Street and Stagecoach Drive, and a minimum 12 foot Southbound travel lane and a 4 foot paved shoulder west of the median, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required.

   b. Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:

      1. Traffic index used for the design of street structural section shall be a minimum of 8.0.

      2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction south of the centerline, plus a 12 foot westbound travel lane and 4 foot paved shoulder north of the centerline, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

3. A left-hand turn pocket will be required for southbound traffic to Devon Street.

4. That the developer shall attempt to acquire additional street right-of-way along the "Existing Residence frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.

5. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their developmen impact fee for permanent street improvements constructed by developer within 13th Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing 13th Ave stree sections. If applicable, developer may also be entitled to credit towards impact fees for supplementa transportation capacity improvements to the existing 13th Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvements and the reconstruction of the existing 13th Ave street section, if required, will not be subject to a credit Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Utilities and Engineer Department review and approval prior to beginning construction. Al documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Utilities and Engineer' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursemen review process.

Consultation Received:

Consultation was received from Michael Hawkins with Kings County Public Works on August 5, 2019, stating the following, "Kings County requests the following in regards to the annexation and vesting tentative tract map located on 13th Avenue between Grangeville Boulevard and Fargo Avenue.

That the annexation take goes to the right of way line of the west side of 13th Avenue and that left turn pockets be provided for south bound traffic at the entrances to Devon and Cedar Grove Street."

Analysis: The comment was forwarded to the Engineering Division and the project was conditioned, as requested.

Significance Criteria

The project may result in significant transportation/circulation impact if it does the following:

1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards.
2. Creates traffic conditions which expose people to traffic hazards.
3. Substantially interferes or prevents emergency access to the site or surrounding properties.
4. Conflicts with adopted policies or plans for alternative transportation.

Checklist Discussion

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Conditions of the development include:

1. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following

    a. 13th Ave shall be developed as a major arterial street along the entire development frontage. Al improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:

    1. Traffic index used for the design of street structural section shall be a minimum of 10.0.

    2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural sectior thickness of 13th Avenue, from Devon Street to the northern limits of subdivision, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between Devon Street and the north boundary of subdivision (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.

    3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction on the east side of 13th Avenue, including pavement reconstruction of existing roadway if applicable, plus a 16 foot wide concrete curbed and landscaped raised median with a protected southbound left turn lane at Devon Street and Stagecoach Drive, and a minimum 12 foot Southbound travel lane and a 4 foot paved shoulder west of the median, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required.

b. Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:

    1. Traffic index used for the design of street structural section shall be a minimum of 8.0.

    2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction south of the centerline, plus a 12 foot westbound travel lane and 4 foot paved shoulder north of the centerline, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).

    3. A left-hand turn pocket will be required for southbound traffic to Devon Street.

    4. That the developer shall attempt to acquire additional street right-of-way along the "Existing Residence" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.

    5. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 13th Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing 13th Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 13th Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvements and the reconstruction of the existing 13th Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Utilities and Engineer Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Utilities and Engineer' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

b) See a.

c) Less than Significant - The proposed project will not create a change in air traffic patterns or increase traffic levels or change in location that result in substantial safety risks. The project is located approximately 3.3 miles northwest from the nearest municipal airport.

d) Less than Significant Impact- the development has been reviewed by the various departments to ensure hazardous features are not incorporated into the project.

e) Less than Significant Impact – the development has been reviewed by the various departments and fire truck access to and through the development has been verified. The applicant has provided the accurate turning radius to accommodate emergency access.

f) See a.

Mitigation Measures

- **MM Traffic 1 –** That the development is subject to traffic impact fees.

MM Traffic 2 - Conditions of the development include:

1. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:

   a. 13th Ave shall be developed as a major arterial street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:

      1. Traffic index used for the design of street structural section shall be a minimum of 10.0.

      2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 13th Avenue, from Devon Street to the northern limits of subdivision, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between Devon Street and the north boundary of subdivision (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.

      3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction on the east side of 13th Avenue, including pavement reconstruction of existing roadway if applicable, plus a 16 foot wide concrete curbed and landscaped raised median with a protected southbound left turn lane at Devon Street and Stagecoach Drive, and a minimum 12 foot Southbound travel lane and a 4 foot paved shoulder west of the median, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required.

   b. Devon Street shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:

      1. Traffic index used for the design of street structural section shall be a minimum of 8.0.

      2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction south of the centerline, plus a 12 foot westbound travel lane and 4 foot paved shoulder north of the centerline,

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).

3. A left-hand turn pocket will be required for southbound traffic to Devon Street.

4. That the developer shall attempt to acquire additional street right-of-way along the "Existing Residence" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.

5. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 13th Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing 13th Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 13th Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvements and the reconstruction of the existing 13th Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Utilities and Engineer Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Utilities and Engineer' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

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

Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code, Focused Traffic Study – attached

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	☐	☐	☐	☑

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
existing commitments?					
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?		☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?		☐	☑	☐	☐

Environmental Setting

Wastewater

The City's wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the entire City of Hanford (City). The wastewater system consists of a treatment plant and 21 sanitary sewer lift stations located throughout the City. The treatment facility has a capacity of 8.0 million gallons per day and is located south of Houston Avenue and east of 11th Avenue.

While the City is constantly working to improve and provide adequate services to the population demand, the Irwin Street trunk main has become a priority issue for the City's wastewater system. The Irwin Street trunk main is located south of the Downtown East Precise Plan area and may eventually be undergoing capacity issues. Sections of the trunk line are in poor condition, with adverse grades, inadequate pipe sizing, and near full capacity.

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

Water Supply

The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin.

The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer.

The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, 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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch , and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins.

The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities.

Solid Waste Disposal

The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals.

Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills.

The landfills at the Kettlman Hills Facility are designed for municipal solid waste, which encompasses household and commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day.

The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers.

Dry Utilities

Gas and Electric Service

The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines.

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.

Consultation Received:

Consultation was received from Michael Wilson with AT&T on July 22, 2019, stating, "ATT will serve residences with conduit fiber cables. Feed from east, on n/s Devon. 13th Avenue poles to remain, or will relocate with Edison as required by City mandate. Request relocate and not underground for 13th Avenue poles."

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth for the foreseeable future.

c) Less than Significant – The project has been reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval.

d) **Less than Significant with Mitigation Measures** - Future population growth in the area would create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tulare Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2035. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update.

e) No Impact. The project will not require a determination by a wastewater agency.

f) Less than Significant – the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility.

g) **Less than Significant impact with Mitigation Measures** – that the future project be required to comply with all statutes and regulations related to solid waste.

Mitigation Measure:

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

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

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

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or 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?	☐	☑	☐	☐

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

a) Less than Significant - Based on the analysis provided in the initial study, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals.

b) Less than Significant with Mitigation Incorporation- Based on the analysis provided, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects.

c) Less than Significant with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.

Gabrielle de Silva Myers
Senior Planner

October 15, 2019
Date

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

Cumulative Setting

The cumulative setting for the proposed project area includes the development of this project and previously approved projects, Tentative Tract 922, Tract 918 and 919 in the area.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - All impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and past projects. Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. This project and former projects in the area will be held/have been held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics – therefore, the impact to aesthetics would be less than significant with mitigation incorporation.

Agriculture and Forest Resources

Less than Significant with Mitigation Incorporation - The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and included mitigation measures to reduce those impacts, however, impacts to agricultural lands remain significant and unavoidable. A Statement of Overriding Considerations was adopted for the impacts to agricultural lands.

This project, the development of Annexation 156 under Tentative Tract 929, and the development of the previously approved projects in the area are consistent with the General Plan, for which a statement of overriding considerations was adopted for impacts to agricultural lands, therefore, the impact is considered less than significant with mitigation measures, such as the recording of a Right-to-Farm for all residential developments within a 1-mile radius of agricultural land.

Air Quality

Less than Significant with Mitigation Incorporation – This project, the development of Annexation 156 under Tentative Tract 929, and the development of the previously approved projects in the area will not create or result in any significant air quality impacts, all projects are required to be developed consistent with the Air Quality Element.

Biological Resources

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

Cultural Resources

Less than Significant with Mitigation Incorporation – the Tachi Yokut Tribe was consulted for this project and surrounding projects, in accordance with AB 52. Through concerns were cited in previous entitled projects, conditions of approval for all projects are in place to mitigate the effect on cultural resources. As a general condition of approval, mitigation measures, that the applicant enter into a burial treatment plan with the Tribe and that if sensitive resources are discovered, construction halt and the proper officials be contacted, will mitigate cultural resources impacts to a less than significant level.

Geology and Soils

Less than Impact with Mitigation Measures - This project, the development of Annexation 156 area under Tentative Tract 929, and the development of the previously approved projects in the area on geology and

Attachment: Attachment 6 - Environmental Review (Annexation 156)

soils would be mitigated by compliance with the California building code, a geotechnical and soil studies (if required), and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions
Less than Significant with Mitigation Measures – the cumulative projects would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO2 eq by 2020, the construction-related GHG emissions of the project would be considered less than significant. The operational emission from the projects would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant with mitigation incorporation.

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

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

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

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

Noise
Less than Significant with Mitigation Incorporation- this project and future existing projects within the area are required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise would be mitigated through the limitation of hours construction is permitted (between 7 a.m. and 10 p.m.). Full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels exiting without the project.

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

Public Services
Less than Significant with Payment of Impact Fees to Mitigate Effect -The residential projects in the vicinity are subject to impact fees to mitigate the effect on public services.

Recreation
Less than Significant with Payment of Impact Fees to Mitigate Effect - development of residences will impact recreation facilities, however, the impact will be mitigated through the payment of park impact fees and the development of park space.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Transportation/Traffic
Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect –The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The projects will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required.

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Annexation 156, Prezone No. 2019-03, and Tentative Tract 929
Mitigation Measures
Mitigated Negative Declaration 2019-36

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant develop the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the development comply with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AGRICULTURE RESOURCES			
MM Agriculture 1	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?	That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	Developer
AIR QUALITY			

MM Air Quality 1:	The project may conflict with or obstruct implementation of the applicable air quality plan?	That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2:	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	Developer
MM Air Quality 3	The project could potentially 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)?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1-4	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5?	**MM Cultural Resources 1:** That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. **MM Cultural Resources 2:** In order to assist in the recognition of cultural resources, a training session for all construction crew members should be conducted in advance of the initiation of any construction activities at the site. The training session will provide information on recognition of artifacts, human remains, and cultural deposits to help in the recognition of potential issues.	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of

	The project could potentially disturb human remains, including those interred outside of formal cemeteries?	**MM Cultural Resources 3:** If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s) **MM Cultural Resources 4:** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Kings County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative.	discovery (if uncovered)
MM Cultural Resources 3	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM Cultural Resources 3:** If artifacts, exotic rock, shell or bone are uncovered during the construction, work should stop in that area immediately. A qualified archeologist should be contacted to examine and evaluate the deposit, and consult with the appropriate Native American group(s)	Developer or representative to notify archeologist of discovery (if uncovered)
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. The project may be located on a geologic unit or soil that is unstable, or	That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards

	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 2:	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. The project may 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?	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials	Developer

	environment through the routine transport, use, or disposal of hazardous materials?	Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could	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	City to require; Developer to provide

	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?	products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
	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?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	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?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extend feasible.	Residents and developer; Police to enforce
MM Noise 2 & 3:	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1:	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to fire impact fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse	The project will be subject to police impact fees.	Developer to pay

	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)		
MM Public Facilities 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will be subject to School Impact Fees.	Developer to pay
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	That a two-acre park shall be provided for the subdivision proposed under Tentative Tract 929.	City to require; developer to provide
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	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants

	expanded entitlements needed?		to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statures related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

Exhibit A

Consultation Received

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Gabrielle Myers

From: Diana Black
Sent: Monday, July 22, 2019 12:01 PM
To: Gabrielle Myers
Subject: FW: Pre-Consultation Notice (ANX 156; PZ 2019-03; TT 927)

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

From: WILSON, MICHAEL A [mailto:MW7046@att.com]
Sent: Monday, July 22, 2019 12:00 PM
To: Diana Black <DBlack@cityofhanfordca.com>
Subject: RE: Pre-Consultation Notice (ANX 156; PZ 2019-03; TT 927)

ATT will serve residences with conduit fiber cables. Feed from east, on n/s devon.

13th ave poles to remain, or will relocate with Edison as required by city mandate. Request relocate and not underground for 13th ave poles.

Michael Wilson
Manager / Engineer
(559) 739-6423

From: Diana Black <DBlack@cityofhanfordca.com>
Sent: Monday, July 22, 2019 10:52
To: 9-1-1 DISPATCH <kris.zuniga@co.kings.ca.us>; AMERICAN AMBULANCE <tcook@americanambulance.com>; SLICMAILBOX <SLICBOX@att.com>; WILSON, MICHAEL A <MW7046@att.com>; Tom Webb <TWebb@cityofhanfordca.com>; CA DEPT of WATER RESOURCES - (delia.grijalva@water.ca.gov) <delia.grijalva@water.ca.gov>; CALTRANS <gail.miller@dot.ca.gov>; CALTRANS-Lorena mendibles <lorena.mendibles@dot.ca.gov>; CALTRANS-Scott Lau <scott.lau@dot.ca.gov>; CHAMBER OF COMMERCE <hanfordchamber@comcast.net>; COMCAST <galenraymond@comcast.net>; DRAINAGE DISTRICT <info5@waterboards.ca.gov>; Chris Ekk <CEkk@cityofhanfordca.com>; HANFORD ELEMENTARY SCHOOL DISTRICT <jbaker@hesd.k12.ca.us>; HESD-Superintendent <jgabler@hanfordesd.org>; HJUHSD <wfishbough@hjuhsd.org>; HJUHSD-Renee Creech <rcreech@hjuhsd.k12.ca.us>; Joshua Tullsen <jtullsen@cityofhanfordca.com>; KINGS CO ASSESSOR'S OFFICE <michelle.maldonado@co.kings.ca.us>; KINGS CO BOARD OF REALTORS <admin@kcbor.com>; KINGS CO HEALTH <troy.hommerding@co.kings.ca.us>; KINGS CO HEALTH <lee.johnson@co.kings.ca.us>; KINGS CO PLANNING <chuck.kinney@co.kings.ca.us>; KINGS CO PUBLIC WORKS <mike.hawkins@co.kings.ca.us>; MAIN STREET HANFORD <shelly@mainstreethanford.com>; PEOPLE'S DITCH <ahemans.peoplesditch@yahoo.com>; PG&E <r3hd@pge.com>; PG&E Steve Sisemore <stsq@pge.com>; John Doyel <JDoyel@cityofhanfordca.com>; SCE

Attachment: Attachment 6 - Environmental Review (Annexation 156)

<david.loftin@sce.com>; SJVAPCD <CEQA@valleyair.org>; SO CAL GAS CO <dkemp@semprautilities.com>; TACHI TRIBE <hfranco@tachi-yokut-nsn.gov>; Mike Cosenza <MCosenza@cityofhanfordca.com>
Subject: Pre-Consultation Notice (ANX 156; PZ 2019-03; TT 927)

Please see the attached notice, and reply as requested.

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

COUNTY OF KINGS

DEPARTMENT OF PUBLIC WORKS

Kings County Government Center
1400 W. Lacey Boulevard
Hanford, CA 93230
Phone: (559) 852-2690
FAX: (559) 582-2506

Kevin J. McAlister, Director

August 5, 2019

City of Hanford
319 N. Douty Street
Hanford, CA. 93230

Re: Annexation 156; Prezone 2019-03; Vesting Tentative Tract 929

Kings County requests the following in regards to the annexation and vesting tentative tract map located on 13th Avenue between Grangeville Boulevard and Fargo Avenue.

That the annexation take goes to the right of way line on the west side of 13th Avenue and that left turn pockets be provided for south bound traffic at the entrances to Devon and Cedar Grove Streets.

Thank you,

Michael Hawkins
Kings County Public Works

Attachment: Attachment 6 - Environmental Review (Annexation 156)

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

August 15, 2019

Gabrielle Myers
City of Hanford
319 N Douty Street
Hanford, CA 93230

Project: Annexation 156, Prezone No. 2019-03, and Vesting Tentative Tract Map 929 for Woodside Homes

District CEQA Reference No: 20190943

Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above referenced project consisting of a request to (1) annex 40.53 acres into the City of Hanford, (2) prezone the land to be annexed as Low-Density Residential, and (3) subdivide 39.75 acres into 158 residential lots (Project). The project site is located at the northeast corner of Devon Street and 13th Avenue, in Hanford, CA. The District offers the following comments:

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

2. District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The Project is subject to District Rule 9510 as it exceeds 50 residential units. When 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, the project proponent is to immediately submit an AIA application to the District to comply with District Rule 9510.

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

The District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

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

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

6. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: http://www.valleyair.org/ceqaconnected/aqimeasures.aspx.

    a. Cleaner Off-Road Construction Equipment – To reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the project to utilize the cleanest reasonably available off-road

Attachment: Attachment 6 - Environmental Review (Annexation 156)

construction fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.

b. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.

c. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.

d. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:

- A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
- A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
- Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
- Neighborhood designed for walking and cycling

e. Voluntary Emission Reduction Agreement - Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than

Attachment: Attachment 6 - Environmental Review (Annexation 156)

significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions increases through a process that funds and implements emission reduction projects. A VERA can be implemented to address impacts from both construction and operational phases of a project.

7. 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 Georgia Stewart at (559) 230-5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20190943.

Sincerely,

Arnaud Marjollet
Director of Permit Services

Brian Clements
Program Manager

AM: gs

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Local Agency Formation Commission
OF KINGS COUNTY

GREGORY R. GATZKA, EXECUTIVE OFFICER
MAILING ADDRESS: 1400 W. LACEY BLVD., HANFORD, CA 93230
OFFICES AT: ENGINEERING BUILDING, KINGS COUNTY GOVERNMENT CENTER, HANFORD
(559) 852-2670 • FAX: (559) 584-8989 • WWW.KINGSLAFCO.COM

City of Hanford
Planning Division
Attn: Gabrielle Myers, Senior Planner
317 North Douty St.
Hanford, CA 93230

August 23, 2019

SUBJECT: Consultation Notice – Annexation 156, Prezone 2019-03 and Vesting Tentative Tract No. 929

Dear Gabrielle;

The Local Agency Formation Commission of Kings County (LAFCO) has received the City's consultation notice for Annexation 156, Prezone 2019-03 and Vesting Tentative Tract No. 929, and we appreciate this opportunity to comment on this project. In our review of the project, I want to inform you that LAFCO will ultimately serve as a Responsible Agency under CEQA for Annexation 156.

The Local Agency Formation Commission of Kings County (LAFCO) is governed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 ("Act," Govt. Code Section 56000 *et seq.)*. Under the Act, LAFCO is required to make determinations regarding a proposal for changes of organization or reorganization (Govt. Code Section 56880). The Act also established the factors which LAFCO must consider in making its determinations, including any policies adopted by LAFCO to create planned, orderly and efficient patterns of development (Govt. Code Section 56668). Because of this role and pursuant to Section 21069 of the Public Resources Code, LAFCO is a responsible agency for the future annexation of the unincorporated County land to the City of Hanford. Additionally and pursuant to Section 15086 of the California Environmental Quality Act (CEQA) Guidelines, LAFCO is responsible for reviewing and providing comments on the environmental documents prepared for this annexation.

The environmental document prepared for Annexation 156 should address the impacts and any necessary mitigation, including but not limited to the annexation process. In particular, the environmental document should address the factors as identified in Government Code Section 56668. One item in particular to note is that the analysis of impacts to agricultural lands for the environmental document being prepared for Annexation 156 should describe not only those lands categorized on the Department of Conservation's Important Farmland Map, but also those lands that fall within the LAFCO definition of prime agricultural land (Government Code Section 56064). If you have any questions regarding these comments, please contact me at (559) 852-2674.

LOCAL AGENCY FORMATION COMMISSION
OF KINGS COUNTY

Chuck Kinney, Assistant Executive Officer
h:\lafco\projects\hanford initial pre-consultation comments for annexation 156\hanford annexation 156 initial comment.doc

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Gabrielle Myers

From: Samantha McCarty <SMcCarty@tachi-yokut-nsn.gov>
Sent: Tuesday, October 1, 2019 3:01 PM
To: Gabrielle Myers
Cc: _SRR Cultural
Subject: Annexation 156, Prezone No. 2019-03, and Vesting Tentative Tract Map 929

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Gabrielle,

The Tribe has concerns about this project's potential to adversely affect unrecorded cultural resources and/or burials. We recommend an archaeological survey, an archaeological record search be completed, as well as contacting the Native American Heritage Commission. The Tribe would like to be notified of all findings. As there are known burials in the vicinity, the Tribe would like all construction staff to have a pre-construction cultural training prior to ground disturbing activities. If there is a positive survey report, the Tribe will recommend further consultation in order to mitigate the effects of this project. Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe, please let us know if you have any further questions, comments, or concerns.

Sincerely,

Samantha McCarty

Santa Rosa Rancheria Tachi-Yokut Tribe
Cultural Specialist II
SMcCarty@tachi-yokut-nsn.gov
(559)-924-1278 x 4091

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Exhibit B

Traffic Study

Attachment: Attachment 6 - Environmental Review (Annexation 156)

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Alex Dwiggins
Zumwalt-Hansen and Associates, Inc.
609 North Irwin Street
Hanford, California 93230

August 6, 2019

Subject: Traffic Signal Warrant Study – Tract 929
Proposed Intersection of 13th Avenue and Devon Street
Hanford, California

Dear Mr. Dwiggins:

Introduction

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

Existing Conditions and Proposed Intersection

The intersection of 13th Avenue and Devon Street does not yet exist. At the study location, 13th Avenue currently consists of one northbound lane and one southbound lane. Devon Street will be constructed by the previously-approved Tract 922 approximately ¼ mile north of Stagecoach Drive and will create a three-legged intersection with 13th Avenue. Tract 922 will construct a left-turn lane on the southbound approach to the intersection and the westbound approach will consist of a left-turn lane and a right-turn lane. Tract 922 will consist of 194 new single-family residences and has been approved. The trips generated by Tract 922 will be included in the warrant analyses.

Tract 929 consists of 158 single-family residences that will be located on approximately 39.62 acres northeast of the intersection of 13th Avenue and Devon Street. Tract 929 will construct local street connections to both 13th Avenue and Devon Street.

In addition to Tracts 922 and 929, Tract 927 is currently pending. Tract 927 consists of 133 single-family residences that will be located on approximately 24.93 acres northeast of the intersection of 13th Avenue and Grangeville Boulevard. Tract 929 will have connectivity to both 13th Avenue and Grangeville Boulevard.

Existing Traffic Volumes

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Project Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, were used to estimate the number of trips anticipated to be generated by Tracts 922, 929, and 927. Tables 1 through 3 present the trip generation information.

Table 1
Trip Generation – Tract 922

Land Use	Units	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Single-Family Detached Housing (ITE Code 210)	194	9.44	1,832	0.74	25.75	36	108	144	0.99	63:37	121	71	192

Table 2
Trip Generation – Tract 929

Land Use	Units	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Single-Family Detached Housing (ITE Code 210)	158	9.44	1,492	0.74	25:75	29	88	117	0.99	63:37	99	58	157

Table 3
Trip Generation – Tract 927

Land Use	Units	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Single-Family Detached Housing (ITE Code 210)	133	9.44	1,256	0.74	25:75	25	74	99	0.99	63:37	83	49	132

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

Intersection Level of Service

The Transportation Research Board *Highway Capacity Manual*, 2010 (HCM2010) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst." Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 4 and 5.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Table 4
Level of Service Characteristics for Unsignalized Intersections

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

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

Table 5
Level of Service Characteristics for Signalized Intersections

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

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

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

The LOS at the study intersection was calculated using the computer program Synchro 9, which is based on the HCM2010 procedures for calculating LOS. An assumption was made that 100 percent of the Tract 922 trips will use the intersection of 13th Avenue and Devon Street, which is a conservative assumption and helps to account for any trips that may be generated by homes east of Tract 922. The analyses also include the assumption that 50 percent of the Tract 929 trips will access Devon Street to 13th Avenue, and 35 percent will use 13th Avenue and drive past Devon Street. Finally, the analyses include the assumption that 30 percent of the trips generated by Tract 927 will travel on 13th Avenue past Devon Street.

Table 6 presents the results of the intersection analyses assuming that Tracts 922, 927, and 929 are built. The intersection analysis sheets are attached.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Table 6
Intersection Weekday Peak Hour LOS Summary

Intersection	Approach	Control Type	A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS
13th Avenue / Devon Street	Westbound Left	Stop sign	16.1	C	15.9	C
	Westbound Right	Stop sign	9.8	A	10.4	B
	Northbound	None	-	-	-	-
	Southbound Left	Yield to oncoming	7.8	A	8.3	A
	Southbound Through	None	-	-	-	-

The analyses indicate that the intersection is expected to operate at acceptable levels of service during the peak hours.

Traffic Signal Warrants

The California State Transportation Agency and California Department of Transportation *California Manual on Uniform Traffic Control Devices, 2014 Edition, Revision 4, March 29, 2019* (CMUTCD) presents various criteria (warrants) for determining the need for traffic signals. The CMUTCD states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.

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

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

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

In addition, the CMUTCD includes Figure 4C-103(CA) which utilizes estimates of average daily traffic volumes for intersections that do not yet exist.

The results of the warrants analyses are attached and indicate that no warrants are expected to be satisfied at the proposed intersection after the construction of Devon Street plus Tracts 922, 929, and 927.

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Discussion

The analyses suggest that the intersection of 13th Avenue and Devon Street will operate at acceptable levels of service with one-way stop sign control. Warrants for traffic signals are not expected to be satisfied at the intersection after the construction of Devon Street plus Tracts 922, 929, and 927.

Conclusions

The results of the traffic signal warrant study suggest that traffic signals should not be installed at the proposed intersection of 13th Avenue and Devon Street based on the cumulative trips expected to be generated by Tracts 922, 929, and 927.

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

PETERS ENGINEERING GROUP

John Rowland, PE, TE

REGISTERED PROFESSIONAL ENGINEER
JOHN ROWLAND
NO. 2484
TRAFFIC
STATE OF CALIFORNIA

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

TRAFFIC COUNT DATA SHEETS

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

24 Hour Count Report

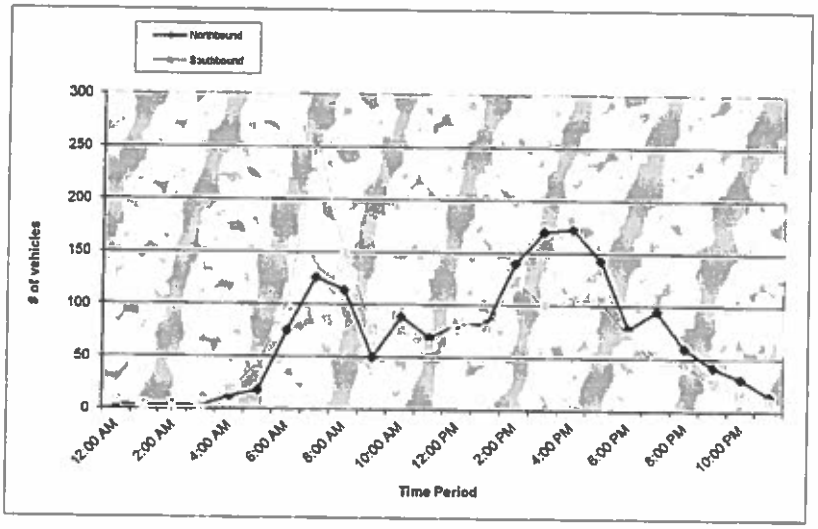
Prepared For: Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

STREET: 13th Avenue
SEGMENT: North of Stagecoach Drive
COLLECTION DATE: Thursday, January 18, 2018
NUMBER OF LANES: 2

LATITUDE: 36.347620°
LONGITUDE: -119.690986°
WEATHER: Clear

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

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



Attachment: Attachment 6 - Environmental Review (Annexation 156)

INTERSECTION ANALYSIS SHEETS

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	101	49	184	34	17	324
Future Vol, veh/h	101	49	184	34	17	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	56	209	39	19	368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	635	229	0	0	248	0
Stage 1	229	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	443	810	-	-	1318	-
Stage 1	809	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	437	810	-	-	1318	-
Mov Cap-2 Maneuver	437	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	437	810	1318	-
HCM Lane V/C Ratio	-	-	0.263	0.069	0.015	-
HCM Control Delay (s)	-	-	16.1	9.8	7.8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	1	0.2	0	-

Attachment: Attachment 6 - Environmental Review (Annexation 156)

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	34	240	113	58	167
Future Vol, veh/h	67	34	240	113	58	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	39	273	128	66	190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	659	337	0	0	401	0
Stage 1	337	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	429	705	-	-	1158	-
Stage 1	723	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	405	705	-	-	1158	-
Mov Cap-2 Maneuver	405	-	-	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	2.1
HCM LOS	B		

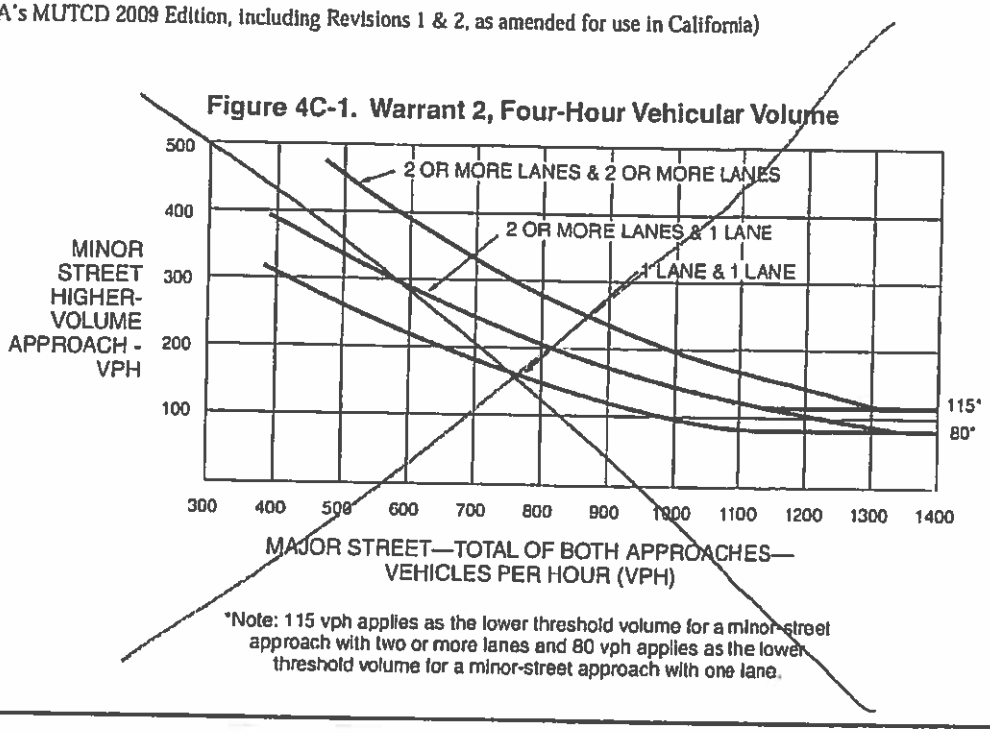
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	405	705	1158	-
HCM Lane V/C Ratio	-	-	0.188	0.055	0.057	-
HCM Control Delay (s)	-	-	15.9	10.4	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.2	0.2	-

Attachment: Attachment 6 - Environmental Review (Annexation 156)

TRAFFIC SIGNAL WARRANTS ANALYSIS

Attachment: Attachment 6 - Environmental Review (Annexation 156)

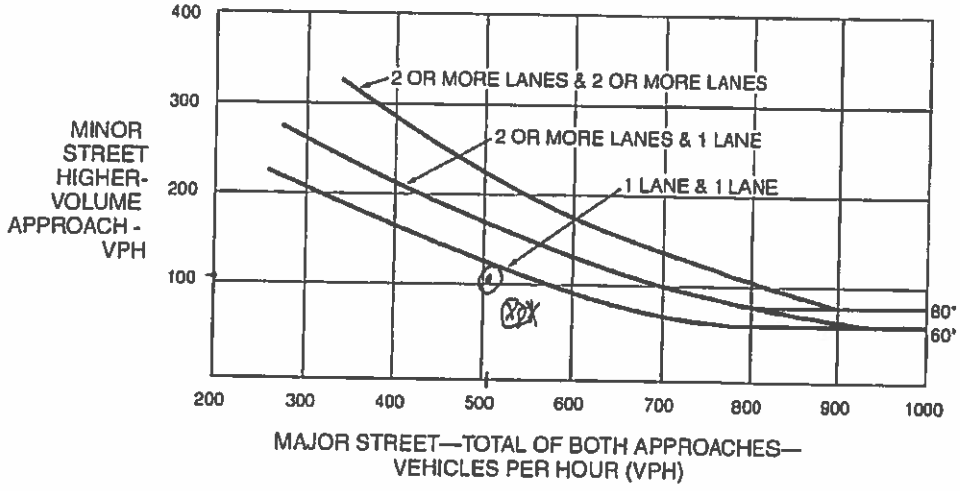
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

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

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



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Attachment: Attachment 6 - Environmental Review (Annexation 156)
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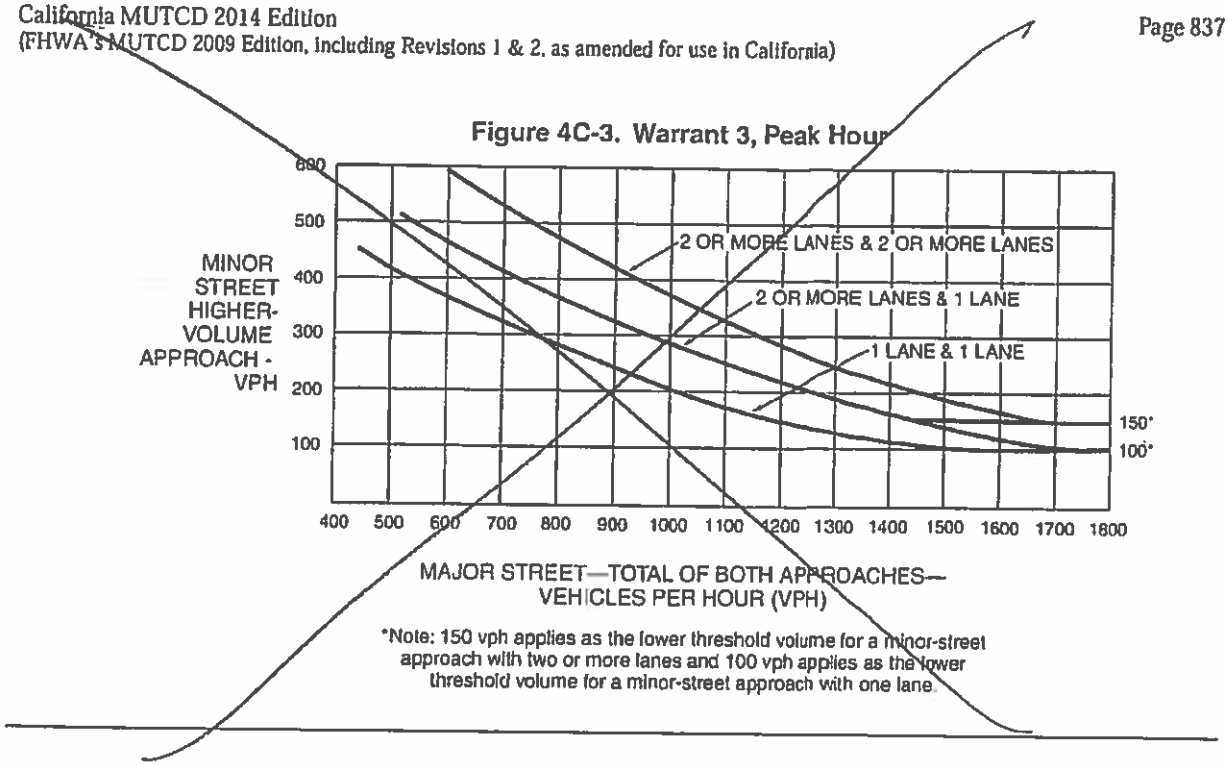
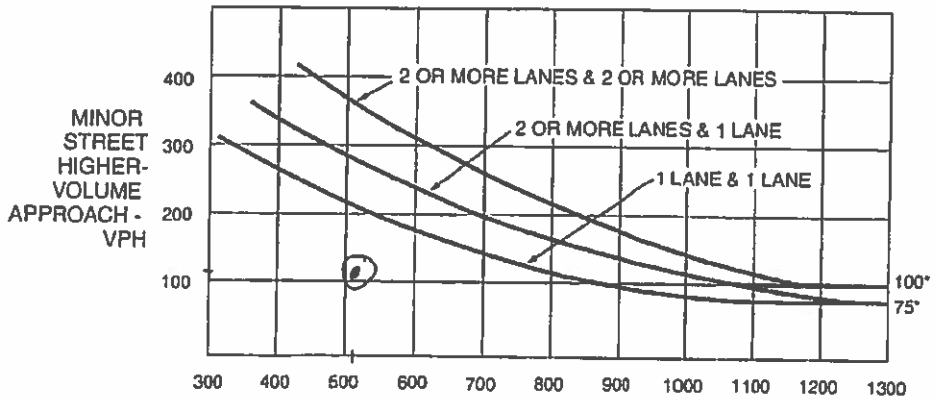
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

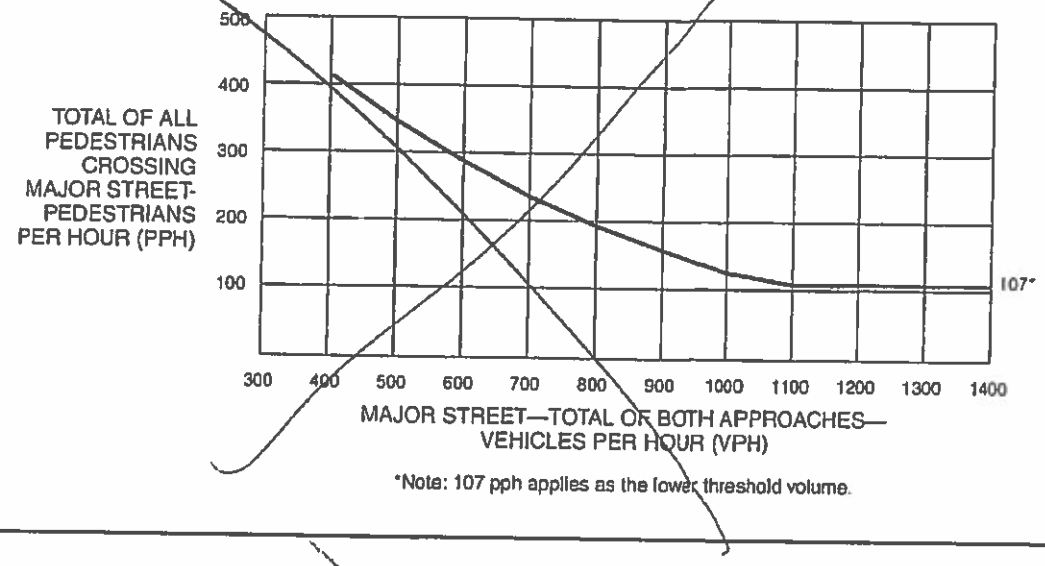
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

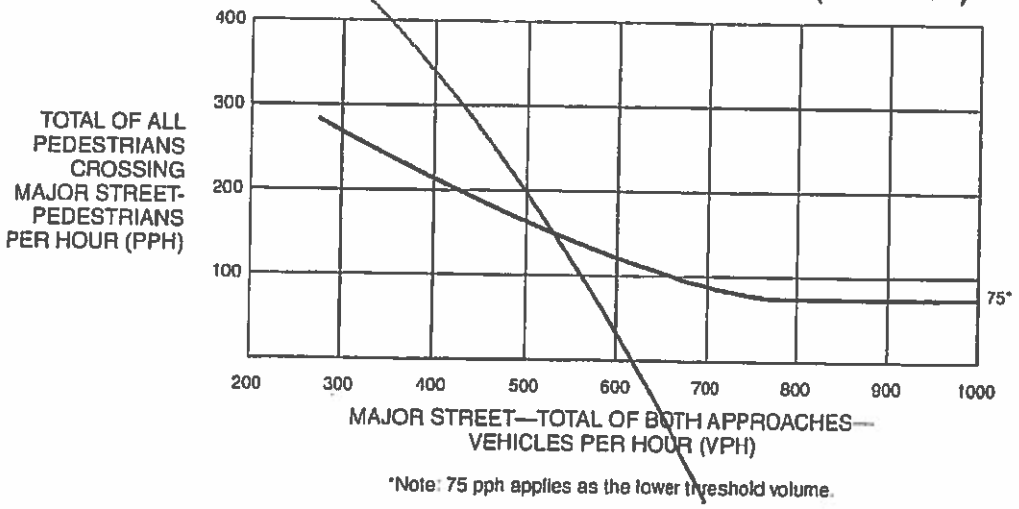
Attachment: Attachment 6 - Environmental Review (Annexation 156)

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

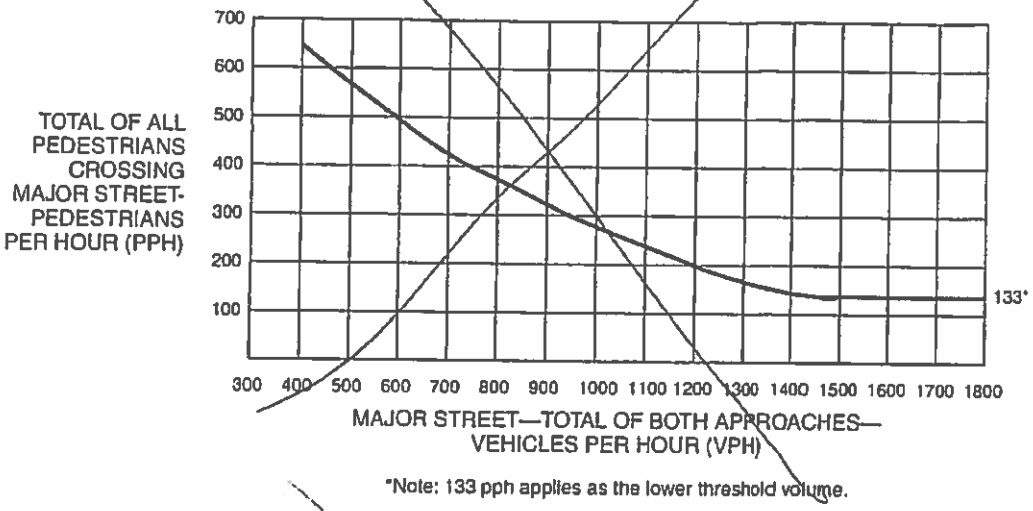
Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

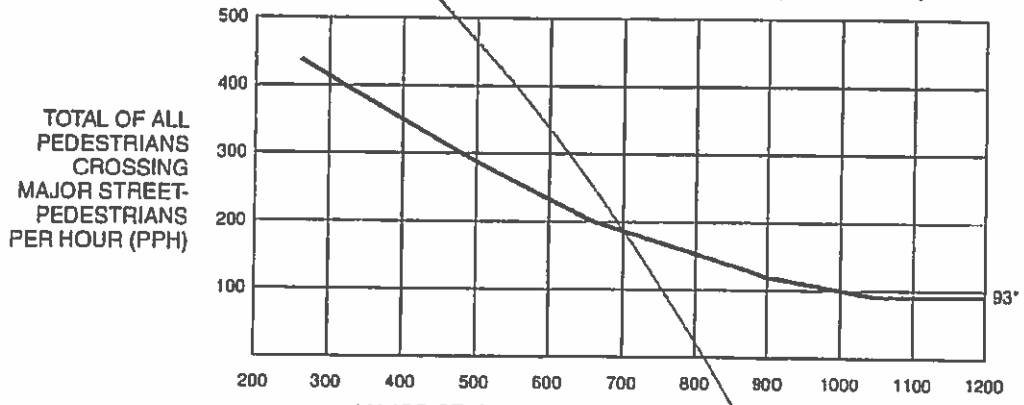
Attachment: Attachment 6 - Environmental Review (Annexation 156)

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

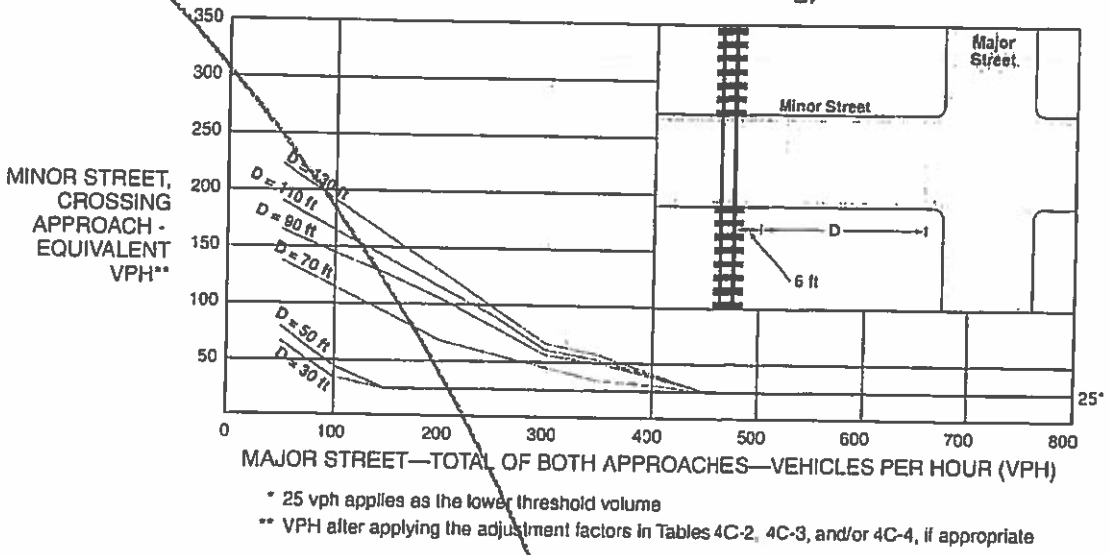
Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

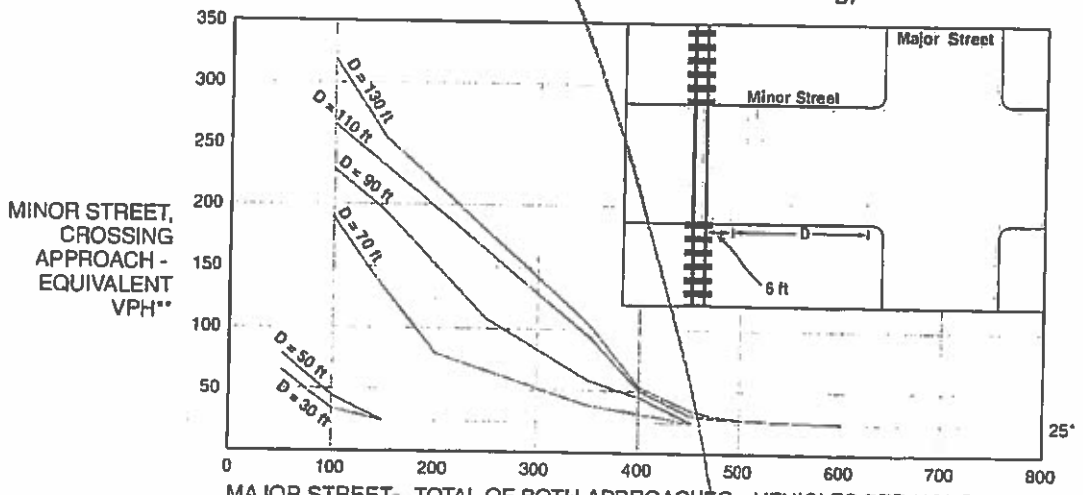
Attachment: Attachment 6 - Environmental Review (Annexation 156)

Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)



* 25 vph applies as the lower threshold volume
** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



* 25 vph applies as the lower threshold volume
** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

COUNT DATE 1-18-18
CALC JR DATE 8-5-19
CHK ____ DATE ____

DIST ____ CO ____ RTE ____ PM ____

Major St: 13TH AVE
Minor St: DEVON ST

Critical Approach Speed > 40 mph
Critical Approach Speed ____ mph

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

NOTE: WB TO NB RIGHT TURNS EXCLUDED

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

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

NEGLECT SB LEFT LANE, BUT VOLUME INCLUDED

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				0600-0700	0700-0800	0800-0915					
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	275	506	304					
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	(101)	(101)	(101)					

RIGHT-TURN LANE EXCLUDED & VOLUME EXCLUDED

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

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				0645-0745	0745-0845	0845-1345	1345-1545	1545-1645	1645-1745	1745-1845		
	U	R	U	R									Hour
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	457	457	424	(509)	528	537	546	(428)	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	(101)	(101)	(67)	(67)	(67)	(67)	(67)	(67)	

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

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

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

WARRANT 2 - Four Hour Vehicular Volume SATISFIED* YES ☐ NO ☒

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

APPROACH LANES	One	2 or More	0700-0800	1445-1545	1545-1645	1645-1745	Hour
Both Approaches - Major Street	✓		506	528	537	541	
Higher Approach - Minor Street	✓		101	67	67	67	

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

WARRANT 3 - Peak Hour SATISFIED YES ☐ NO ☐
(Part A or Part B must be satisfied)

PART A SATISFIED YES ☐ NO ☒
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

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

PART B SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	0700-0800	Hour AM
Both Approaches - Major Street	X		506	559
Higher Approach - Minor Street	X		101	101

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

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied) SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

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

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

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

Part 2 SATISFIED YES ☐ NO ☐

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

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied) SATISFIED YES ☐ NO ☐

Part A SATISFIED YES ☐ NO ☐
Gap/Minutes and # of Children

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

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B SATISFIED YES ☐ NO ☐

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

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

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

Attachment: Attachment 6 - Environmental Review (Annexation 156)

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

WARRANT 9 - Intersection Near a Grade Crossing SATISFIED YES ☐ NO ☐
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing** - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	Yes ☐ No ☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE 1-18-18

DIST ____ CO ____ RTE ____ PM ____

CALC JR DATE 8-5-19

CHK ____ DATE ____

Major St: 13TH AVE

Minor St: DEVON

Critical Approach Speed >40 mph

Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or ☐ RURAL (R)

In built up area of isolated community of < 10,000 population..... ☐ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL X.....

CONDITION A - Minimum Vehicular Volume

Satisfied ____ Not Satisfied X

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More	1
2 or More	2 or More
1	2 or More

Minimum Requirements EADT

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600 NO	3,200	2,240 NO

CONDITION B - Interruption of Continuous Traffic

Satisfied ____ Not Satisfied X

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1	1
2 or More	1
2 or More	2 or More
1	2 or More

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	~~10,080~~	1,600	~~1,120~~
12,000 NO	8,400	1,600	1,120 YES

Combination of CONDITIONS A + B

Satisfied ____ Not Satisfied X

No one condition satisfied, but following conditions fulfilled 80% or more..... NO (A) NO (B)

2 CONDITIONS 80%	2 CONDITIONS 80%
NO	NO

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

EXIST 24-HR ON 13TH = 3285

922: 916

929: 895

927: 377

TOTAL: 5,473

DEVON: 2 PEAK HRS = 251

ASSUME 20% OF DAILY

DAILY = 1255

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	MINOR		MAJOR			NB+SB	EB or WB						
Period	EB	WB	NB	SB	Projects	Combined Major	Greatest Minor	Major >350?	Minor >105?	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?
00:00			2	2		134	0	NO	NO		NO	NO	
00:15			2	1		132	0	NO	NO		NO	NO	
00:30			0	3		130	0	NO	NO		NO	NO	
00:45			0	2	122	128	0	NO	NO		NO	NO	
01:00			1	1		127	0	NO	NO		NO	NO	
01:15			1	0		125	0	NO	NO		NO	NO	
01:30			1	0		126	0	NO	NO		NO	NO	
01:45			0	1	122	126	0	NO	NO		NO	NO	
02:00			0	0		128	0	NO	NO		NO	NO	
02:15			2	0		129	0	NO	NO		NO	NO	
02:30			0	1		129	0	NO	NO		NO	NO	
02:45			2	1	122	129	0	NO	NO		NO	NO	
03:00			1	0		128	0	NO	NO		NO	NO	
03:15			0	2		133	0	NO	NO		NO	NO	
03:30			1	0		133	0	NO	NO		NO	NO	
03:45			1	1	122	140	0	NO	NO		NO	NO	
04:00			3	3		152	101	NO	NO		NO	NO	
04:15			1	1		155	101	NO	NO		NO	NO	
04:30			3	5		166	101	NO	NO		NO	NO	
04:45		101	5	9	131	179	101	NO	NO		NO	NO	
05:00			3	6		183	101	NO	NO		NO	NO	
05:15			4	9		206	101	NO	NO		NO	NO	
05:30			5	16		226	101	NO	NO		NO	NO	
05:45		101	6	12	132	251	101	NO	NO		NO	NO	
06:00			16	16		295	101	NO	NO		NO	NO	
06:15			17	16		324	101	NO	NO		YES	YES	YES
06:30			16	30		378	101	YES	NO		YES	YES	YES
06:45		101	26	36	122	457	101	YES	NO		YES	YES	YES
07:00			21	40		506	101	YES	NO		YES	YES	YES
07:15			23	64		559	101	YES	NO		YES	YES	YES
07:30			39	86		582	101	YES	NO		YES	YES	YES
07:45		101	43	68	122	457	101	YES	NO		YES	YES	YES
08:00			47	67		263	101	NO	NO		YES	YES	YES
08:15			43	37		304	101	NO	NO		NC	YES	
08:30			11	19		254	101	NO	NO		YES	YES	YES
08:45		101	13	26		263	101	NO	NO		NO	YES	
09:00			14	19	122	249	101	NO	NO		NO	YES	
09:15			10	20		252	101	NO	NO		NO	YES	
09:30			14	25		263	101	NO	NO		NO	YES	
09:45		101	12	13		279	101	NO	NO		NO	YES	
10:00			19	17	122	287	0	NO	NO		YES	NO	
10:15			25	16		280	101	NO	NO		NO	YES	
10:30			24	31		261	101	NO	NO		NO	YES	
10:45			21	12		236	101	NO	NO		NO	YES	
11:00		101	14	15	122	253	101	NO	NO		NO	YES	
11:15			8	14									
11:30			19	11									
11:45			28	22									

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	MINOR		MAJOR		
Period	EB	WB	NB	SB	Projects
12:00			24	18	
12:15			21	23	
12:30			19	21	
12:45		67	18	22	265
13:00			15	16	
13:15			26	24	
13:30			20	18	
13:45		67	21	21	265
14:00			32	41	
14:15			33	24	
14:30			45	27	
14:45		67	30	31	265
15:00			63	21	
15:15			33	17	
15:30			35	33	
15:45		67	39	29	265
16:00			37	11	
16:15			47	32	
16:30			49	28	
16:45		67	40	34	265
17:00			55	33	
17:15			32	21	
17:30			35	31	
17:45		67	21	20	265
18:00			27	25	
18:15			17	19	
18:30			18	16	
18:45		67	16	13	265
19:00			28	12	
19:15			23	16	
19:30			25	7	
19:45		67	19	9	265
20:00			17	13	
20:15			16	13	
20:30			15	11	
20:45		67	12	8	
21:00			16	6	265
21:15			12	9	
21:30			9	5	
21:45		67	5	7	
22:00			3	6	265
22:15			9	5	
22:30			11	4	
22:45		67	8	1	
23:00			4	5	265
23:15			3	0	
23:30			6	2	
23:45		67	2	3	

NB+SB Combined Major	EB or WB Greatest Minor	Major >350?	Minor >105?	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?
431	67	YES	NO		YES	NO	
420	67	YES	NO		YES	NO	
426	67	YES	NO		YES	NO	
424	67	YES	NO		YES	NO	
426	67	YES	NO		YES	NO	
468	67	YES	NO		YES	NO	
475	67	YES	NO		YES	NO	
509	67	YES	NO		YES	NO	
528	67	YES	NO		YES	NO	
539	67	YES	NO		YES	NO	
532	67	YES	NO		YES	NO	
528	67	YES	NO		YES	NO	
535	67	YES	NO		YES	NO	
499	67	YES	NO		YES	NO	
528	67	YES	NO		YES	NO	
537	67	YES	NO		YES	NO	
543	67	YES	NO		YES	NO	
583	67	YES	NO		YES	NO	
557	67	YES	NO		YES	NO	
546	67	YES	NO		YES	NO	
513	67	YES	NO		YES	NO	
477	67	YES	NO		YES	NO	
460	67	YES	NO		YES	NO	
428	67	YES	NO		YES	NO	
416	67	YES	NO		YES	NO	
404	67	YES	NO		YES	NO	
407	67	YES	NO		YES	NO	
405	67	YES	NO		YES	NO	
404	67	YES	NO		YES	NO	
394	67	YES	NO		YES	NO	
384	67	YES	NO		YES	NO	
378	67	YES	NO		YES	NO	
105	67	NO	NO		NO	NO	
362	67	YES	NO		YES	NO	
354	67	YES	NO		YES	NO	
342	67	NO	NO		YES	NO	
334	67	NO	NO		YES	NO	
321	67	NO	NO		YES	NO	
314	67	NO	NO		YES	NO	
315	67	NO	NO		YES	NO	
312	67	NO	NO		YES	NO	
312	67	NO	NO		YES	NO	
301	67	NO	NO		YES	NO	
294	67	NO	NO		YES	NO	
290	67	NO	NO		YES	NO	

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	MINOR		MAJOR		
Period	EB	WB	NB	SB	Projects
00:00			2	2	
00:15			2	1	
00:30			0	3	
00:45			0	2	122
01:00			1	1	
01:15			1	0	
01:30			1	0	
01:45			0	1	122
02:00			0	0	
02:15			2	0	
02:30			0	1	
02:45			2	1	122
03:00			1	0	
03:15			0	2	
03:30			1	0	
03:45			1	1	122
04:00			3	3	
04:15			1	1	
04:30			3	5	
04:45		101	5	9	122
05:00			3	6	
05:15			4	9	
05:30			5	16	
05:45		101	6	12	122
06:00			16	16	
06:15			17	16	
06:30			16	30	
06:45		101	26	36	122
07:00			21	40	
07:15			23	64	
07:30			39	86	
07:45		101	43	68	122
08:00			47	67	
08:15			43	37	
08:30			11	19	
08:45		101	13	26	
09:00			14	19	122
09:15			10	20	
09:30			14	25	
09:45		101	12	13	
10:00			19	17	122
10:15			25	16	
10:30			24	31	
10:45			21	12	
11:00		101	14	15	122
11:15			8	14	
11:30			19	11	
11:45			28	22	

NB+SB	EB or WB						
Combined Major	Greatest Minor	Major >525?	Minor >51?	100% Satisfied?	Major >420?	Minor >42?	80% Satisfied?
114	0	NO	NO		NO	NO	
132	0	NO	NO		NO	NO	
130	0	NO	NO		NO	NO	
128	0	NO	NO		NO	NO	
127	0	NO	NO		NO	NO	
125	0	NO	NO		NO	NO	
126	0	NO	NO		NO	NO	
126	0	NO	NO		NO	NO	
128	0	NO	NO		NO	NO	
129	0	NO	NO		NO	NO	
129	0	NO	NO		NO	NO	
129	0	NO	NO		NO	NO	
128	0	NO	NO		NO	NO	
133	0	NO	NO		NO	NO	
133	0	NO	NO		NO	NO	
140	0	NO	NO		NO	NO	
152	101	NO	YES		NO	YES	
155	101	NO	YES		NO	YES	
166	101	NO	YES		NO	YES	
179	101	NO	YES		NO	YES	
183	101	NO	YES		NO	YES	
206	101	NO	YES		NO	YES	
226	101	NO	YES		NO	YES	
251	101	NO	YES		NO	YES	
295	101	NO	YES		NO	YES	
314	101	NO	YES		NO	YES	
378	101	NO	YES		NO	YES	
457	101	NO	YES		NO	YES	
506	101	NO	YES		YES	YES	YES
559	101	YES	YES	YES	YES	YES	YES
552	101	YES	YES	YES	YES	YES	YES
457	101	NO	YES		YES	YES	YES
263	101	NO	YES		NO	YES	
304	101	NO	YES		NO	YES	
254	101	NO	YES		NO	YES	
263	101	NO	YES		NO	YES	
249	101	NO	YES		NO	YES	
252	101	NO	YES		NO	YES	
263	101	NO	YES		NO	YES	
279	101	NO	YES		NO	YES	
287	0	NO	NO		NO	YES	
280	101	NO	YES		NO	NO	
261	101	NO	YES		NO	YES	
316	101	NO	YES		NO	YES	
253	101	NO	YES		NO	YES	

Attachment: Attachment 6 - Environmental Review (Annexation 156)

	MINOR		MAJOR		
Period	EB	WB	NB	SB	Projects
12:00			24	18	
12:15			21	23	
12:30			19	21	
12:45		67	18	22	265
13:00			15	16	
13:15			26	24	
13:30			20	18	
13:45		67	21	21	265
14:00			32	41	
14:15			33	24	
14:30			45	27	
14:45		67	30	31	265
15:00			63	21	
15:15			33	17	
15:30			35	33	
15:45		67	39	29	265
16:00			37	11	
16:15			47	32	
16:30			49	28	
16:45		67	40	34	265
17:00			55	33	
17:15			32	21	
17:30			35	31	
17:45		67	21	20	265
18:00			27	25	
18:15			17	19	
18:30			18	16	
18:45		67	16	13	265
19:00			28	12	
19:15			23	16	
19:30			25	7	
19:45		67	19	9	265
20:00			17	13	
20:15			16	13	
20:30			15	11	
20:45		67	12	8	
21:00			16	6	265
21:15			12	9	
21:30			9	5	
21:45		67	5	7	
22:00			3	6	265
22:15			9	5	
22:30			11	4	
22:45		67	8	1	
23:00			4	5	265
23:15			3	0	
23:30			6	2	
23:45		67	2	3	

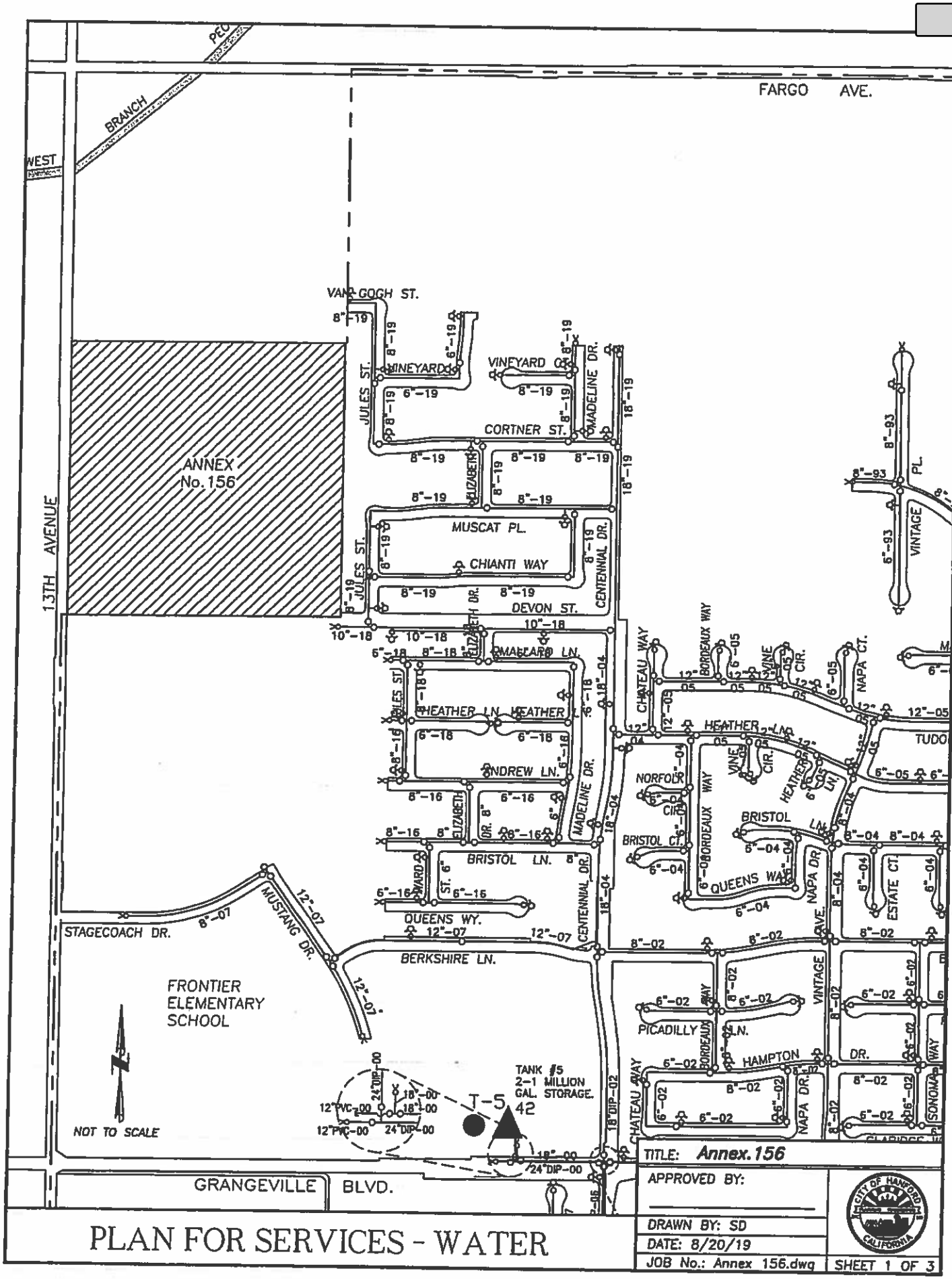
NB+SB	EB or WB							
Combined Major	Greatest Minor	Major >525?	Minor >53?	100% Satisfied?	Major >420?	Minor >42?	80% Satisfied?
431	67	NO	YES		YES	YES	YES
420	67	NO	YES		NO	YES	
426	67	NO	YES		YES	YES	YES
424	67	NO	YES		YES	YES	YES
426	67	NO	YES		YES	YES	YES
468	67	NO	YES		YES	YES	YES
475	67	NO	YES		YES	YES	YES
509	67	NO	YES		YES	YES	YES
528	67	YES	YES	YES	YES	YES	YES
539	67	YES	YES	YES	YES	YES	YES
532	67	YES	YES	YES	YES	YES	YES
528	67	YES	YES	YES	YES	YES	YES
535	67	YES	YES	YES	YES	YES	YES
499	67	NO	YES		YES	YES	YES
528	67	YES	YES	YES	YES	YES	YES
537	67	YES	YES	YES	YES	YES	YES
543	67	YES	YES	YES	YES	YES	YES
581	67	YES	YES	YES	YES	YES	YES
557	67	YES	YES	YES	YES	YES	YES
546	67	YES	YES	YES	YES	YES	YES
513	67	NO	YES		YES	YES	YES
477	67	NO	YES		YES	YES	YES
460	67	NO	YES		YES	YES	YES
428	67	NO	YES		YES	YES	YES
416	67	NO	YES		NO	YES	
404	67	NO	YES		NO	YES	
407	67	NO	YES		NO	YES	
405	67	NO	YES		NO	YES	
404	67	NO	YES		NO	YES	
394	67	NO	YES		NO	YES	
384	67	NO	YES		NO	YES	
378	67	NO	YES		NO	YES	
385	67	NO	YES		NO	YES	
362	67	NO	YES		NO	YES	
354	67	NO	YES		NO	YES	
342	67	NO	YES		NO	YES	
334	67	NO	YES		NO	YES	
321	67	NO	YES		NO	YES	
314	67	NO	YES		NO	YES	
315	67	NO	YES		NO	YES	
312	67	NO	YES		NO	YES	
312	67	NO	YES		NO	YES	
301	67	NO	YES		NO	YES	
294	67	NO	YES		NO	YES	
290	67	NO	YES		NO	YES	

Attachment: Attachment 6 - Environmental Review (Annexation 156)

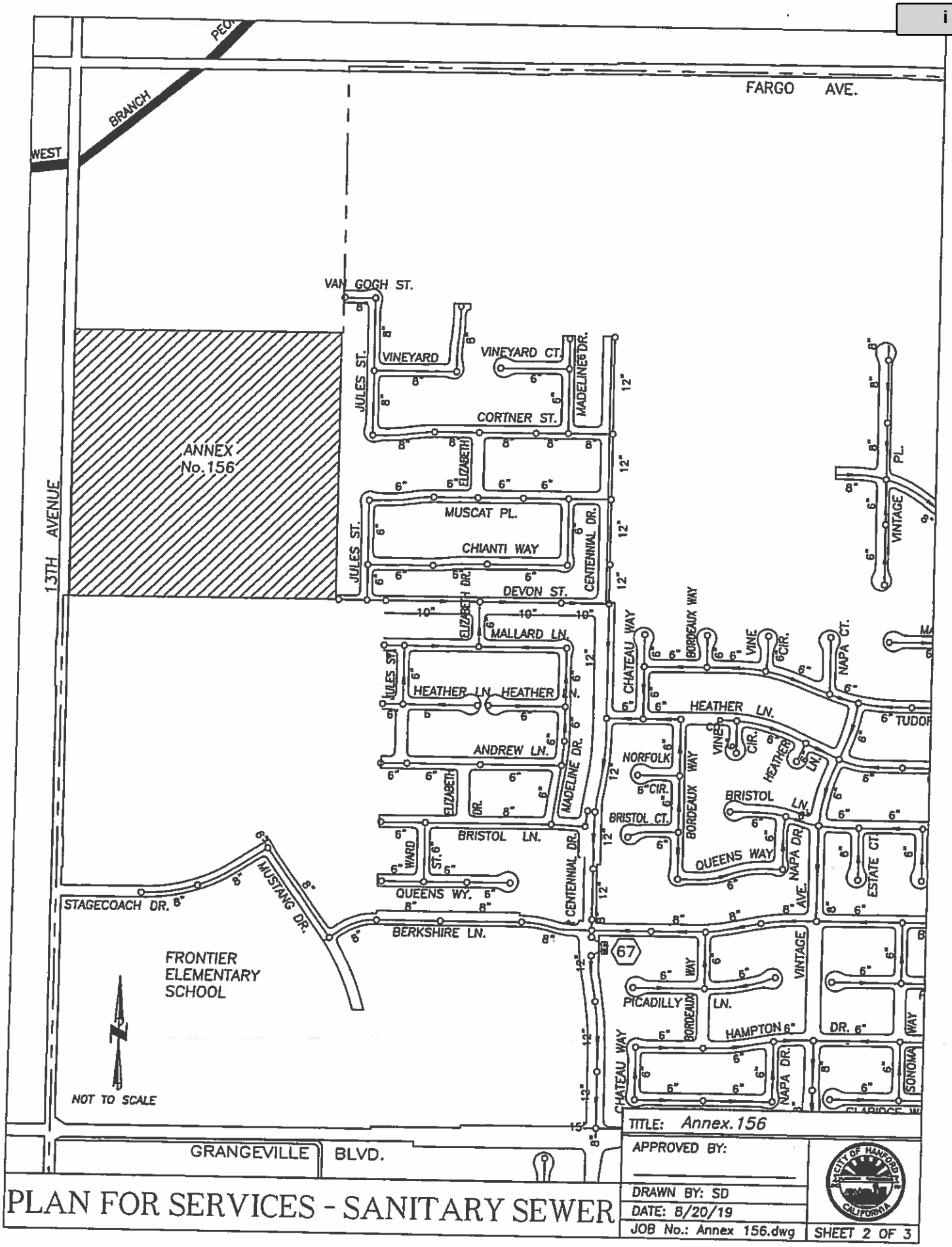
Exhibit C

Plan for Services

Attachment: Attachment 6 - Environmental Review (Annexation 156)



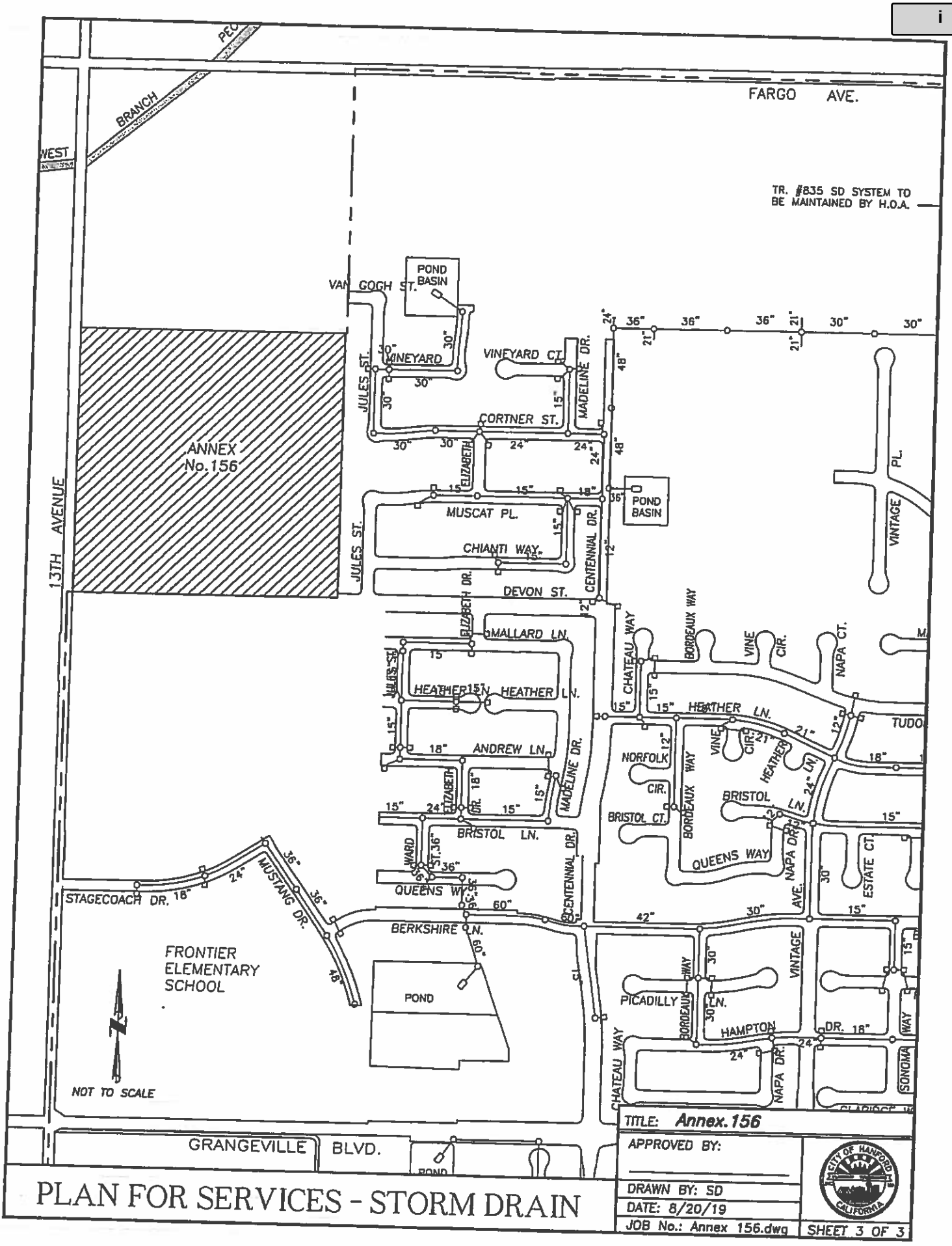
Attachment: Attachment 6 - Environmental Review (Annexation 156)



PLAN FOR SERVICES - SANITARY SEWER

TITLE: Annex. 156	
APPROVED BY:	CITY OF HANFORD CALIFORNIA
DRAWN BY: SD	
DATE: 8/20/19	
JOB No.: Annex 156.dwg	SHEET 2 OF 3

Attachment: Attachment 6 - Environmental Review (Annexation 156)



PLAN FOR SERVICES - STORM DRAIN

TITLE: *Annex.156*

APPROVED BY:

DRAWN BY: SD

DATE: 8/20/19

JOB No.: Annex 156.dwg

SHEET 3 OF 3

CITY OF HANFORD CALIFORNIA

Attachment: Attachment 6 - Environmental Review (Annexation 156)