The City of Hanford
CALIFORNIA

AGENDA

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, December 10, 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 November 12, 2019 Meeting

PUBLIC HEARING

1. **Conditional Use Permit No. 2019-09, a request to convert a former auto center into an urgent care facility in the C-R Regional Commercial zone district and Variance No. 2019-03, a request to deviate from the standards of Section 17.18.130.B of the City of Hanford's Municipal Code, in order to remove the block wall requirement along the rear lot line. The project is located at 1545 Mall Drive (APN 011-060-032). [The applicant requests that the item be continued to January 14, 2020.]**
2. **Conditional Use Permit No. 2019-10: a request by Nc3 dba Caliva to allow a Commercial Cannabis Business for a storefront dispensary for retail and delivery of cannabis products in the MX-D zone district. The project is located at at 104 N Douty (APN 012-054-011).**
3. **Vesting Tentative Tract 927: A request by Lennar Homes to utilize the small lot provisions of Section 17.10.100 and 17.12.100 of the Hanford Municipal Code to subdivide 24.93 acres into 133 single-family residential lots in the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone districts. Mitigated Negative Declaration No. 2019-51: An initial study was prepared and it was determined that the project will not result in significant impacts. The project is located at the northeast corner of Grangeville Boulevard and 13th Avenue (APN 009-030-146)**

GENERAL BUSINESS

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: 12/10/2019	**AGENDA SECTION:**

SUBJECT:
Approval of the Minutes of the November 12, 2019 Meeting

RECOMMENDATION:
Approve the minutes of the November 12, 2019 meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:
11-12-19 Minutes

The City of Hanford
CALIFORNIA

MINUTES

PLANNING COMMISSION
of the
CITY OF HANFORD

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

Attachment: 11-12-19 Minutes (11-12-19 Minutes)

CALL TO ORDER

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

ROLL CALL

Attendee Name	Title	Status	Arrived
Richard Douglas		Present	6:26 PM
Michael Johnston		Present	6:29 PM
Travis Paden		Present	6:25 PM
Savino Perico		Present	6:24 PM
Angel Vee Galvan		Present	6:33 PM
Jacob Sanchez		Present	6:23 PM
Jason Kemp Van Ee		Present	6:24 PM

INVOCATION

Tyler Reams, Worship & Media Pastor, Glad Tidings Church, provided the invocation.

FLAG SALUTE

Commissioner JOHNSTON led the flag salute.

PUBLIC COMMENT

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Rose Shapley, Hanford resident, stated that the trash enclosure by The Bastille now takes up three parking stalls and it is not being used. She also recommended that the City consider emergency-response times in planning, as the City grows.

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 minutes of the October 22, 2019 meeting.

RESULT:	**APPROVED [6 TO 0]**
MOVER:	Richard Douglas
SECONDER:	Jacob Sanchez
AYES:	Douglas, Paden, Perico, Galvan, Sanchez, Kemp Van Ee
ABSTAIN:	Johnston

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).

Chairperson PADEN opened the public hearing at 7:06 p.m. and called for the staff report. Senior Planner Myers presented the staff report, noting the following corrections: Condition 4 on Page 75 of the staff report shall be removed from Resolution No. 2019-28, and Condition 2 on Page 77 shall be amended, deleting reference to Mustang Drive. Utilities and Engineering Director John Doyel provided additional information.

Public Comment:

FAVOR

Alex Dwiggins, representing the applicant, thanked staff and agreed with the findings. He noted that the applicants were present and available to answer questions. He provided reasons to support each item in the project.

Applicant Matt Smith appreciated staff's comments. He noted that the property owners were present and thanked them for attending. He invited questions.

OPPOSED

None.

Attachment: 11-12-19 Minutes (11-12-19 Minutes)

Director Doyel answered a question from Chairperson PADEN regarding location of the retention basin.

Chairperson PADEN closed the public hearing at 7:19 p.m. and called for a motion.

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

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

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

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

Motion 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.

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

Motion to adopt Resolution No. 2019-28, as amended, recommending approval of Vesting Tentative Tract 929 to the City Council.

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

DIRECTOR'S COMMENTS

None.

COMMISSIONERS' ITEMS OF INTEREST

Commissioner GALVAN asked if there would be meetings during the holidays. Director Mata stated that she is not sure about the November 26 meeting. There probably will be a December 10 meeting, but the December 24 meeting will be canceled.

Chairperson PADEN asked if Chick-fil-a will be coming to Hanford or if the City has contacted them to come. Director Mata stated that she has not been contacted by them and that Planning staff does not make those types of contacts.

Attachment: 11-12-19 Minutes (11-12-19 Minutes)

ADJOURNMENT

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

Respectfully submitted,

Diana Black
Recording Secretary

Attachment: 11-12-19 Minutes (11-12-19 Minutes)

AGENDA
STAFF REPORT

MEETING DATE: 12/10/2019	**AGENDA SECTION:** 1

SUBJECT:
Conditional Use Permit No. 2019-09, a request to convert a former auto center into an urgent care facility in the C-R Regional Commercial zone district and Variance No. 2019-03, a request to deviate from the standards of Section 17.18.130.B of the City of Hanford's Municipal Code, in order to remove the block wall requirement along the rear lot line. The project is located at 1545 Mall Drive (APN 011-060-032). [The applicant requests that the item be continued to January 14, 2020.]

See staff report attached.

FISCAL IMPACT:

ATTACHMENTS:
Continuation Request - Continue to January 14, 2020
Staff Report - CUP 2019-09 Urgent Care
Resolution No. 2019-26
Resolution No. 2019-31
Attachment 1: Operational Statement
Attachment 2: Site Plan 2019-09
Attached 3: Site Plan Letter 2019-41
Attachment 4: Notice of Exemption No. 2019-48

From: Alondra Williams [mailto:Alondra@lcfresno.com]
Sent: Monday, December 2, 2019 9:59 AM
To: Gabrielle Myers <GdeSilva@cityofhanfordca.com>; Richard Walbridge <Rich@lcfresno.com>
Cc: Mark Manha <mmanha@cityofhanfordca.com>; Richard Walbridge <Rich@lcfresno.com>; Renee Wright <Renee@lcfresno.com>
Subject: RE: Planning Commission Meeting / Scheduling Conflict

Good morning Gabrielle,

We would like to see if we can reschedule our PC meeting to January 14th because of staff's inability to attend. Please let me know if this is possible when you have time.

Thank you,

Alondra Williams, MBA-CED
Development Project Manager
Legacy Construction
Mobile: 559.290.0161
Office: 559.291.1922
Fax: 559.314.6190

lcfresno.com
2045 N. Fine Avenue Fresno, CA 93727
License # 891883

Attachment: Continuation Request - Continue to January 14, 2020 (CUP 2019-09/VAR 2019-03)

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, December 10, 2019

PROJECT: **Conditional Use Permit No. 2019-09,** a request to convert a former auto center into an urgent care facility in the C-R Regional Commercial zone district.

Variance No. 2019-03, a request to deviate from the standards of Section 17.18.130.B of the City of Hanford's Municipal Code, in order to remove the block wall requirement along the rear lot line.

LOCATION: The project is located at 1545 Mall Drive (APN 011-060-032).

PLANNER: Mark Manha, Assistant Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2019-26, approving Conditional Use Permit No. 2019-09.

2. Adopt Resolution No. 2019-31, approving Variance No. 2019-03.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2019-26, approving Conditional Use Permit No. 2019-09.

2. I move to adopt Resolution No. 2019-31, approving Variance No. 2019-03.

PROJECT DESCRIPTION

The project is a request to convert a former auto center into an urgent care facility in the C-R Regional Commercial zone district. The applicant has also requested a variance to deviate from the standards of Section 17.18.130.B of the City of Hanford's Municipal Code, in order to remove the block wall requirement along the rear lot line.

According to the operational statement provided in **Attachment 1, "**Our client provides a community based health clinic for walk-in medical services and other urgent care services. The clinic will have a variety of medical services available both for walk-in as well and insubstantial appointment. Medical services will include medical, dental, and behavioral health. Patients will not be rendered unconscious or sedated at any time." Urgent care center or other walk-in clinic is a permitted use with a conditional use permit in the C-R Regional Commercial zone district.

The applicant proposes to provide an urgent care center inside an existing structure without the required block wall along the rear lot line.

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

Project Location

The proposed project is located at 1545 Mall Drive (APN 011-060-032), formerly occupied by Sears Auto Center (see Figure 1, below).

Entitlement

The applicant has submitted Site Plan Review No. 2019-41 for the project, proposing the conversion of the former auto center into an urgent care facility (see **Attachment 2**). Site Plan Review No. 2019-41 was reviewed by the Site Plan Review Committee. Conditions of approval appear in the approval letter (see **Attachment 3**). All conditions of approval cited in the site plan review approval letter are also conditions of approval for this conditional use permit application and this variance application.

The project site was previously occupied by Sears Auto Center. An application was submitted for a Site Plan Review on February 3, 1999 to construct an 8,900-square-foot Sears Tire, Battery, and Accessory (TBA) store; the application was completed on March 22, 1999. An application for a Zoning & Safety Certificate of Occupancy was submitted on December 7, 1999 and finalized on December 28, 1999. Sears Auto Center's business license expired on March 31, 2019.

Figure 1:
Land Use (property outlined in red)

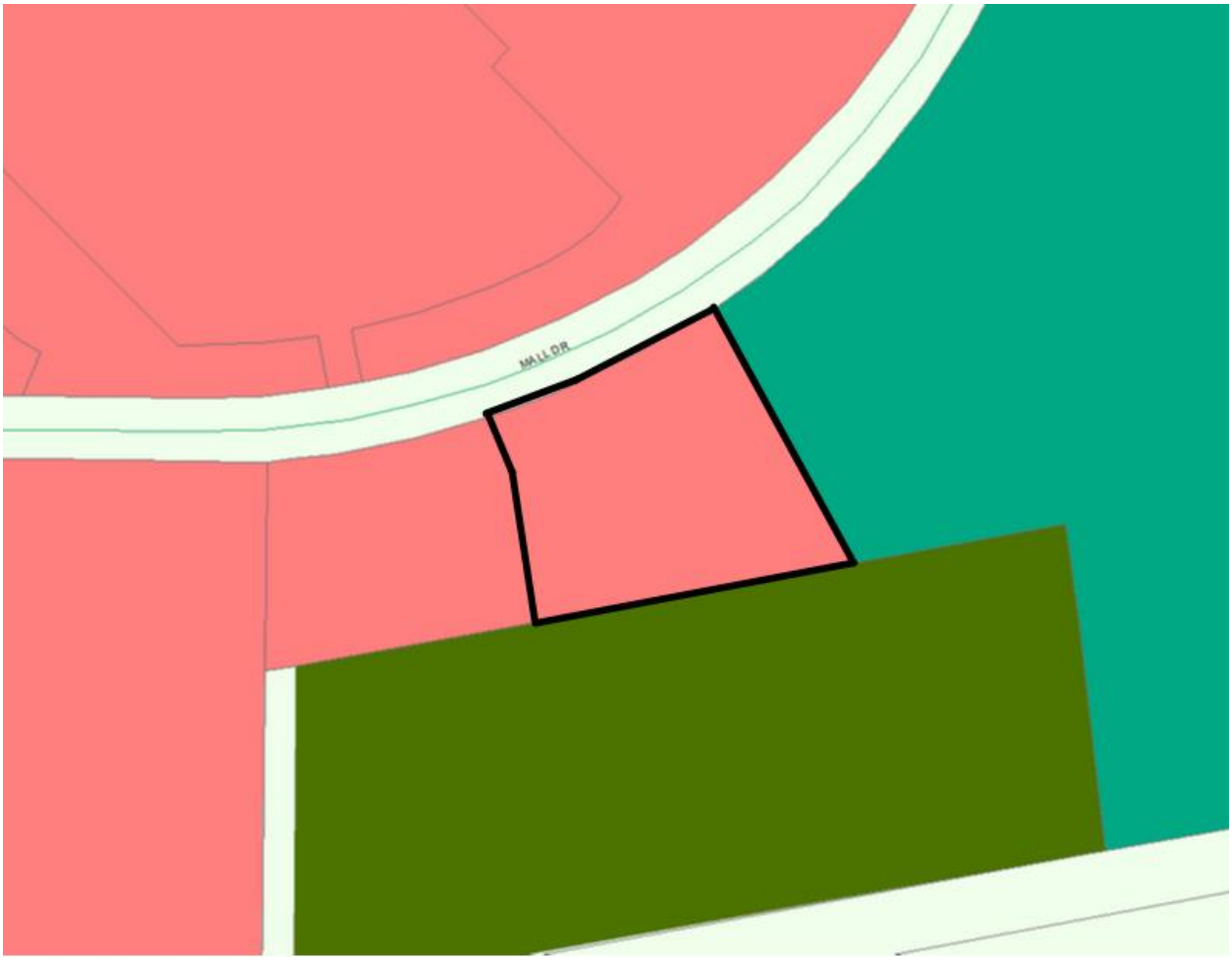
Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

BACKGROUND INFORMATION

General Plan Designation

The General Plan designates the property as Regional Commercial (see Figure 2, below). According to General Plan Policy L47, the purpose of the Regional Commercial land use designation is to provide a variety of commercial goods, entertainment, and services in large-format shopping centers for both the Hanford community and the larger region outside of Hanford. The use of an urgent care facility will provide a service to the Hanford community. According to General Plan Policy L48, typical uses in the Regional Commercial land use designation include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. The use proposed by the applicant is consistent with the goals and policies of the Hanford General Plan to provide services for the Hanford community.

Figure 2:
General Plan Designation (property outlined in bold)
Regional Commercial

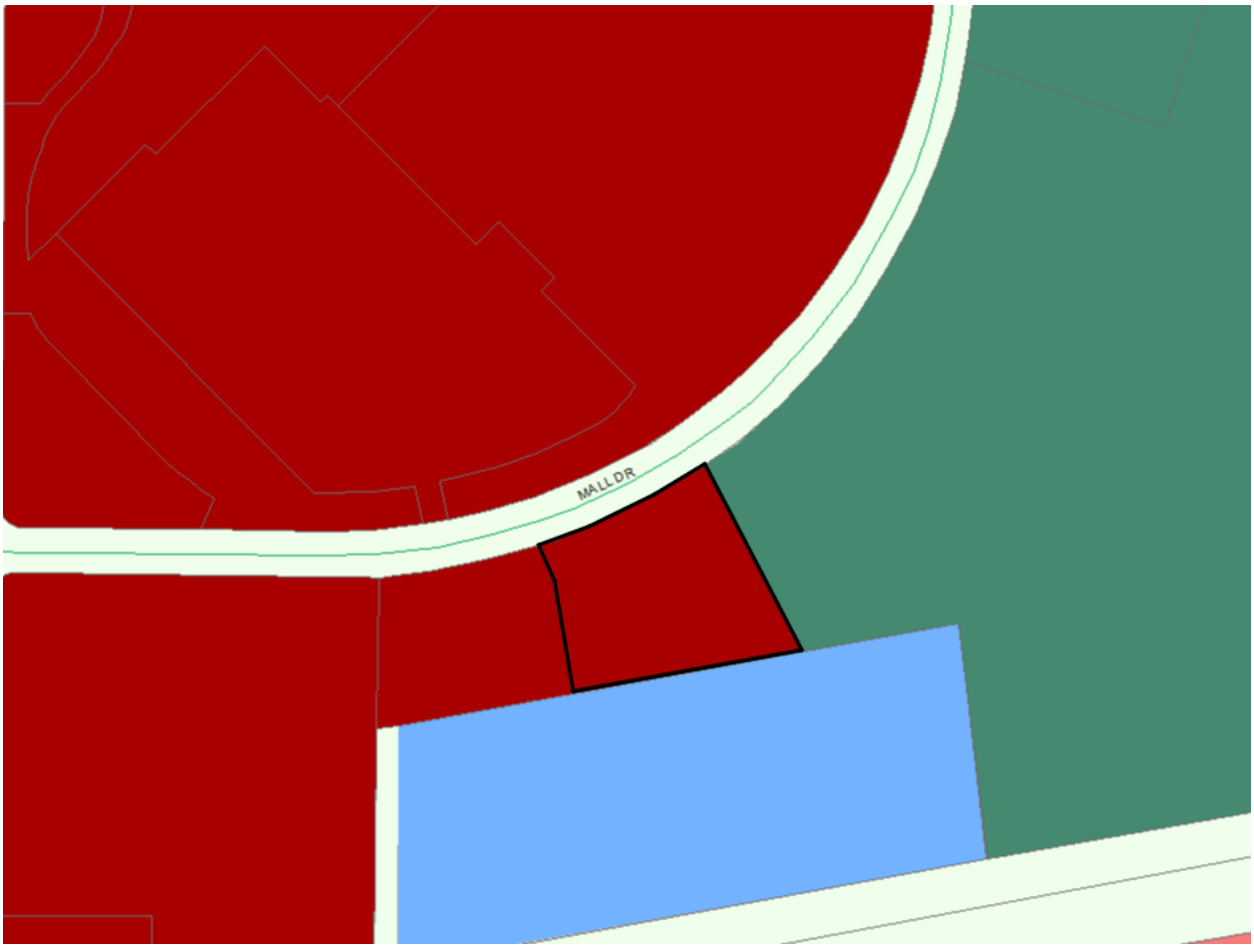


Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

Zoning Designation

The property is zoned C-R Regional Commercial, which corresponds with the General Plan designation (see Figure 3, below). The applicant seeks to allow an urgent care center or other walk-in clinic in the C-R Regional Commercial zone district. According to the Commercial, Office, and Industrial Zone Use Table, presented in Table 17.08.030 of the Hanford Municipal Code, urgent care center or other walk-in clinic requires a Conditional Use Permit in the C-R Regional Commercial zone district (see Figure 4, below). An "urgent care center or other walk-in clinic" means a facility that provides medical treatment of injuries or illnesses that do not require treatment typically provided in an emergency room, typically without an appointment. This use includes urgent care centers, free clinics, hospital-based health clinics, and community health clinics, but does not include ancillary retail clinics located within a retail store, food market, or pharmacy. (E9)

Figure 3:
Zoning Designation (property outlined in bold)
C-R Regional Commercial



Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

Figure 4:
Land Use Table

Commercial, Office, and Industrial Use Table

P = Use is Permitted by Right C = Use Requires Conditional Use Permit
A = Use Requires Administrative Use Permit T = Use Requires Temporary Use Permit
Blank = Use is Not Allowed

	Land Uses	Commercial Zones				Mixed Use Zones			Industrial and Office Zones				Other Zones			
		C-N	C-R	C-S	C-H	MX-N	MX-C	MX-D	O-R	O	I-L	I-H	AP	PF	CO	Specific Land Use Standards (See Identified Section)
E9	Urgent care center or other walk-in clinic	P	C	C		P	P	P		P						

PROJECT EVALUATION

Conformance with the standards of the C-R Regional Commercial zone district

17.18.030 Site Area

In the C-R Regional Commercial zone district, the minimum site area shall be 10 acres. The site may be divided into multiple separate lots, if a reciprocal use agreement for shared common access and parking areas is recorded with the Kings County's Recorder's Office. Existing sites of less than 10 acres may be developed in accordance with the specifications of Chapter 17.18 of the Municipal Code. The subject property is a 1.36-acre existing and developed site. The existing parcel is considered a legally nonconforming lot, which means a lot legally created in accordance with the State Subdivision Map Act prior to the adoption or amendment of the zoning ordinance, but which does not meet all of the provisions, standards, and requirements of the zoning ordinance applicable to lots. A nonconforming lot may be used for any use allowed in the zone district in which it is located. Although the site area does not comply with the current C-R Regional Commercial zone district requirements, the lot may still be used for any use permitted or conditionally permitted in the C-R Regional Commercial zone district.

The applicant does not propose modifications to the existing site area.

17.18.040 Lot Dimensions

The minimum lot frontage in the C-R Regional Commercial zone district shall be 40 feet, unless a reciprocal use agreement for shared common access and parking areas is recorded with the Kings County Recorder's Office. The project site has approximately 238 feet of street frontage along Mall Drive. The property exceeds the lot frontage requirement for the C-R Regional Commercial zone district.

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

17.18.050 Coverage

The maximum coverage of the lot shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. All required building setbacks, landscaping, off-street parking and loading requirements were evaluated and mandated as part of the site plan review process.

17.18.060 Building Setback Area

No structure is permitted to be placed within a building setback area.

Front-Building Setback

In the C-R Regional Commercial zone district, the front building setback shall be 15 feet. On corner lots, the shortest street frontage shall be the front building setback area. The building setback is currently 72 feet 10 inches from the front property line along Mall Drive, which satisfies the requirement of the C-R Regional Commercial zone district.

Side-Building Setback

The side building setback area shall be zero feet, except where the side lot line abuts a public street or an R-L, R-M, R-H, O-R, O, PF, AP, or CO zone district, then the side building setback area shall be 15 feet. The eastern side lot line abuts an Office zone district, which requires a 15-foot setback. The building setback is eight inches from the eastern side lot line, which does not meet the requirement. However, the structure is considered a legally existing, nonconforming structure. According to Section 17.90.040(A) of the City of Hanford's Municipal Code, "a structure shall be deemed nonconforming if it was lawfully erected prior to the adoption or amendment of this title, but which now does not meet all of the provisions, standards, and requirements of this title applicable to structures." Therefore, since the structure was constructed legally under the zoning ordinance in effect in 2000, the structure shall be considered legally existing non-conforming. The building may remain, as is. The applicant does not propose to expand the building or bring the site into further non-conformance.

Rear-Building Setback

The rear building setback may be zero feet from the rear lot line, except where the rear lot line abuts a public street or an R-L, R-H, R-M, O-R, O, PF, AP, or CO zone district, then the rear building setback shall be fifteen (15) feet. A PF use is adjacent to the rear lot line; therefore, the rear lot line must have at least a 15-foot setback. The building is setback 34 feet 5 inches from the rear property line, which exceeds the requirement.

17.18.070 Distances Between Structures

The minimum distance between a structure used solely for residential purposes and another structure shall be 10 feet, except as provided by the building code. There are no residential structures on the site.

17.18.080 Height of Structures

The maximum height of structures in the C-R Regional Commercial zone district is 35 feet. The maximum height of the structure is 31 feet. No building expansion is proposed in the request for

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

a conditional use permit. Therefore, the structure does not and will not exceed the maximum height requirement.

17.18.090 Driveways

Whenever possible, developments in the C-R Regional Commercial zone district shall share driveways to minimize the number of driveways on public streets. The site is fully developed and has two drive accesses to the site on Mall Drive. There are no changes proposed to the existing driveways; therefore, the driveway requirements have been satisfied.

17.18.100 Off-Street Parking

There are 55 parking stalls provided for the site, three of which are ADA-accessible, as shown on approved Site Plan Review No. 2019-41. The structure is 8,936 square feet. Chapter 17.54.040 of the City of Hanford's Municipal Code requires one space per 250 square feet for all office and medical uses, except call center, hospital, and pharmacy. Therefore, a minimum of 36 parking stalls is required. This exceeds the requirement of the Municipal Code.

Calculation: 8,936 sq. ft. ÷ 250 sq. ft. = 35.744 parking stalls (minimum)

The applicant does not propose an increase to the site's existing square footage; therefore, additional parking is not required.

17.18.110 Usable Open Space

New developments shall provide a common outdoor, shaded sitting area for use by customers. This is not a new development; therefore, it does not require additional usable open space.

17.18.120 Landscaping

There is existing landscaping on the property and that landscaping must meet the requirements laid out in Chapter 17.18.120 of the City of Hanford's Municipal Code. Landscaping shall be provided and permanently maintained in a setback area not less than 15 feet from a lot line adjoining a street. All building setback areas and open space areas required by this title that are visible from a public right-of-way shall be landscaped. All areas of a project site not intended for a specific use, including pad sites held for future development, shall be landscaped. Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas. Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six-inch high and six-inch wide concrete curb. In the O and OR zone districts, and in all commercial, mixed use, and industrial zone districts, not less than five percent of the interior square footage of a parking area shall be landscaped with trees and other plant materials suitable for ornamentation. Parking areas are to have one tree placed at every four lineal parking spaces. Landscaped areas shall be distributed throughout the parking area and peripheral areas to the extent practical in consideration of the size and design of the parking area. Parking lots developed next to a street shall provide a landscape buffer between the street and the parking lot of at least ten feet. The site satisfies all landscape requirements.

17.18.130 Screening, Fences, and Walls

There is an existing six-foot high, slatted, chain-link fence along the rear setback and western side setback of the property.

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

According to the Municipal Code Section 17.18.130.B, a block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district. The rear lot line abuts a PF zone district; therefore, a block wall is required along the rear property line. Under the variance application, the applicant proposes to deviate from the Municipal Code Section 17.18.130.B, in order to remove the block wall requirement along the rear lot line. The applicant proposes to have the existing fencing along the rear property line remain.

17.18.140 Signs

There is an existing monument sign in the front of the property, one building sign on the front of the building, and one building sign on the west side of the building. All signage must follow the standards set in Chapter 17.56 of the City of Hanford's Municipal Code. For permanent building signs, there is no limit to the number of signs allowed for each business as the allowed square footage of sign per building frontage is cumulative. Establishments with a primary building frontage less than 300 feet may have a sign with a size of two square feet per one lineal foot up to a maximum of 350 square feet along the primary frontage, with 50 square feet allowed regardless of frontage length. Secondary building frontages must only have signs be one square foot per lineal foot up to a maximum of 200 square feet per secondary frontage, with 35 square feet allowed regardless of frontage length. For permanent freestanding signs, there is only one sign allowed per establishment, with an additional sign allowed on sites within an integrated shopping center. The face of the non-additional sign may only be a maximum of 40 square feet, with a height of: six feet if set back 10 feet from the property line, five feet if set back five feet from the property line, and four feet if set back zero feet from the property line.

Signage requires a separate application and will be evaluated at the time of submittal.

17.18.150 General Provisions and Standards

All uses within the C-R Regional Commercial zone district are required to be conducted entirely within a completely enclosed permanently fixed structure, except where specifically permitted by this title. The use proposed will occur within an existing, permanently fixed structure.

All requirements of the C-R Regional Commercial zone district, prescribed by Chapter 17.18 of the Hanford Municipal Code, are satisfied, except for the block wall requirement. The applicant seeks to eliminate the requirement for a block wall; for this reason, the variance has been submitted.

Variance No. 2019-03

The purpose of the variance application is to deviate from the standards of the Hanford Municipal Code Section 17.18.130, in order to remove the block wall requirement and allow the applicant to retain the existing six-foot, slatted, chain link fence along the rear property line.

Block walls are required wherever the C-R Regional Commercial zone district abuts a residential zone district, P-F Public Facility zone district, AP Airport Protection zone district, or CO Conservation zone district.

Block walls are required for a variety of reasons, including to provide a buffer between uses, to provide privacy between uses, and to reduce noise impacts between noise-generating uses and uses which do not generate excessive noise.

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

Buffer

Block walls provide a buffer between uses by physically separating the uses. For example, block walls are provided between commercial and residential uses in order to provide a clear, physical separation of the differing uses. Block walls are often required when abutting P-F Public Facility zone districts to provide a separation between commercial, industrial, and office uses and school facilities, parks, and basins.

In this instance, the P-F Public Facility zone district is occupied by a City storm-drainage retention basin. The use is not occupied by persons, except occasionally to provide maintenance to the basin. The slatted chain link fence provides a sufficient barrier between the urgent care use and the adjoining retention basin.

Privacy

Block walls can provide privacy between uses, by reducing the visual impact of uses. Block walls are often required between commercial and residential uses in order to provide privacy to residents, so that residents cannot be seen from the commercial use. Similarly, block walls are required when commercial, office, or industrial uses abut a public facility use such as a school or park, so that patrons/employees are not infringing on the privacy of students/park-goers.

In this instance, the P-F Public Facility zone district is occupied by a City storm-drainage retention basin. The use is not occupied by persons, except occasionally to provide maintenance to the basin. The slatted chain link fence provides a sufficient privacy screen between the urgent care use and the adjoining retention basin.

Noise Impacts

Block walls provide a noise buffer between uses. According to the Department of Transportation (DOT), “block walls can create a noise barrier, which is an obstacle placed between a noise source and a receiver which interrupts the path of the noise. Noise barriers reduce noise by blocking the direct travel of soundwaves from a source to adjacent homes or businesses, forcing the waves over the top or around the barrier. It is important to note that barriers are not designed to eliminate or block all noise.”

In this instance, the P-F Public Facility zone district is occupied by a City storm-drainage retention basin. The use is not occupied by persons, except occasionally to provide maintenance to the basin. If this P-F Public Facility zone was occupied by a school or park, the block wall requirement would be necessary to provide a noise barrier between the uses.

The goals to provide privacy and separation between uses can be achieved by the existing, six-foot, slatted chain-link fence.

Noise reduction between the urgent care center and retention basin is not necessary, since the retention basin will not be impacted by the urgent care activities.

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

FINDINGS FOR APPROVAL: CONDITIONAL USE PERMIT NO. 2019-09

Conditional Use Permit No. 2019-09

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

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

   ANALYSIS: That the proposed use will occupy an existing building and not impair the integrity and character of the C-R Regional Commercial zone district. The use is consistent with the regulations set forth in Chapter 17.18 of the City of Hanford's Municipal Code for the C-R Regional Commercial zone district. The use of an urgent care center or other walk-in clinic is listed as a permitted use with the approval of a Conditional Use Permit in the C-R Regional Commercial zone district, as prescribed in the Land Use Table in Section 17.08.030.

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

   ANALYSIS: That the proposed urgent care center or other walk-in clinic is compatible with the C-R Regional Commercial zone district. The use is consistent with the regulations set forth in the Hanford Municipal Code Section 17.18 for the C-R Regional Commercial zone district. There is a medical center adjacent to the proposed use and other urgent care centers or other walk-in clinics may be permitted within the zone district in the future, with approval of a conditional use permit.

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

   ANALYSIS: That according to General Plan Policy L47, the purpose of the Regional Commercial land use designation is to provide a variety of commercial goods, entertainment, and services in large format shopping centers for both the Hanford community and the larger region outside of Hanford. The use of an urgent care center or other walk-in clinic will provide a service to the Hanford community. In accordance with General Plan Policy L48, typical uses in the Regional Commercial land use designation include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. The use of an urgent care center or other walk-in clinic is consistent with the policies of the General Plan pertaining to the C-R Regional Commercial zone designation as it provides a service that benefits the community.

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

   ANALYSIS: That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 4**.

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

ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of Chapter 17.18 of the City of Hanford's Municipal Code for the C-R Regional Commercial zone district. The use of an urgent care center or other walk-in clinic is compliant with the Hanford Municipal Code. Any improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in Site Plan Review No. 2019-41 and the resolution.

FINDINGS FOR APPROVAL: VARIANCE NO. 2019-03

Variance No. 2019-03

In taking action on a variance, the Planning Commission must make the appropriate findings, in accordance with Section 17.84.050 of the Hanford Municipal Code:

1. That there are special circumstances applicable to the property, including size, shape, topography, location or surroundings, are such that the strict application deprives such property of privileges enjoyed by other property in the vicinity that are in the same zone district;

   ANALYSIS: That the special circumstance applicable to the property is its surroundings. Properties in the C-R Regional Commercial zone district constructed/that went through the Site Plan Review process prior to the Zoning Ordinance update in 2017 were not required to have a block wall adjacent to properties in the P-F Public Facilities zone district. This applies to a neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, that sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. Adventist Medical Center, located in the O Office zone district, is also adjacent to this property and also has fencing adjacent to the P-F Public Facilities zone district. If the current fencing is replaced by a block wall, the wall would be freestanding between two fences. There are not examples of other instances where a C-R Regional Commercial features a stand-alone masonry block wall located between two fences.

2. That the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the vicinity and that are in the same zone district and denied to the property for which the variance is sought;

   ANALYSIS: That the variance is necessary in order to keep the same fence that exists on and connects to neighboring properties. Properties in the C-R Regional Commercial zone district constructed/that went through the Site Plan Review process prior to the Zoning Ordinance update in 2017 were not required to have a block wall adjacent to properties in the P-F Public Facilities zone district. This applies to a neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, that sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. The block wall requirement denies this property the ability to enjoy the right to have a fence on its rear lot line, a substantial property right possessed by a property in the vicinity and that are in the same zone district.

3. That the variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located;

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

ANALYSIS: That allowance of the variance to remove the requirement of the block wall on the rear lot line will not create a safety hazard. There is a fence existing between the rear property line and the neighboring property line, which provides a physical barrier between the site and the basin. The allowance of the variance is not materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located. The goals of providing a block wall, to provide privacy and physical separation, can be achieved by maintaining the existing six-foot, slatted, chain-link fence along the rear property line.

4. That the variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which such property is located;

   ANALYSIS: That other properties in the C-R Regional Commercial zone district with block walls did not remove existing fencing that connected to fencing on adjacent properties next to a P-F Public Facilities zone district. A neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. The block wall requirement denies this property of the use that other properties in the vicinity and that are in the same land use district enjoy.

5. That the variance does not allow a use or activity which is prohibited in the zone district where the property is located;

   ANALYSIS: That the proposed use of an urgent care center or other walk-in clinic is listed as a permitted use with the approval of a Conditional Use Permit in the C-R Regional Commercial zone district, as prescribed in the Land Use Table in Section 17.08.030. The appropriate findings have been made in order to support approval of the conditional use permit, in accordance with Section 17.80.030 of the Municipal Code. Removing the block wall will not allow a use or activity which is prohibited in the zone district.

6. That the variance is consistent with the purposes of this title;

   ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is its surroundings. Properties in the C-R Regional Commercial zone district constructed/that went through the Site Plan Review process prior to the Zoning Ordinance update in 2017 were not required to have a block wall adjacent to properties in the P-F Public Facilities zone district. This applies to a neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, that sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. There are not examples of other instances where a C-R Regional Commercial zone district features a stand-alone masonry block wall located between two fences. The block wall requirement denies this property a privilege that other properties in the vicinity and that are in the same land use district enjoy.

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

7. That the variance will be consistent with the General Plan.

   ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Commercial Land Use Designations Goal L12, which aims to have compatibility of commercial land uses with adjacent, surrounding land uses.

PUBLIC COMMENTS

A Notice of Public Hearing for a Conditional Use Permit and Variance was noticed in the local newspaper on November 27, 2019 and mailed to property owners within 300 feet of the project site on November 27, 2019. No comments were received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. There are no exceptions to this exemption, as per Section 15300.2 Exceptions of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 4.**

CONDITIONS OF APPROVAL

Staff recommends that the following conditions of approval be included in the resolutions:

Conditional Use Permit No. 2019-09:

1. That the applicant operates consistent with their approved operational statement.

2. Any changes or expansion of the use shall be reviewed by the Community Development Department and subject to the necessary entitlement process.

Variance No. 2019-03:

1. That the applicant maintains the six-foot, slatted, chain-link fence in good condition.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2019-26, approving Conditional Use Permit No. 2019-09.

2. Adopt Resolution No. 2019-31, approving Variance No. 2019-03.

Property Owner/Applicant:
Legacy Realty & Development
2045 N. Fine Ave.
Fresno, CA 93727

Attachment: Staff Report - CUP 2019-09 Urgent Care (CUP 2019-09/VAR 2019-03)

RESOLUTION NO. 2019-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO CONDITIONAL USE PERMIT NO. 2019-09, A REQUEST TO CONVERT A FORMER AUTO CENTER INTO AN URGENT CARE FACILITY IN THE C-R REGIONAL COMMERCIAL ZONE DISTRICT. THE PROJECT IS LOCATED AT 1545 MALL DRIVE (APN 011-060-032).

At a regular meeting of the City of Hanford Planning Commission duly called and held on December 10, 2019 on motion of Commissioner , seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, Conditional use permit No. 2019-09, a request to convert a former auto center into an urgent care facility in the C-R Regional Commercial zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17.80 of the Hanford Municipal Code; and

WHEREAS, the project is located at 1545 Mall Drive (APN 011-060-032); and

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

WHEREAS, the project is exempt from environmental review, per Section 15301 Existing Facilities of the California Environmental Quality Act of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared; and

WHEREAS, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings pursuant to Section 17.80.030 of the Hanford Municipal Code:

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

   ANALYSIS: That the proposed use will occupy an existing building and not impair the integrity and character of the C-R Regional Commercial zone district. The use is consistent with the regulations set forth in Chapter 17.18 of the City of Hanford's Municipal Code for the C-R Regional Commercial zone district. The use of an urgent care center or other walk-in clinic is listed as a permitted use with the approval of a Conditional Use Permit in the C-R Regional Commercial zone district, as prescribed in the Land Use Table in Section 17.08.030.

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

   ANALYSIS: That the proposed urgent care center or other walk-in clinic is compatible with the C-R Regional Commercial zone district. The use is consistent with the regulations set forth in the Hanford Municipal Code Section 17.18 for the C-R Regional Commercial zone district. There is a medical center adjacent to the proposed use and other urgent care centers or other walk-in clinics may be permitted within the zone district in the future, with approval of a conditional use permit.

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

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

   ANALYSIS: That according to General Plan Policy L47, the purpose of the Regional Commercial land use designation is to provide a variety of commercial goods, entertainment, and services in large format shopping centers for both the Hanford community and the larger region outside of Hanford. The use of an urgent care center or other walk-in clinic will provide a service to the Hanford community. In accordance with General Plan Policy L48, typical uses in the Regional Commercial land use designation include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. The use of an urgent care center or other walk-in clinic is consistent with the policies of the General Plan pertaining to the C-R Regional Commercial zone designation as it provides a service that benefits the community.

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

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

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

   ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of Chapter 17.18 of the City of Hanford's Municipal Code for the C-R Regional Commercial zone district. The use of an urgent care center or other walk-in clinic is compliant with the Hanford Municipal Code. Any improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in Site Plan Review No. 2019-41 and the resolution.

THEREFORE, BE IT RESOLVED that Conditional Use Permit No. 2019-09 be approved, subject to the conditions of approval for Site Plan Review No. 2019-41, attached as **Exhibit B**, and the conditions below:

1. That the applicant operates consistent with their approved operational statement, attached as **Exhibit C.**

2. Any changes or expansion of the use shall be reviewed by the Community Development Department and subject to the necessary entitlement process.

EXPIRATION

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

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

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

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

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

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 10th day of December 2019.

Darlene R. Mata, Secretary

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

Exhibit A
Site Plan

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

legacy construction
lcfresno.com
Message: 559.291.1922
commercial + professional office + industrial

2045 N. Fine Avenue + Fresno, California 93727
Message: 559.291.1922 + Facsimile: 559.314.6190
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LEGACY CONSTRUCTION

PROPOSED SITE AND BUILDING TENANT IMPROVEMENT

1545 MALL DRIVE
HANFORD, CA.

APN 011-060-032
1.363 ACRE SITE

REVISIONS

DESCRIPTION	DATE

COPYRIGHT © 2019 LEGACY CONSTRUCTION COMPANY

SHEET DESCRIPTION
SITE PLAN -

DATE	OCTOBER 3, 2019
DRAFTING	RA
JOB NUMBER	-
COMPUTER FILE	-
PROJECTION	-
DESCRIPTION	-

A-1.1

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

Exhibit B
Site Plan Review Approval Letter – Conditions of Approval

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

City of **HANFORD**
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

MAYOR
JOHN DRAKLER
VICE-MAYOR
FRANCISCO RAMIREZ
COUNCIL MEMBERS
MARTIN DEVINE
ART BRIENO
SUE SORENSEN
CITY MANAGER
MARIO CIFUENTEZ II
CITY ATTORNEY
ROBERT M. DOWD

DATE: December 5, 2019

PROJECT: Site Plan Review 2019-41 (502-1092)

APPLICANT: Legacy Realty & Development

LOCATION: 1545 Mall Drive (APN 011-060-032)

PROPOSAL: Former auto center to urgent care facility

ZONING: C-R Regional Commercial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: October 16, 2019

Enclosed for your review are the comments and decisions of the Site Plan Review Committee. Please review all comments, since they may impact your project:

☐ **RESUBMIT:** Major changes to your plans are required prior to accepting construction drawings for a building permit. A meeting with the Site Plan Review Committee is not required.

☐ **MEETING REQUIRED:** During site plan review, concerns were identified, schedule a meeting with the following prior to resubmittal:

- ☐ Planning
- ☐ Fire
- ☐ Solid Waste
- ☐ Wastewater
- ☐ Building
- ☐ Engineering
- ☐ Police
- ☐ Parks and Recreation

☒ **REVISE AND PROCEED**

- ☒ Approved subject to the following and the attached conditions of approval.
- ☒ Submit plans for a building permit between the hours of 8:00 a.m. and 4:00 p.m.
- ☒ Your Plans must be reviewed by:

  - ☐ City Council
  - ☐ Parking and Traffic Commission
  - ☐ Other: _____
  - ☒ Planning Commission **CUP**
  - ☐ Parks and Recreation Commission

Signed,

Mark Manha

Mark Manha, Assistant Planner
Community Development Department

December 5, 2019
DATE

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

EXPIRATION

A site plan approval shall expire one (1) year from its approval date, unless a building permit application has been submitted or the use has commenced. Prior to expiration, the Community Development Director may extend the permit expiration date by one (1) year if there is substantial evidence that the applicant is diligently pursuing building permit approval or commencement of the use (Hanford Municipal Code Section 17.72.070).

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.070). **Exemption No. 2019-56**

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

- ☒ PLANNING
- ☒ BUILDING
- ☒ ENGINEERING
- ☐ SOLID WASTE
- ☐ WASTEWATER
- ☐ POLICE
- ☒ FIRE
- ☐ PARKS AND RECREATION

DEFENSE AND INDEMNIFICATION PROVISION

That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify, and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.

APPLICANT'S STATEMENT (Must be signed prior to issuance of a building permit)

I have reviewed a copy of the Site Plan Review Approval No. 2019-41 and I understand that the proposed construction and/or land use is dependent upon the fulfillment of the conditions of approval and construction of all required public improvements prior to use, inauguration, or occupancy, unless other arrangements are approved.

Applicant or Authorized Representative

_____

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: October 16, 2019
SITE PLAN NUMBER: 2019-41
CONTACT: Gabrielle Myers, Senior Planner (559) 585-2578

General Plan Designation: Regional Commercial

Zoning: C-R

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

The project does meet the requirements of the Hanford Municipal Code, development standards and other codes and policies.

Corrections: (to be shown on building permit)

1. A block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, **PF**, AP, or CO zone district.

   - The property abuts a PF zone district along the rear property line.

Required Entitlements:

- Conditional Use Permit: The use of an urgent care requires a conditional use permit in the C-R Regional Commercial zone district. (TBD)

General Requirements:

1. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.

2. That all approved proposals of the applicant be conditions of development, if not mentioned herein.

3. That the site be developed according to the approved site plan, titled Site Plan Review No. 2019-41 with minor modifications to be approved by the Community Development Department.

4. That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this Site Plan Review shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

5. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

find shall be properly investigated and appropriate measures are to be taken before construction may continue.

6. That the use of the urgent care facility shall be consistent with the urgent care definition provided in the Hanford Municipal Code: "Urgent care center or other walk-in clinic" means a facility that provides medical treatment of injuries or illnesses that do not require treatment typically provided in an emergency room, typically without an appointment. This use includes urgent care centers, free clinics, hospital-based health clinics, and community health clinics, but does not include ancillary retail clinics located within a retail store, food market, or pharmacy. (E9)

C-R Zone Requirements (all checked shall apply)

Building Setback Areas (Section 17.18.060) **–** no building expansion proposed.

☒ That the appropriate setbacks be maintained, as follows:

☒ The front building setback area shall be 15 feet.

☒ The rear building setback shall be 15 feet, as the rear lot line abuts a PF zone district.

☒ The side building setback may be zero.

☒ The street side building setback shall be 15 feet.

Off Street Parking: (Section 17.18.100 and 17.54).

☒ The applicant shall maintain a minimum **36 parking stalls,** two of which are ADA-accessible, based on the ratio for office uses – one stall per 350 sq. ft.

Calculation:

8,936 sq. ft. of building area ÷ 250 sq. ft. = 35.74 stalls (36 minimum)

Fencing and Walls: (Section 17.18.130)

☒ **That a block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district.**

☒ That no fence or wall shall be placed in front of or within any landscaped area located next to a street.

☒ That the open storage of materials and equipment attendant to a use shall be permitted only within an area surrounded or screened by a solid wall or fence seven feet minimum in height.

☒ That any proposed fencing on the site be maintained in good repair.

☒ That no fence or wall shall be placed within the public right-of-way.

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

☒ That a masonry fence exceeding three (3) feet in height shall require engineered footings and a building permit. All other fencing exceeding seven (7) feet in height shall require engineered post footings and a building permit.

☒ That no hedge, shrub, fence, or wall exceeding the three (3) feet in height, or four (4) feet in height if the upper one (1) foot is fifty (50) percent or more open shall be planted, placed, or maintained within the twenty-five (25) feet corner sight triangle of a corner lot, or along a front or street side property line where the hedge, shrub, fence, or wall creates a traffic or pedestrian hazard as determined by the Community Development Director.

Landscaping: (Section 17.18.120 and 17.52). – That all existing landscaping remain for the site.

☒ That landscaping shall be provided and permanently maintained in a setback area not less than 15 feet from a lot line adjoining a street, except where the setback area is covered by structures, parking, or driveways.

☒ General Design Standards: the following features shall be incorporated into the design of the proposed landscape and shown on the required landscape plans:

- ☒ Publicly maintained landscape areas shall be separated from privately maintained landscape areas with, at a minimum, a four (4) inch wide concrete mow strip.
- ☒ Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas.
- ☒ Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six (6) inch high and six (6) inch wide concrete curb.
- ☒ Concrete mow strips, when used, shall be a minimum of four (4) inches in width.
- ☒ Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas.
- ☒ Trees and shrubs shall be planted and maintained in a manner that protects the basic rights of adjacent property owners, particularly the right to solar access.
- ☒ Trees planted within five (5) feet of sidewalks or curbs shall have an eighteen (18) inch by ten (10) foot long linear root barrier placed at each edge of the sidewalk or face of curb, centered on the tree.

☒ Plant materials. Plant materials shall be selected and installed in accordance with the following requirements:

- ☒ The size of ten (10) percent of the trees to be planted shall be twenty-four (24) inch box or larger. The remaining trees shall be sized fifteen (15) gallons or larger.
- ☒ The size of seventy (70) percent of plants and shrubs shall be at five (5) gallon or larger. The remaining plants and shrubs shall be sized one (1) gallon or larger.

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

☒ The size of groundcover at planting shall be one (1) gallon or larger.

☒ Groundcover shall be designed to have one hundred (100) percent coverage within two (2) years.

☒ Drought tolerant plant material and climate appropriate species shall be emphasized in the design.

☒ That the landscaped area shall be planted with live and healthy plant materials suitable for screening/or ornamenting the site. Landscaped areas shall be watered by automatic systems and designed and developed in accordance with Chapter 12.08 and the most recent State Model Water Efficient Landscaped Ordinance.

☒ That no fence, hedge, or shrub shall be installed, planted, or maintained along a street frontage, which creates a traffic or pedestrian hazard.

Signage: (Section 17.56).

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

Outdoor Lighting Standards (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 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 the 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 the height of freestanding light fixtures, including freestanding parking lot fixtures, shall be measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture and shall not exceed 50 feet.

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. 2019-26 (CUP 2019-09/VAR 2019-03)

Hanford Fire Department

Contact Battalion Chief David Sumaya @ 559-585-2545 or dsumaya@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review: 2019-41 (502-1092)

Date: 10/14/19

Project #: CUP 2019-06 (508-0216) Medical Clinic 1545 Mall Dr.

General Instructions

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

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☐ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☐ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☐ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Contact the fire department for submittal process.
   - ☐ NFPA 13 System per CFC 903.3.1.1
   - ☐ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)

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☐ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)

6. ☐ For automatic sprinkler systems, ***a separate permit must be submitted*** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.

7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
   - At least one man door shall be provided - only exterior door(s) are allowed,
   - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
   - One-hour rated construction,
   - Fire sprinkler head coverage required,
   - Normal and emergency back-up lighting shall be installed inside the fire riser room,
   - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
   - For existing buildings: please contact the fire department for requirements.

8. ☒ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process. Existing fire sprinkler system shall be current on service records

9. ☐ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.

10. ☐ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.

11. ☐ Depending on the location of the existing fire hydrant(s), additional fire hydrants

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may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.

12. ☐ No additional hydrants are necessary for this project.

13. ☐ Number of additional hydrants necessary for this project:

14. ☐ Fire hydrant spacing shall be as follows:

a. **Residential development**: one hydrant shall be installed at 500 foot intervals.
b. **Commercial development**: one hydrant shall be installed at 300 foot intervals.
c. Or as required by Appendix C of the California Fire Code

15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.

16. ☐ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.

17. ☐ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.

18. ☐ Existing access roads are sufficient.

19. ☐ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.

Access road with a hydrant, the minimum road width shall be 26 feet exclusive of shoulders.

Aerial fire apparatus access roads (CFC D105.1): Where the vertical distance between the grade and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. CFC D105.2: Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

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20. ☐ Access road turning radius for fire apparatus is as follows (show all three on plans):

    a. 20 feet 1 inch inside turning radius (inside rear wheel)
    b. 36 feet 3 inch curb to curb (outside front wheel)
    c. 44 feet 6 inch outside radius (outside front bumper)
    d. 50 feet outside radius (outside of bucket)

21. ☐ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.

23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.

    a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
    b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
    c. Access roads 32 feet in width or more: No fire lanes required.

24. ☐ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.

25. ☐ Locked gates installed across fire department access roads:

    a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.

    b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.

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c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.

d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.

26. ☒ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
Existing KNOX BOX may be used

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

Size of Address Numbers:

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

28. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood in accordance with the most currently adopted edition of the CFC. ***A separate permit is required for the Type I hood***. Contact the fire department for submittal information.

29. ☒ Fire extinguishers shall be mounted 4 feet from the floor level and/or recessed in cabinets where required by the Fire Department. Cabinets shall be signed with the words Fire Extinguisher on the outside visible to the public. The size, type and location shall be determined by the City Fire Department.

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

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Hazardous Materials Management Plans and Hazardous Materials Inventory Statements shall be provided for hazardous materials in accordance with Appendix H of the California Fire Code.

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

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

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

BUILDING DIVISION
SPR 2019-041(502-1092) Change of Occupancy Auto Repair to Urgent Care
10-11-19
1545 Mall Dr.
Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

1. That building permits must be obtained from the City Building Division for each structure to include but not limited to: buildings, pools, fences, trash enclosures, signs and carports for any structural, plumbing, electrical or mechanical work being done.

2. That no building or structure shall be used or occupied, and no change in the existing occupancy classification of building or structure or portion thereof shall be made until the building official has approved the change and issued a Certificate of Occupancy.

3. That detailed dimensioned plans be provided to the Building Division for each structure prior to obtaining construction permits. Each structure will require a separate submittal and permit.

4. That each structure will require plans and calculations signed by an architect or engineer licensed to practice in the State of California. Submittal shall consist of as applicable:

    4.1 1 copy of the City of Hanford Permit Application form
    4.2 6 complete sets of Drawings, unless noted, including:
        4.2.1 Grading Plan (Civil Drawings, for reference)
        4.2.2 Site Plan
        4.2.3 Architectural Drawings
        4.2.4 Structural Drawings
        4.2.5 Electrical Drawings
        4.2.6 Mechanical Drawings
        4.2.7 Plumbing Drawings
        4.2.8 Landscape Plan (for reference)
        4.2.9 Planning Dept. “Conditions of Approval” or “Resolution” printed on the drawings and part of the drawing submittal
        4.2.10 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

****** Each structure will be considered a separate submittal. Grading, Landscaping, Signage and all Fire permits are separate submittals as well and require separate applications and submittals as applicable**.****

    4.3 2 complete sets of documentation, unless noted, including:
        4.3.1 Architectural Specifications
        4.3.2 Structural Calculations
        4.3.3 Electrical Calculations, if not included on the drawings
        4.3.4 Mechanical Calculations, if not included on the drawings
        4.3.5 Plumbing Calculations, if not included on the drawings
        4.3.6 Energy Calculations, if not included on the drawings
        4.3.7 CalGreen Compliance **including C & D Recycle plan**
        4.3.8 **Compliance with the City of Hanford Landscape Ordinance**
        4.3.9 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

5. **That the site, as well as the buildings, shall be made accessible and usable by the disabled in accordance with the California Building Code, Chapter 11B**.

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

6. That all construction shall conform to the Most Current Edition (2016) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen. (Submittals after Dec 31,2019 will be under the 2019 codes).

7. That the tenant, lessee, and/or owner are responsible for compliance with the Americans with Disabilities Act. By federal law your facility must be made accessible to the highest degree possible.

8. That the applicant provide a complete set of AS-BUILT drawings on CD, in “tif” format, to the Building Division prior to Final Inspection.

9. **Specifically, a floor plan showing floor area, exiting and location of bathrooms**.

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

Hanford Utilities and Engineering Department

Contact Utilities and Engineering Director John Doyel @ 559-585-2571 or jdoyel@cityofhanfordca.com concerning questions that you may have on the following conditions.

Trash Enclosure needs to be updated to current City Standards.

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

Exhibit C:
Operational Statement

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

CITY OF HANFORD:
OPERATIONAL STATEMENT FORM

DATE SUBMITTED TO CITY PLANNING: 10/2

BUILDING INFORMATION:

Address: 1545 Mall Drive, Hanford CA

Previous Building Use (*if known*): Automotive Dealership

Hours of Operation: 8:30 am - 9:00 pm

Days of Operation: Monday - Saturday

Number of Employees of the Maximum Working Shift: 18-20

Any Permit/License Required from Different Agency? N/A

Description of Proposed Use (*be as descriptive as possible; use additional paper if necessary*):

Urgent Care

Our facility meets the requirements for an 'Urgent Care Center' as defined by the City of Hanford. Our client provides a community based health clinic primarily for walk-in medical services and other urgent care services. The clinic will have a variety of medical services available both for walk-in and insubstantial appointments. Medical services will include medical, dental, and behavioral health. Patients will NOT be rendered unconscious or sedated at any time.

STAFF COMMENTS (*reserved for Office Use only):*

Attachment: Resolution No. 2019-26 (CUP 2019-09/VAR 2019-03)

RESOLUTION NO. 2019-31

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING VARIANCE NO. 2019-03, A REQUEST TO DEVIATE FROM THE STANDARDS OF SECTION 17.18.130.B OF THE CITY OF HANFORD'S MUNICIPAL CODE, IN ORDER TO REMOVE THE BLOCK WALL REQUIREMENT ALONG THE REAR LOT LINE. THE PROJECT IS LOCATED AT 1545 MALL DRIVE (APN 011-060-032).

At a regular meeting of the City of Hanford Planning Commission duly called and held on December 10, 2019 on motion of Commissioner , seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, Variance No. 2019-03, a request to deviate from the standards of Section 17.18.130.B of the City of Hanford's Municipal Code, in order to remove the block wall requirement along the rear lot line, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17.84 of the Hanford Municipal Code; and

WHEREAS, the project is located at 1545 Mall Drive (APN 011-060-032); and

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

WHEREAS, the project is exempt from environmental review, per Section 15301 Existing Facilities of the California Environmental Quality Act of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared; and

WHEREAS, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings pursuant to Section 17.84.050 of the Hanford Municipal Code:

1. That there are special circumstances applicable to the property, including size, shape, topography, location or surroundings, are such that the strict application deprives such property of privileges enjoyed by other property in the vicinity that are in the same zone district;

   ANALYSIS: That the special circumstance applicable to the property is its surroundings. Properties in the C-R Regional Commercial zone district constructed/that went through the Site Plan Review process prior to the Zoning Ordinance update in 2017 were not required to have a block wall adjacent to properties in the P-F Public Facilities zone district. This applies to a neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, that sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. Adventist Medical Center, located in the O Office zone district, is also adjacent to this property and also has fencing adjacent to the P-F Public Facilities zone district. If the current fencing is replaced by a block wall, the wall would be freestanding between two fences. There are not examples of other instances where a C-R Regional Commercial features a stand-alone masonry block wall located between two fences.

2. That the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the vicinity and that are in the same zone district and denied to the property for which the variance is sought;

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ANALYSIS: That the variance is necessary in order to keep the same fence that exists on and connects to neighboring properties. Properties in the C-R Regional Commercial zone district constructed/that went through the Site Plan Review process prior to the Zoning Ordinance update in 2017 were not required to have a block wall adjacent to properties in the P-F Public Facilities zone district. This applies to a neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, that sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. The block wall requirement denies this property the ability to enjoy the right to have a fence on its rear lot line, a substantial property right possessed by a property in the vicinity and that are in the same zone district.

3. That the variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located;

   ANALYSIS: That allowance of the variance to remove the requirement of the block wall on the rear lot line will not create a safety hazard. There is a fence existing between the rear property line and the neighboring property line, which provides a physical barrier between the site and the basin. The allowance of the variance is not materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located. The goals of providing a block wall, to provide privacy and physical separation, can be achieved by maintaining the existing six-foot, slatted, chain-link fence along the rear property line.

4. That the variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which such property is located;

   ANALYSIS: That other properties in the C-R Regional Commercial zone district with block walls did not remove existing fencing that connected to fencing on adjacent properties next to a P-F Public Facilities zone district. A neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. The block wall requirement denies this property of the use that other properties in the vicinity and that are in the same land use district enjoy.

5. That the variance does not allow a use or activity which is prohibited in the zone district where the property is located;

   ANALYSIS: That the proposed use of an urgent care center or other walk-in clinic is listed as a permitted use with the approval of a Conditional Use Permit in the C-R Regional Commercial zone district, as prescribed in the Land Use Table in Section 17.08.030. The appropriate findings have been made in order to support approval of the conditional use permit, in accordance with Section 17.80.030 of the Municipal Code. Removing the block wall will not allow a use or activity which is prohibited in the zone district.

6. That the variance is consistent with the purposes of this title;

   ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size,

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is its surroundings. Properties in the C-R Regional Commercial zone district constructed/that went through the Site Plan Review process prior to the Zoning Ordinance update in 2017 were not required to have a block wall adjacent to properties in the P-F Public Facilities zone district. This applies to a neighbor in the C-R Regional Commercial zone district, the Sequoia Inn, that sits adjacent to this property and currently has fencing adjacent to the P-F Public Facilities zone district along its rear lot line. There are not examples of other instances where a C-R Regional Commercial zone district features a stand-alone masonry block wall located between two fences. The block wall requirement denies this property a privilege that other properties in the vicinity and that are in the same land use district enjoy.

7. That the variance will be consistent with the General Plan.

   ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Commercial Land Use Designations Goal L12, which aims to have compatibility of commercial land uses with adjacent, surrounding land uses.

THEREFORE, BE IT RESOLVED that Variance No. 2019-03 be approved, subject to the conditions of approval for Site Plan Review No. 2019-41, attached as **Exhibit B**, with the exception that the block wall shall not be provided, and the condition below:

1. That the applicant maintains the six-foot, slatted, chain-link fence in good condition.

EXPIRATION

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

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

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

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

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 10th day of December 2019.

Darlene R. Mata, Secretary

Exhibit A
Site Plan

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

legacy construction

lcfresno.com
Message: 559.291.1922

commercial + professional office + industrial

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LEGACY CONSTRUCTION

PROPOSED SITE AND BUILDING TENANT IMPROVEMENT

1545 MALL DRIVE
HANFORD, CA.

APN 011-060-032
1.363 ACRE SITE

REVISIONS

DESCRIPTION	DATE

COPYRIGHT © 2019 LEGACY CONSTRUCTION COMPANY

SHEET DESCRIPTION
SITE PLAN -

DATE	OCTOBER 1, 2019
DRAFTING	RA
JOB NUMBER	-
COMPUTER FILE	-
PROJECT NO	-
DESCRIPTION	-

A-1.1

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

Exhibit B
Site Plan Review Approval Letter – Conditions of Approval

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

City of **HANFORD**
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

MAYOR
JOI N DRAKLER
VICE-MAYOR
FRANCISCO RAMIREZ
COUNCIL MEMBERS
MARTIN DEVINE
ART BRIENO
SUE SORENSEN
CITY MANAGER
MARIO CIFUENTEZ II
CITY ATTORNEY
ROBERT M. DOWD

DATE: December 5, 2019

PROJECT: Site Plan Review 2019-41 (502-1092)

APPLICANT: Legacy Realty & Development

LOCATION: 1545 Mall Drive (APN 011-060-032)

PROPOSAL: Former auto center to urgent care facility

ZONING: C-R Regional Commercial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: October 16, 2019

Enclosed for your review are the comments and decisions of the Site Plan Review Committee. Please review all comments, since they may impact your project:

☐ **RESUBMIT:** Major changes to your plans are required prior to accepting construction drawings for a building permit. A meeting with the Site Plan Review Committee is not required.

☐ **MEETING REQUIRED:** During site plan review, concerns were identified, schedule a meeting with the following prior to resubmittal:

- ☐ Planning
- ☐ Fire
- ☐ Solid Waste
- ☐ Wastewater
- ☐ Building
- ☐ Engineering
- ☐ Police
- ☐ Parks and Recreation

☒ **REVISE AND PROCEED**

- ☒ Approved subject to the following and the attached conditions of approval.
- ☒ Submit plans for a building permit between the hours of 8:00 a.m. and 4:00 p.m.
- ☒ Your Plans must be reviewed by:

  - ☐ City Council
  - ☐ Parking and Traffic Commission
  - ☐ Other: _____
  - ☒ Planning Commission **CUP**
  - ☐ Parks and Recreation Commission

Signed,

Mark Manha

Mark Manha, Assistant Planner
Community Development Department

December 5, 2019
DATE

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

EXPIRATION

A site plan approval shall expire one (1) year from its approval date, unless a building permit application has been submitted or the use has commenced. Prior to expiration, the Community Development Director may extend the permit expiration date by one (1) year if there is substantial evidence that the applicant is diligently pursuing building permit approval or commencement of the use (Hanford Municipal Code Section 17.72.070).

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.070). **Exemption No. 2019-56**

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

- ☒ PLANNING
- ☒ BUILDING
- ☒ ENGINEERING
- ☐ SOLID WASTE
- ☐ WASTEWATER
- ☐ POLICE
- ☒ FIRE
- ☐ PARKS AND RECREATION

DEFENSE AND INDEMNIFICATION PROVISION

That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify, and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.

APPLICANT'S STATEMENT (Must be signed prior to issuance of a building permit)

I have reviewed a copy of the Site Plan Review Approval No. 2019-41 and I understand that the proposed construction and/or land use is dependent upon the fulfillment of the conditions of approval and construction of all required public improvements prior to use, inauguration, or occupancy, unless other arrangements are approved.

Applicant or Authorized Representative

_____

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: October 16, 2019
SITE PLAN NUMBER: 2019-41
CONTACT: Gabrielle Myers, Senior Planner (559) 585-2578

General Plan Designation: Regional Commercial

Zoning: C-R

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

The project does meet the requirements of the Hanford Municipal Code, development standards and other codes and policies.

Corrections: (to be shown on building permit)

1. A block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, **PF**, AP, or CO zone district.

   - The property abuts a PF zone district along the rear property line.

Required Entitlements:

- Conditional Use Permit: The use of an urgent care requires a conditional use permit in the C-R Regional Commercial zone district. (TBD)

General Requirements:

1. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.

2. That all approved proposals of the applicant be conditions of development, if not mentioned herein.

3. That the site be developed according to the approved site plan, titled Site Plan Review No. 2019-41 with minor modifications to be approved by the Community Development Department.

4. That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this Site Plan Review shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

5. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

find shall be properly investigated and appropriate measures are to be taken before construction may continue.

6. That the use of the urgent care facility shall be consistent with the urgent care definition provided in the Hanford Municipal Code: "Urgent care center or other walk-in clinic" means a facility that provides medical treatment of injuries or illnesses that do not require treatment typically provided in an emergency room, typically without an appointment. This use includes urgent care centers, free clinics, hospital-based health clinics, and community health clinics, but does not include ancillary retail clinics located within a retail store, food market, or pharmacy. (E9)

C-R Zone Requirements (all checked shall apply)

Building Setback Areas (Section 17.18.060) **–** no building expansion proposed.

☒ That the appropriate setbacks be maintained, as follows:

☒ The front building setback area shall be 15 feet.

☒ The rear building setback shall be 15 feet, as the rear lot line abuts a PF zone district.

☒ The side building setback may be zero.

☒ The street side building setback shall be 15 feet.

Off Street Parking: (Section 17.18.100 and 17.54).

☒ The applicant shall maintain a minimum **36 parking stalls,** two of which are ADA-accessible, based on the ratio for office uses – one stall per 350 sq. ft.

Calculation:

8,936 sq. ft. of building area ÷ 250 sq. ft. = 35.74 stalls (36 minimum)

Fencing and Walls: (Section 17.18.130)

☒ **That a block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district.**

☒ That no fence or wall shall be placed in front of or within any landscaped area located next to a street.

☒ That the open storage of materials and equipment attendant to a use shall be permitted only within an area surrounded or screened by a solid wall or fence seven feet minimum in height.

☒ That any proposed fencing on the site be maintained in good repair.

☒ That no fence or wall shall be placed within the public right-of-way.

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

☒ That a masonry fence exceeding three (3) feet in height shall require engineered footings and a building permit. All other fencing exceeding seven (7) feet in height shall require engineered post footings and a building permit.

☒ That no hedge, shrub, fence, or wall exceeding the three (3) feet in height, or four (4) feet in height if the upper one (1) foot is fifty (50) percent or more open shall be planted, placed, or maintained within the twenty-five (25) feet corner sight triangle of a corner lot, or along a front or street side property line where the hedge, shrub, fence, or wall creates a traffic or pedestrian hazard as determined by the Community Development Director.

Landscaping: (Section 17.18.120 and 17.52). – That all existing landscaping remain for the site.

☒ That landscaping shall be provided and permanently maintained in a setback area not less than 15 feet from a lot line adjoining a street, except where the setback area is covered by structures, parking, or driveways.

☒ General Design Standards: the following features shall be incorporated into the design of the proposed landscape and shown on the required landscape plans:

☒ Publicly maintained landscape areas shall be separated from privately maintained landscape areas with, at a minimum, a four (4) inch wide concrete mow strip.

☒ Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas.

☒ Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six (6) inch high and six (6) inch wide concrete curb.

☒ Concrete mow strips, when used, shall be a minimum of four (4) inches in width.

☒ Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas.

☒ Trees and shrubs shall be planted and maintained in a manner that protects the basic rights of adjacent property owners, particularly the right to solar access.

☒ Trees planted within five (5) feet of sidewalks or curbs shall have an eighteen (18) inch by ten (10) foot long linear root barrier placed at each edge of the sidewalk or face of curb, centered on the tree.

☒ Plant materials. Plant materials shall be selected and installed in accordance with the following requirements:

☒ The size of ten (10) percent of the trees to be planted shall be twenty-four (24) inch box or larger. The remaining trees shall be sized fifteen (15) gallons or larger.

☒ The size of seventy (70) percent of plants and shrubs shall be at five (5) gallon or larger. The remaining plants and shrubs shall be sized one (1) gallon or larger.

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

☒ The size of groundcover at planting shall be one (1) gallon or larger.

☒ Groundcover shall be designed to have one hundred (100) percent coverage within two (2) years.

☒ Drought tolerant plant material and climate appropriate species shall be emphasized in the design.

☒ That the landscaped area shall be planted with live and healthy plant materials suitable for screening/or ornamenting the site. Landscaped areas shall be watered by automatic systems and designed and developed in accordance with Chapter 12.08 and the most recent State Model Water Efficient Landscaped Ordinance.

☒ That no fence, hedge, or shrub shall be installed, planted, or maintained along a street frontage, which creates a traffic or pedestrian hazard.

Signage: (Section 17.56).

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

Outdoor Lighting Standards (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 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 the 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 the height of freestanding light fixtures, including freestanding parking lot fixtures, shall be measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture and shall not exceed 50 feet.

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. 2019-31 (CUP 2019-09/VAR 2019-03)

Hanford Fire Department

Contact Battalion Chief David Sumaya @ 559-585-2545 or dsumaya@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review: 2019-41 (502-1092)

Date: 10/14/19

Project #: CUP 2019-06 (508-0216) Medical Clinic 1545 Mall Dr.

General Instructions

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

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☐ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☐ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☐ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Contact the fire department for submittal process.
   - ☐ NFPA 13 System per CFC 903.3.1.1
   - ☐ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)
   - ☐ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)
6. ☐ For automatic sprinkler systems, ***a separate permit must be submitted*** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
   - At least one man door shall be provided - only exterior door(s) are allowed,
   - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
   - One-hour rated construction,
   - Fire sprinkler head coverage required,
   - Normal and emergency back-up lighting shall be installed inside the fire riser room,
   - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
   - For existing buildings: please contact the fire department for requirements.

8. ☒ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process. Existing fire sprinkler system shall be current on service records

9. ☐ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.

10. ☐ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.

11. ☐ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.

12. ☐ No additional hydrants are necessary for this project.

13. ☐ Number of additional hydrants necessary for this project:

14. ☐ Fire hydrant spacing shall be as follows:

    a. **Residential development**: one hydrant shall be installed at 500 foot intervals.

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

b. **Commercial development**: one hydrant shall be installed at 300 foot intervals.
c. Or as required by Appendix C of the California Fire Code

15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.

16. ☐ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.

17. ☐ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.

18. ☐ Existing access roads are sufficient.

19. ☐ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.

Access road with a hydrant, the minimum road width shall be 26 feet exclusive of shoulders.

Aerial fire apparatus access roads (CFC D105.1): Where the vertical distance between the grade and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. CFC D105.2: Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

20. ☐ Access road turning radius for fire apparatus is as follows (show all three on plans):

a. 20 feet 1 inch inside turning radius (inside rear wheel)
b. 36 feet 3 inch curb to curb (outside front wheel)
c. 44 feet 6 inch outside radius (outside front bumper)
d. 50 feet outside radius (outside of bucket)

21. ☐ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.

23. ☒ Areas identified as “Fire Lanes” must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
   a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
   b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
   c. Access roads 32 feet in width or more: No fire lanes required.

24. ☐ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.

25. ☐ Locked gates installed across fire department access roads:
   a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.
   b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.
   c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
   d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments’ emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.

26. ☒ A Knox Box will be required. Keys that open all locked areas will also be required
and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
Existing KNOX BOX may be used

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

Size of Address Numbers:

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

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

28. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood in accordance with the most currently adopted edition of the CFC. ***A separate permit is required for the Type I hood***. Contact the fire department for submittal information.

29. ☒ Fire extinguishers shall be mounted 4 feet from the floor level and/or recessed in cabinets where required by the Fire Department. Cabinets shall be signed with the words Fire Extinguisher on the outside visible to the public. The size, type and location shall be determined by the City Fire Department.

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

Hazardous Materials Management Plans and Hazardous Materials Inventory Statements shall be provided for hazardous materials in accordance with Appendix H of the California Fire Code.

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

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

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

BUILDING DIVISION
SPR 2019-041(502-1092) Change of Occupancy Auto Repair to Urgent Care
10-11-19
1545 Mall Dr.
Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

1. That building permits must be obtained from the City Building Division for each structure to include but not limited to: buildings, pools, fences, trash enclosures, signs and carports for any structural, plumbing, electrical or mechanical work being done.

2. That no building or structure shall be used or occupied, and no change in the existing occupancy classification of building or structure or portion thereof shall be made until the building official has approved the change and issued a Certificate of Occupancy.

3. That detailed dimensioned plans be provided to the Building Division for each structure prior to obtaining construction permits. Each structure will require a separate submittal and permit.

4. That each structure will require plans and calculations signed by an architect or engineer licensed to practice in the State of California. Submittal shall consist of as applicable:

    4.1 1 copy of the City of Hanford Permit Application form
    4.2 6 complete sets of Drawings, unless noted, including:
        4.2.1 Grading Plan (Civil Drawings, for reference)
        4.2.2 Site Plan
        4.2.3 Architectural Drawings
        4.2.4 Structural Drawings
        4.2.5 Electrical Drawings
        4.2.6 Mechanical Drawings
        4.2.7 Plumbing Drawings
        4.2.8 Landscape Plan (for reference)
        4.2.9 Planning Dept. “Conditions of Approval” or “Resolution” printed on the drawings and part of the drawing submittal
        4.2.10 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

****** Each structure will be considered a separate submittal. Grading, Landscaping, Signage and all Fire permits are separate submittals as well and require separate applications and submittals as applicable**.****

    4.3 2 complete sets of documentation, unless noted, including:
        4.3.1 Architectural Specifications
        4.3.2 Structural Calculations
        4.3.3 Electrical Calculations, if not included on the drawings
        4.3.4 Mechanical Calculations, if not included on the drawings
        4.3.5 Plumbing Calculations, if not included on the drawings
        4.3.6 Energy Calculations, if not included on the drawings
        4.3.7 CalGreen Compliance **including C & D Recycle plan**

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

4.3.8 **Compliance with the City of Hanford Landscape Ordinance**

4.3.9 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

5. **That the site, as well as the buildings, shall be made accessible and usable by the disabled in accordance with the California Building Code, Chapter 11B**.

6. That all construction shall conform to the Most Current Edition (2016) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen. (Submittals after Dec 31,2019 will be under the 2019 codes).

7. That the tenant, lessee, and/or owner are responsible for compliance with the Americans with Disabilities Act. By federal law your facility must be made accessible to the highest degree possible.

8. That the applicant provide a complete set of AS-BUILT drawings on CD, in “tif” format, to the Building Division prior to Final Inspection.

9. **Specifically, a floor plan showing floor area, exiting and location of bathrooms**.

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

Hanford Utilities and Engineering Department

Contact Utilities and Engineering Director John Doyel @ 559-585-2571 or jdoyel@cityofhanfordca.com concerning questions that you may have on the following conditions.

Trash Enclosure needs to be updated to current City Standards.

Attachment: Resolution No. 2019-31 (CUP 2019-09/VAR 2019-03)

CITY OF HANFORD:
OPERATIONAL STATEMENT FORM

DATE SUBMITTED TO CITY PLANNING: 10/2

BUILDING INFORMATION:

Address: 1545 Mall Drive, Hanford CA

Previous Building Use (*if known*): Automotive Dealership

Hours of Operation: 8:30 am - 9:00 pm

Days of Operation: Monday - Saturday

Number of Employees of the Maximum Working Shift: 18-20

Any Permit/License Required from Different Agency? N/A

Description of Proposed Use (*be as descriptive as possible; use additional paper if necessary*):

Urgent Care

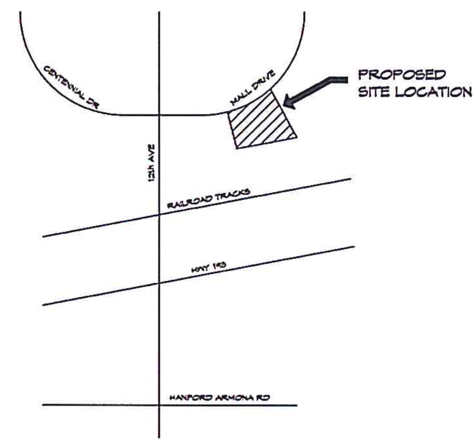
Our facility meets the requirements for an 'Urgent Care Center' as defined by the City of Hanford. Our client provides a community based health clinic primarily for walk-in medical services and other urgent care services. The clinic will have a variety of medical services available both for walk-in and insubstantial appointments. Medical services will include medical, dental, and behavioral health. Patients will NOT be rendered unconscious or sedated at any time.

STAFF COMMENTS (*reserved for Office Use only):*

Attachment: Attachment 1: Operational Statement (CUP 2019-09/VAR 2019-03)

PARCEL
LOT = +/- 1.36 ACRES
(54,590 SF)

(P) PARKING STATISTICS
- (E) OFFICE TOTAL SF = 8,936 SF
- (E) STALLS = 55 (INCLUDING 3 ACCESSIBLE STALLS)
PARKING RATIO: 6.2 PER 1000



VICINITY PLAN
NTS

PROPOSED SITE PLAN
SCALE: 1" = 30'-0"

legacy construction
lcfresno.com
Message: 559.291.1922
commercial + professional office + industrial
2045 N. Fine Avenue + Fresno, California 93727
Message: 559.291.1922 + Facsimile: 559.314.6190
Visit us at lcfresno.com
"Our Business Is Building Yours"
NUCOR Authorized Builder

LEGACY CONSTRUCTION

PROPOSED SITE AND BUILDING TENANT IMPROVEMENT

1545 MALL DRIVE
HANFORD, CA.

APN 011-060-032
1.363 ACRE SITE

REVISIONS

DESCRIPTION	DATE

COPYRIGHT © 2019 LEGACY CONSTRUCTION COMPANY

SHEET DESCRIPTION
SITE PLAN -

DATE	OCTOBER 1, 2019
DRAFTING	RA
ENGINEERING	RA
COMPUTER FILE	-
PROJECT NO.	-
DESCRIPTION	-

A-1.1

City of HANFORD
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

MAYOR
JOHN DRAXLER
VICE MAYOR
FRANCISCO RAMIREZ
COUNCIL MEMBERS
MARTIN DEVINE
ART BRENO
SUE SORENSEN
CITY MANAGER
MARIO CIFUENTES II
CITY ATTORNEY
ROBERT M. OWD

DATE: December 5, 2019

PROJECT: Site Plan Review 2019-41 (502-1092)

APPLICANT: Legacy Realty & Development

LOCATION: 1545 Mall Drive (APN 011-060-032)

PROPOSAL: Former auto center to urgent care facility

ZONING: C-R Regional Commercial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: October 16, 2019

Enclosed for your review are the comments and decisions of the Site Plan Review Committee. Please review all comments, since they may impact your project:

☐ **RESUBMIT:** Major changes to your plans are required prior to accepting construction drawings for a building permit. A meeting with the Site Plan Review Committee is not required.

☐ **MEETING REQUIRED:** During site plan review, concerns were identified, schedule a meeting with the following prior to resubmittal:

- ☐ Planning
- ☐ Fire
- ☐ Solid Waste
- ☐ Wastewater
- ☐ Building
- ☐ Engineering
- ☐ Police
- ☐ Parks and Recreation

☒ **REVISE AND PROCEED**

- ☒ Approved subject to the following and the attached conditions of approval.
- ☒ Submit plans for a building permit between the hours of 8:00 a.m. and 4:00 p.m.
- ☒ Your Plans must be reviewed by:

  - ☐ City Council
  - ☐ Parking and Traffic Commission
  - ☐ Other: _____
  - ☒ Planning Commission CUP
  - ☐ Parks and Recreation Commission

Signed,

Mark Manha

Mark Manha, Assistant Planner
Community Development Department

December 5, 2019
DATE

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

EXPIRATION

A site plan approval shall expire one (1) year from its approval date, unless a building permit application has been submitted or the use has commenced. Prior to expiration, the Community Development Director may extend the permit expiration date by one (1) year if there is substantial evidence that the applicant is diligently pursuing building permit approval or commencement of the use (Hanford Municipal Code Section 17.72.070).

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.070). **Exemption No. 2019-56**

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

- ☒ PLANNING
- ☒ BUILDING
- ☒ ENGINEERING
- ☐ SOLID WASTE
- ☐ WASTEWATER
- ☐ POLICE
- ☒ FIRE
- ☐ PARKS AND RECREATION

DEFENSE AND INDEMNIFICATION PROVISION

That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify, and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.

APPLICANT'S STATEMENT (Must be signed prior to issuance of a building permit)

I have reviewed a copy of the Site Plan Review Approval No. 2019-41 and I understand that the proposed construction and/or land use is dependent upon the fulfillment of the conditions of approval and construction of all required public improvements prior to use, inauguration, or occupancy, unless other arrangements are approved.

Applicant or Authorized Representative

_____

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: October 16, 2019
SITE PLAN NUMBER: 2019-41
CONTACT: Gabrielle Myers, Senior Planner (559) 585-2578

General Plan Designation: Regional Commercial

Zoning: C-R

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

The project does meet the requirements of the Hanford Municipal Code, development standards and other codes and policies.

Corrections: (to be shown on building permit)

1. A block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district.

   - The property abuts a PF zone district along the rear property line.

Required Entitlements:

- Conditional Use Permit: The use of an urgent care requires a conditional use permit in the C-R Regional Commercial zone district. (TBD)

General Requirements:

1. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.

2. That all approved proposals of the applicant be conditions of development, if not mentioned herein.

3. That the site be developed according to the approved site plan, titled Site Plan Review No. 2019-41 with minor modifications to be approved by the Community Development Department.

4. That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this Site Plan Review shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

5. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

find shall be properly investigated and appropriate measures are to be taken before construction may continue.

6. That the use of the urgent care facility shall be consistent with the urgent care definition provided in the Hanford Municipal Code: "Urgent care center or other walk-in clinic" means a facility that provides medical treatment of injuries or illnesses that do not require treatment typically provided in an emergency room, typically without an appointment. This use includes urgent care centers, free clinics, hospital-based health clinics, and community health clinics, but does not include ancillary retail clinics located within a retail store, food market, or pharmacy. (E9)

C-R Zone Requirements (all checked shall apply)

Building Setback Areas (Section 17.18.060) – no building expansion proposed.

☒ That the appropriate setbacks be maintained, as follows:

- ☒ The front building setback area shall be 15 feet.
- ☒ The rear building setback shall be 15 feet, as the rear lot line abuts a PF zone district.
- ☒ The side building setback may be zero.
- ☒ The street side building setback shall be 15 feet.

Off Street Parking: (Section 17.18.100 and 17.54).

☒ The applicant shall maintain a minimum **36 parking stalls**, two of which are ADA-accessible, based on the ratio for office uses – one stall per 350 sq. ft.

Calculation:

8,936 sq. ft. of building area ÷ 250 sq. ft. = 35.74 stalls (36 minimum)

Fencing and Walls: (Section 17.18.130)

☒ **That a block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district.**

☒ That no fence or wall shall be placed in front of or within any landscaped area located next to a street.

☒ That the open storage of materials and equipment attendant to a use shall be permitted only within an area surrounded or screened by a solid wall or fence seven feet minimum in height.

☒ That any proposed fencing on the site be maintained in good repair.

☒ That no fence or wall shall be placed within the public right-of-way.

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

☒ That a masonry fence exceeding three (3) feet in height shall require engineered footings and a building permit. All other fencing exceeding seven (7) feet in height shall require engineered post footings and a building permit.

☒ That no hedge, shrub, fence, or wall exceeding the three (3) feet in height, or four (4) feet in height if the upper one (1) foot is fifty (50) percent or more open shall be planted, placed, or maintained within the twenty-five (25) feet corner sight triangle of a corner lot, or along a front or street side property line where the hedge, shrub, fence, or wall creates a traffic or pedestrian hazard as determined by the Community Development Director.

Landscaping: (Section 17.18.120 and 17.52). – That all existing landscaping remain for the site.

☒ That landscaping shall be provided and permanently maintained in a setback area not less than 15 feet from a lot line adjoining a street, except where the setback area is covered by structures, parking, or driveways.

☒ General Design Standards: the following features shall be incorporated into the design of the proposed landscape and shown on the required landscape plans:

- ☒ Publicly maintained landscape areas shall be separated from privately maintained landscape areas with, at a minimum, a four (4) inch wide concrete mow strip.
- ☒ Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas.
- ☒ Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six (6) inch high and six (6) inch wide concrete curb.
- ☒ Concrete mow strips, when used, shall be a minimum of four (4) inches in width.
- ☒ Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas.
- ☒ Trees and shrubs shall be planted and maintained in a manner that protects the basic rights of adjacent property owners, particularly the right to solar access.
- ☒ Trees planted within five (5) feet of sidewalks or curbs shall have an eighteen (18) inch by ten (10) foot long linear root barrier placed at each edge of the sidewalk or face of curb, centered on the tree.

☒ Plant materials. Plant materials shall be selected and installed in accordance with the following requirements:

- ☒ The size of ten (10) percent of the trees to be planted shall be twenty-four (24) inch box or larger. The remaining trees shall be sized fifteen (15) gallons or larger.
- ☒ The size of seventy (70) percent of plants and shrubs shall be at five (5) gallon or larger. The remaining plants and shrubs shall be sized one (1) gallon or larger.

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

☒ The size of groundcover at planting shall be one (1) gallon or larger.

☒ Groundcover shall be designed to have one hundred (100) percent coverage within two (2) years.

☒ Drought tolerant plant material and climate appropriate species shall be emphasized in the design.

☒ That the landscaped area shall be planted with live and healthy plant materials suitable for screening/or ornamenting the site. Landscaped areas shall be watered by automatic systems and designed and developed in accordance with Chapter 12.08 and the most recent State Model Water Efficient Landscaped Ordinance.

☒ That no fence, hedge, or shrub shall be installed, planted, or maintained along a street frontage, which creates a traffic or pedestrian hazard.

Signage: (Section 17.56).

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

Outdoor Lighting Standards (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 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 the 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 the height of freestanding light fixtures, including freestanding parking lot fixtures, shall be measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture and shall not exceed 50 feet.

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: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

Hanford Fire Department

Contact Battalion Chief David Sumaya @ 559-585-2545 or dsumaya@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review: 2019-41 (502-1092)

Date: 10/14/19

Project #: CUP 2019-06 (508-0216) Medical Clinic 1545 Mall Dr.

General Instructions

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

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☐ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☐ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☐ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Contact the fire department for submittal process.
   - ☐ NFPA 13 System per CFC 903.3.1.1
   - ☐ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

☐ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)

6. ☐ For automatic sprinkler systems, ***a separate permit must be submitted*** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.

7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
   - At least one man door shall be provided - only exterior door(s) are allowed,
   - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
   - One-hour rated construction,
   - Fire sprinkler head coverage required,
   - Normal and emergency back-up lighting shall be installed inside the fire riser room,
   - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
   - For existing buildings: please contact the fire department for requirements.

8. ☒ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process. Existing fire sprinkler system shall be current on service records

9. ☐ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401,** are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.

10. ☐ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.

11. ☐ Depending on the location of the existing fire hydrant(s), additional fire hydrants

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.

12. ☐ No additional hydrants are necessary for this project.

13. ☐ Number of additional hydrants necessary for this project:

14. ☐ Fire hydrant spacing shall be as follows:

a. **Residential development:** one hydrant shall be installed at 500 foot intervals.
b. **Commercial development:** one hydrant shall be installed at 300 foot intervals.
c. Or as required by Appendix C of the California Fire Code

15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.

16. ☐ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.

17. ☐ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.

18. ☐ Existing access roads are sufficient.

19. ☐ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.

Access road with a hydrant, the minimum road width shall be 26 feet exclusive of shoulders.

Aerial fire apparatus access roads (CFC D105.1): Where the vertical distance between the grade and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. CFC D105.2: Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

20. ☐ Access road turning radius for fire apparatus is as follows (show all three on plans):

    a. 20 feet 1 inch inside turning radius (inside rear wheel)
    b. 36 feet 3 inch curb to curb (outside front wheel)
    c. 44 feet 6 inch outside radius (outside front bumper)
    d. 50 feet outside radius (outside of bucket)

21. ☐ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.

23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.

    a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
    b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
    c. Access roads 32 feet in width or more: No fire lanes required.

24. ☐ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.

25. ☐ Locked gates installed across fire department access roads:

    a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.

    b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.

d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.

26. ☒ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
Existing KNOX BOX may be used

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

Size of Address Numbers:

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

28. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood in accordance with the most currently adopted edition of the CFC. ***A separate permit is required for the Type I hood***. Contact the fire department for submittal information.

29. ☒ Fire extinguishers shall be mounted 4 feet from the floor level and/or recessed in cabinets where required by the Fire Department. Cabinets shall be signed with the words Fire Extinguisher on the outside visible to the public. The size, type and location shall be determined by the City Fire Department.

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

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

Hazardous Materials Management Plans and Hazardous Materials Inventory Statements shall be provided for hazardous materials in accordance with Appendix H of the California Fire Code.

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

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

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

BUILDING DIVISION
SPR 2019-041(502-1092) Change of Occupancy Auto Repair to Urgent Care
10-11-19
1545 Mall Dr.
Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

1. That building permits must be obtained from the City Building Division for each structure to include but not limited to: buildings, pools, fences, trash enclosures, signs and carports for any structural, plumbing, electrical or mechanical work being done.

2. That no building or structure shall be used or occupied, and no change in the existing occupancy classification of building or structure or portion thereof shall be made until the building official has approved the change and issued a Certificate of Occupancy.

3. That detailed dimensioned plans be provided to the Building Division for each structure prior to obtaining construction permits. Each structure will require a separate submittal and permit.

4. That each structure will require plans and calculations signed by an architect or engineer licensed to practice in the State of California. Submittal shall consist of as applicable:

    4.1 1 copy of the City of Hanford Permit Application form
    4.2 6 complete sets of Drawings, unless noted, including:
        4.2.1 Grading Plan (Civil Drawings, for reference)
        4.2.2 Site Plan
        4.2.3 Architectural Drawings
        4.2.4 Structural Drawings
        4.2.5 Electrical Drawings
        4.2.6 Mechanical Drawings
        4.2.7 Plumbing Drawings
        4.2.8 Landscape Plan (for reference)
        4.2.9 Planning Dept. "Conditions of Approval" or "Resolution" printed on the drawings and part of the drawing submittal
        4.2.10 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

****** Each structure will be considered a separate submittal. Grading, Landscaping, Signage and all Fire permits are separate submittals as well and require separate applications and submittals as applicable.******

    4.3 2 complete sets of documentation, unless noted, including:
        4.3.1 Architectural Specifications
        4.3.2 Structural Calculations
        4.3.3 Electrical Calculations, if not included on the drawings
        4.3.4 Mechanical Calculations, if not included on the drawings
        4.3.5 Plumbing Calculations, if not included on the drawings
        4.3.6 Energy Calculations, if not included on the drawings
        4.3.7 CalGreen Compliance **including C & D Recycle plan**
        4.3.8 **Compliance with the City of Hanford Landscape Ordinance**
        4.3.9 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

5. **That the site, as well as the buildings, shall be made accessible and usable by the disabled in accordance with the California Building Code, Chapter 11B.**

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

6. That all construction shall conform to the Most Current Edition (2016) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen. (Submittals after Dec 31,2019 will be under the 2019 codes).

7. That the tenant, lessee, and/or owner are responsible for compliance with the Americans with Disabilities Act. By federal law your facility must be made accessible to the highest degree possible.

8. That the applicant provide a complete set of AS-BUILT drawings on CD, in "tif" format, to the Building Division prior to Final Inspection.

9. **Specifically, a floor plan showing floor area, exiting and location of bathrooms.**

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

Hanford Utilities and Engineering Department

Contact Utilities and Engineering Director John Doyel @ 559-585-2571 or jdoyel@cityofhanfordca.com concerning questions that you may have on the following conditions.

Trash Enclosure needs to be updated to current City Standards.

Attachment: Attached 3: Site Plan Letter 2019-41 (CUP 2019-09/VAR 2019-03)

Notice of Exemption 2019-48

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

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

From: City of Hanford
317 North Douty Street
Hanford, CA 93230

Project Title: Conditional Use Permit 2019-09, Variance No. 2019-03

Project Location – 1545 Mall Drive (APN 011-060-032)

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

Description of Nature, Purpose and Beneficiaries of Project: Conditional Use Permit No. 2019-09, a request to convert a former auto center into an urgent care facility in the C-R Regional Commercial zone district.
Variance No. 2019-03, a request to deviate from the standards of Section 17.18.130.B of the City of Hanford's Municipal Code, in order to remove the block wall requirement along the rear lot line.

Name of Public Agency Approving Project: City of Hanford, Planning Division

Name of Person or Agency Carrying Out Project: Legacy Realty & Development

Exempt Status: **(check one)**

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

Reasons why project is exempt:
The City of Hanford determined the project to be exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act (CEQA) Guidelines. Section 15301 states that Class 1 exemptions consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. This project involves the permitting of an existing private structure, involving negligible or no expansion of the existing or former use.

Lead Agency
Contact Person: Mark Manha Area Code/ Telephone: (559) 585-2583

Signature: _____ Date: December 10, 2019 Title: Assistant Planner

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

Attachment: Attachment 4: Notice of Exemption No. 2019-48 (CUP 2019-09/VAR 2019-03)

AGENDA
STAFF REPORT

MEETING DATE: 12/10/2019	**AGENDA SECTION:** 2

SUBJECT:
Conditional Use Permit No. 2019-10: a request by Nc3 dba Caliva to allow a Commercial Cannabis Business for a storefront dispensary for retail and delivery of cannabis products in the MX-D zone district. The project is located at at 104 N Douty (APN 012-054-011).

SEE ATTACHED STAFF REPORT

FISCAL IMPACT:

ATTACHMENTS:
Staff Report CUP 2019-10
Exhibit A: Site Plan
Exhibit B: Elevations
Exhibit C: Letter from Chief Sever
Resolution No. 2019-29
Notice of Exemption 2019-57

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, May 8, 2018

PROJECT: **Conditional Use Permit No. 2019-10**: a request by Nc3 dba Caliva to allow a Commercial Cannabis Business for a storefront dispensary for retail and delivery of cannabis products in the MX-D zone district.

LOCATION: The project is located at at 104 N Douty (APN 012-054-011).

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2019-29, approving Conditional Use Permit No. 2019-10.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2019-29, approving Conditional Use Permit No. 2019-10.

PROJECT DESCRIPTION

The project is a request by Nc3 dba Caliva to allow a cannabis dispensary with retail sales and delivery of medical and adult use cannabis. The operation of a dispensary is listed as a conditional use in the MX-D zone district.

The project is located at 104 S Douty Street in Downtown Hanford, at the corner of Douty and 6th Streets. The site is currently developed with an approximately 7,370 square foot building, formerly used as a furniture store. The proposed space will contain a public entrance/lobby area with a secure door to a retail area, as shown on the attached site plan, Exhibit A. Included in the space will be employee only areas, which are not shown on the plans for security purposes. The proposed cannabis dispensary will include onsite retail sales and also delivery services. Preparations for deliveries will take place in the employee only area.

On September 17, 2019, the City Council awarded a dispensary permit to Nc3 for a medical and adult use dispensary with delivery services. In accordance with Chapter 5.56, the applicant has been issued a temporary Commercial Cannabis Business Permit for Distribution, CCBP 2019-01, at this location. Upon approval of the conditional use permit and any appeal periods, the permanent CCBP 2019-01 will be approved.

As part of the process, a review of the uses within 600 feet was completed by staff and it was determined that no sensitive uses are located within 600 feet of the proposed location. In addition to reviewing the zoning and uses within 600 feet, the applicants are required to undergo a background check. Other items they are evaluated on include location, business plan, community benefits, product safety, labor and enterprise, qualifications and safety and security.

Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

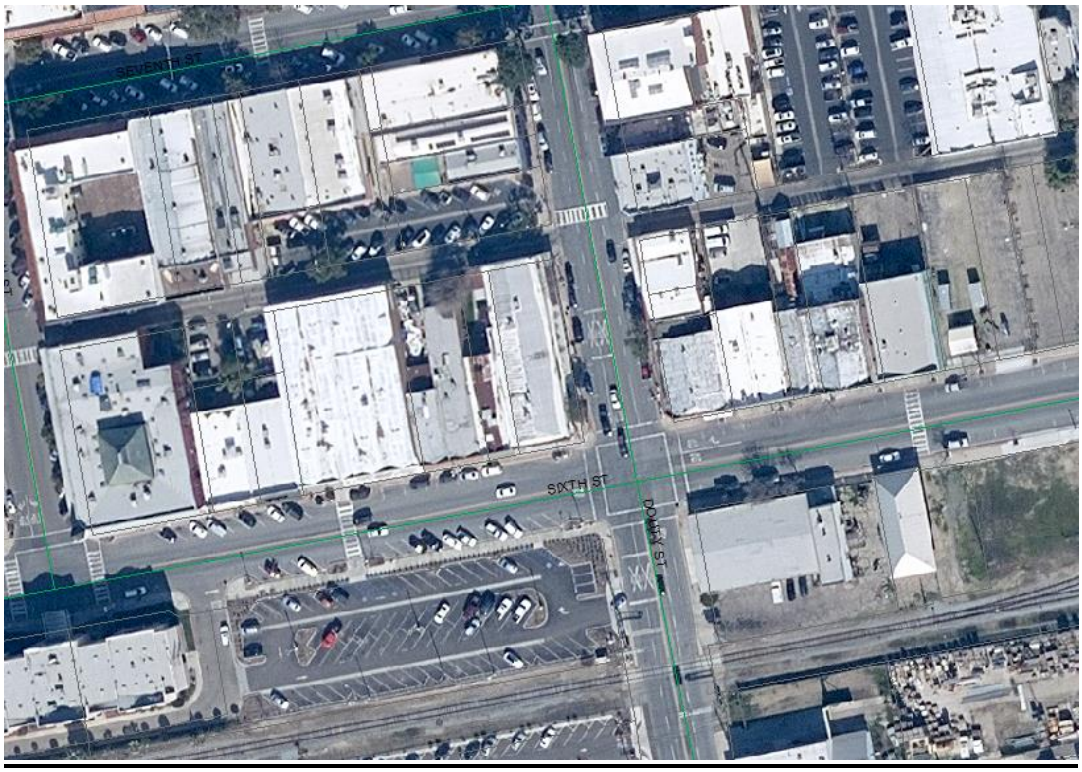
Caliva's application states that they will hire locally a Store Manager, Assistant Managers, Managers of Security and Purchasing in addition to delivery and retail employees. They estimated that at full operations, they will have 30-50 employees, including delivery drivers. Hours of operation are 9:00 a.m. to 9:00 p.m. everyday. They will have both interior and exterior security 24 hours a day, with two security guards during open hours.

Based on the application, it is estimated that in 2020, they will have approximately 6 customers per hour to a high of 17 per hour in 2022. As part of the review, the location was considered for parking. Although there is not any parking onsite, there is a public parking lot across the street on 6th St. that is not heavily used. The applicant will be directing employees to park in the public parking lot to decrease parking congestion of on street parking spaces.

As an existing cannabis business, Caliva has been involved in the community and the application states that their community involvement will continue, both as a participant and financially. They currently are members of the Chamber of Commerce, Main Street Hanford, and have supported the local Rotary Club, Police Activities League and Kings Gospel Mission.

All commercial cannabis businesses are required to have a security plan approved by the Hanford Police Department at all times. Due to the sensitive nature of the security plan it is not included in your staff report for evaluation. Exhibit B is a statement from the Police Chief stating that he has reviewed their preliminary security plan and found it acceptable.

Figure 1: Land Use
(Property outlined in red)



Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

Figure 2
Zoning

PROJECT EVALUATION

Conformance with the standards of the MX-D zone district

The proposed project is in an existing building that meets all city requirements for site area, lot dimensions, coverage and setbacks.

17.54.040 Off-Street Parking

The project is located within the Central Business Parking District and is therefore allowed to pay parking in-lieu fees "in lieu of" providing physical parking spaces. Retail uses require one space for each 300 hundred square feet. As an existing building, there is a credit for the previous use of the building as a furniture store, which has a requirement of one space for each 600 feet.

Building Square Footage	3,720
Previous Use	12 spaces credited
Proposed Use	25 spaces required
Parking In-Lieu Fees	13 spaces

With the payment of parking in-lieu fees, the project will meet City standards. A condition has been included in the conditions of approval requiring the payment of parking in lieu fees.

Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

17.48 Historic Overlay Zone

The property is located in the Historic Overlay Zone and is listed as a contributing building. The applicant proposes to make some modifications to the exterior of the building as shown in Exhibit C.

Although the building is listed as contributing, the evaluation of the building in 1979 concluded that the building had undergone significant renovations in 1947 and 1964 and had been "severely altered". The only change to the building that requires approval is the addition of the horizontal wood element, which is reclaimed wood with clear stain sealer. This horizontal element is reflective of the horizontal element currently on the building and found in old pictures of the building. The City Council will be required to approve a Historic Resources Permit to allow the addition of the wood element.

CONDITIONS OF APPROVAL

1. That all requirements of the Hanford Municipal Code apply to the proposed project, including, but not limited to, Chapter 5.56.
2. That all conditions of this use permit are conditions of the Commercial Cannabis Business Permit No. 2019-01.
3. That the applicant must maintain a Commercial Cannabis Business Permit, which must be renewed annually and is subject to a renewal fee.
4. That all cannabis operations must be consistent with the materials submitted with the Commercial Cannabis Business Permit application, upon which the award of the permit was based.
5. That the use must be in compliance with all applicable state and local laws and any regulation promulgated thereunder.
6. That all employees/volunteers must be legally allowed to work in a cannabis facility by State law and are required to have a cannabis employee permit issued by the Hanford Police Department.
7. That if the Commercial Cannabis Business Permit expires, or is revoked, this conditional use permit may also be revoked by action of the Planning Commission.
8. That a change in business location for this applicant will require the approval of a new conditional use permit.
9. That at all times the applicant is required to have an approved security plan on file with the Hanford Police Department.
10. That no person shall cause or permit the sale, dispensing, or consumption of alcoholic beverages on or about the premises of the commercial cannabis business.
11. That the applicant shall dedicate $50,000 per year to community projects to be approved by the City of Hanford after operations have fully commenced.
12. That the City may inspect the premises at any time, without notice.
13. That the applicant pay parking in-lieu fees for 13 spaces to meet parking requirements.
14. That the City Council approve a Historic Resources Permit to allow the exterior modification to the building in accordance with Chapter 17.48.
15. That the applicant shall request and pay for a permanent Commercial Cannabis Permit within 10 days following the expiration of the 10 day appeal period.

Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

16. That this permit shall expire and become null and void two years after the date of approval, unless, prior to the expiration, a building permit is issued and construction commenced and diligently pursued or the use for which the permit was issued has commenced.

Utilities Division Conditions

General:

17. That all work within the public street right-of-way shall be under the control of a General Engineering Contractor, licensed for that purpose. Contractor shall verify all conditions in the field prior to commencing construction.
18. That locations of existing water, sanitary sewer and storm drain mains in the vicinity of the project site will be marked by Public Works Department staff based upon the city's best available records. Contractor shall provide city with a minimum of 48 hours prior notice when requesting location of existing utilities at (559) 585-2564. The City of Hanford is not a member of Underground Service Alert (U.S.A.).
19. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition. All Utility connections located within Power Way and Idaho Ave shall be bored.

Water:

20. That the developer shall provide an accurate fixture unit count and size water services in accordance with the requirements of the Uniform Plumbing Code, latest edition.
21. That the developer shall furnish and install any new water service assemblies required for the project including water meters and meter boxes for both domestic and landscape uses. If existing services are utilized, fixture counts to ensure adequate size of service is required. All new services are to come off of Idaho Ave and shall be bored.
22. That the developer shall furnish and install appropriate cross connection / backflow prevention assemblies for all required water services, including fire service lines.
23. That all backflow prevention assemblies required for the development shall be tested and approved by a certified technician prior to occupancy. Copies of all backflow test results shall be provided to the City of Hanford Utilities Division.
24. It is recommended that developer install a separate irrigation service to reduce the sewage usage bill. Sewage bills are calculated off of domestic water flows.

Sewer:

25. If an existing sanitary sewer lateral is not serviceable, the developer shall furnish and install a minimum four inch diameter sanitary sewer lateral to serve the project site.

Engineering Division Conditions

General Requirements:

26. That the development shall comply with all applicable City of Hanford Standard and Specification requirements. Any deviation from said Standards and Specifications must be approved by the City Engineer prior to construction.

Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

27. That an Encroachment Permit for all work located within the public street right-of-way shall be obtained from the Public Works Department prior to start of work. For additional information regarding Encroachment Permit requirements, contact the City Engineering Division at (559) 585-2558.

28. That all financial and other arrangements for planning, engineering, scheduling, installation of and/or relocation/ undergrounding of electric, gas, telecommunications, or other privately owned utilities are the sole responsibility of the developer. The developer is advised that significant project delays may result if utility issues are not resolved prior to start of construction.

Drainage Requirements:

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

30. That track-out of soil, gravel, or other construction-related materials on to public streets is prohibited.

Curb and Gutter Requirements:

31. That the existing concrete curbs and gutters located along the Douty Street and Sixth Street project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs & gutters installed in conformance with City Standard CO-11.

32. Sidewalk Requirements:

    a. That the existing sidewalks located along the Douty Street and Sixth Street project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs & gutters installed in conformance with City Standard CO-15.

    b. That the ramped curb return at the intersection of Douty Street and Sixth Street shall be removed and replaced per City Standard CO-20.

DEVELOPMENT IMPACT FEES:

33. That development is subject to the following impact fees in accordance with city ordinances no. 90-09, 90-10 and 98-14, or any revisions thereof. Impact fee calculations are based upon square footage of structures as shown on site plan. If changes are made to structure thereby increasing or decreasing structure floor areas, then impact fees will likewise change to reflect actual field conditions. Fees listed below reflect rates effective January 1, 2018. All fees are payable prior to

Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

issuance of building permits. (Building area: 7,370 sf – Commercial, impact fees only required for change of use from furniture store to retail)

34. That the development is subject to a $89,332.43 Transportation Impact Mitigation Fee in accordance with City Resolution No. 98-56-R, or any revisions thereof.

FINDINGS FOR APPROVAL

Conditional Use Permit No. 2019-10

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

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

   ANALYSIS: That the proposed use is an allowed use in the MX-D zone district. The use is consistent with the designation, in that the City Council added commercial cannabis uses to the list of uses in the Municipal Code. The use has been conditioned to address any potential issues that may arise from the commercial cannabis dispensary that would result in impacts to the integrity of the zoning district.

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

   ANALYSIS: That the use is a cannabis dispensary, a retail business which is an allowed use and compatible with the adjacent uses. The use is compatible with the existing land uses and future permitted land uses in the District as the MX-D zone is one of the primary retail districts in Hanford. The applicant was awarded a Commercial Cannabis Business Permit by the City Council after going through a thorough application process to ensure that the proposed use and operations would not conflict with the surrounding uses and the community as a whole.

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

   ANALYSIS: That the project is consistent with the General Plan Policy that provide that the Downtown be maintained as a retail district. The proposed use meets the intent of the General Plan in that it provides for the retail sales and delivery of medical and adult cannabis.

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

   ANALYSIS: This project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities and 15332 Infill Projects of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as Exhibit D.

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

   ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.28 for the MX-D Downtown Mixed Use district. Any improvements required for public health, safety, and welfare have been applied to the project as conditions of approval in Resolution No. 2019-29.

Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

PUBLIC COMMENTS

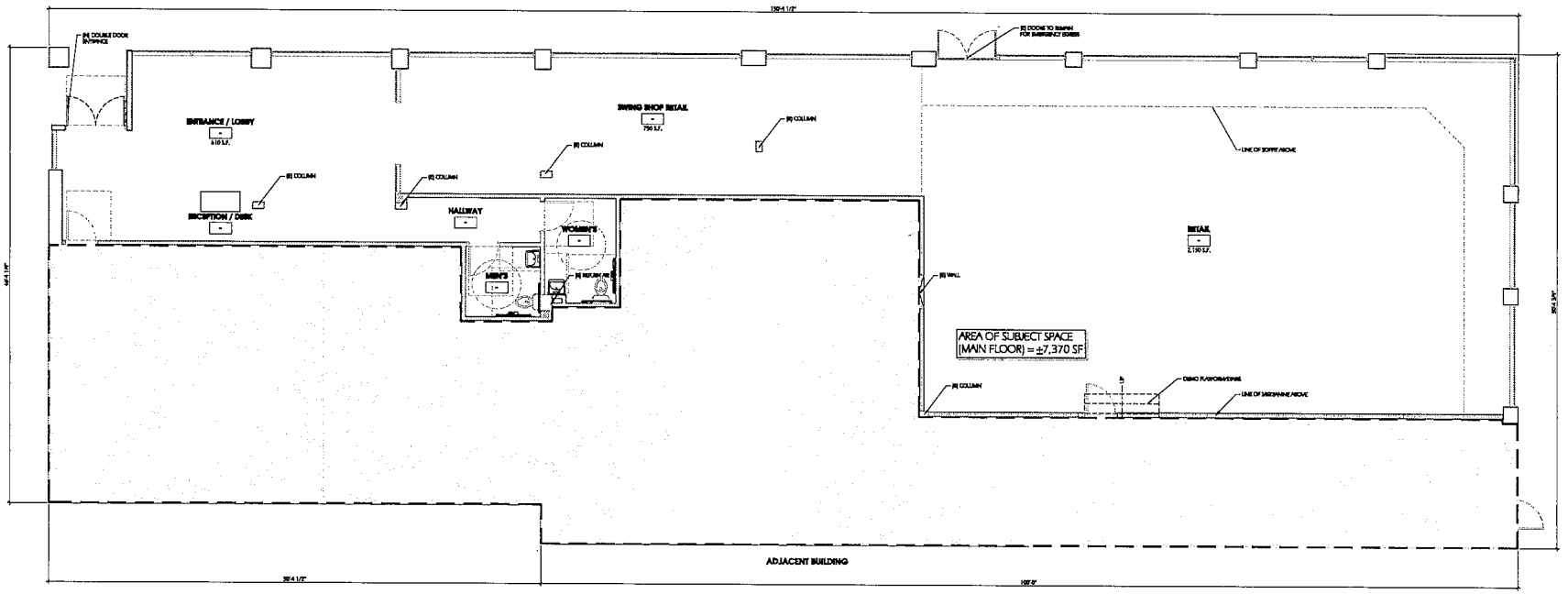
A Notice of Public Hearing for a Conditional Use Permit was noticed in the Hanford Sentinel and mailed to property owners on November 29, 2019 within 300 feet of the project site.

ENVIRONMENTAL ASSESSMENT

This project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities and 15332 Infill Projects of the California Environmental Quality Act (CEQA) Guidelines. Categorical Exemption 2019-57

Attachment: Staff Report CUP 2019-10 (CD: CUP 2019-10)

CUP 2019-10 508-0217



FLOOR PLAN LEGEND

NORTH

PROPOSED FLOOR PLAN

1/4" = 1'-0"

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
JEFF LIEDERMAN, ARCHITECT

CONSULTANTS:

CALIVA™
TENANT IMPROVEMENTS
104 N. DOUTY STREET
HANFORD, CA 93230

REV	DATE	DESCRIPTION
	10.28.19	CUP SUBMITTAL

DRAWN BY:
CHECKED BY:
ARCH. PROJECT NO.: CVA19009.0
SHEET NAME: PROPOSED FLOOR PLAN
SHEET NUMBER: A02.10

SUBMITTAL ISSUED: 10.11.19

Attachment: Exhibit A: Site Plan (CD: CUP 2019-10)

CUP 2019-10 508-0217

NORTH WEST ELEVATION PERSPECTIVE VIEW — NTS — 1

SOUTH WEST ELEVATION PERSPECTIVE VIEW — NTS — 2

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
PROJECT CONTACT: JAMES OCHS
PHONE: 949.315.7499
EMAIL: JOCHS@PMDESIGN.COM
JEFF LIEDERMAN, ARCHITECT

SEAL:

CONSULTANT:

CALIVA
104 N DOUTY ST
HANFORD, CA 93230

REV	DATE	DESCRIPTION
1	09.11.19	PRELIMINARY FLOOR PLAN
2	09.18.19	PRELIMINARY F.P. CLIENT REV.
3	09.19.19	SECURITY CAMERA LAYOUT
4	11.12.19	ROOM NAME REV.

DRAWN BY: JO
CHECKED BY:
ARCH. PROJECT NO.: CVA19009
SHEET NAME: PERSPECTIVE ELEVATIONS
SHEET NUMBER: A4.00

Attachment: Exhibit B: Elevations (CD: CUP 2019-10)

PARKER SEVER. CHIEF OF POLICE

425 N Irwin Street
Hanford, CA 93230
(559)585-2540

City of HANFORD
HANFORD POLICE DEPARTMENT

December 5, 2019

City Planning Commission
C/O Darlene R. Mata
317 N. Douty Street
Hanford, CA 93230

Re: Caliva/Preliminary Security Plan

City Planning Commission:

Caliva has submitted a preliminary security plan covering their proposed dispensary. The plan submitted has been reviewed by the Hanford Police Department and found to be acceptable.

The Hanford Police Department will continue to review supplemental security plans throughout the approval and build out process of their proposed location.

Thank You,

Parker Sever, Chief of Police

Attachment: Exhibit C: Letter from Chief Sever (CD: CUP 2019-10)

RESOLUTION NO. 2019-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO CONDITIONAL USE PERMIT 2019-10 A REQUEST TO ALLOW A COMMERCIAL CANNABIS BUSINESS FOR A DISPENSARY WITH RETAIL AND DELIVERY OF MEDICAL AND ADULT USE CANNABIS IN THE MX-D ZONE LOCATED AT 104 N. DOUTY STREET (APN 012-054-011).

At a regular meeting of the City of Hanford Planning Commission duly called and held on December 10, 2019 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Conditional Use Permit No. 2019-10, is a request to allow a Commercial Cannabis Business for a storefront dispensary with delivery services of cannabis has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17 of the Hanford Municipal Code; and

WHEREAS, the project is located at104 N. Douty Street (APN 012-054-011); and

WHEREAS, the site will be developed, as shown in the attached site plan and as approved by the Community Development Director and Police Chief for areas not shown for security purposes, attached as **Exhibit A;** and

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

WHEREAS, the project is categorically exempt from further environmental review, as per Section 15332 Infill of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption 2019-57 has been prepared for the project; and

WHEREAS, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings pursuant to Section 17.80.050 of the Hanford Municipal Code:

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

   ANALYSIS: That the proposed use is an allowed use in the MX-D zone district. The use is consistent with the designation, in that the City Council added commercial cannabis uses to the list of uses in the Municipal Code. The use has been conditioned to address any potential issues that may arise from the commercial cannabis dispensary that would result in impacts to the integrity of the zoning district.

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

   ANALYSIS: That the use is a cannabis dispensary, a retail business which is an allowed use and compatible with the adjacent uses. The use is compatible with the existing land uses and future permitted land uses in the District as the MX-D zone is one of the primary retail districts in Hanford. The applicant was awarded a Commercial Cannabis Business Permit by the City

Attachment: Resolution No. 2019-29 (CD: CUP 2019-10)

Council after going through a thorough application process to ensure that the proposed use and operations would not conflict with the surrounding uses and the community as a whole.

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

   ANALYSIS: That the project is consistent with the General Plan Policy that provide that the Downtown be maintained as a retail district. The proposed use meets the intent of the General Plan in that it provides for the retail sales and delivery of medical and adult cannabis.

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

   ANALYSIS: This project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities and 15332 Infill Projects of the California Environmental Quality Act (CEQA) Guidelines.

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

   ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.28 for the MX-D Downtown Mixed Use district. Any improvements required for public health, safety, and welfare have been applied to the project as conditions of approval in Resolution No. 2019-29.

THEREFORE, BE IT RESOLVED that Conditional Use Permit No. 2019-10 be approved, subject to the conditions of approval as follows:

1. That all requirements of the Hanford Municipal Code apply to the proposed project, including, but not limited to, Chapter 5.56.
2. That all conditions of this use permit are conditions of the Commercial Cannabis Business Permit No. 2019-01.
3. That the applicant must maintain a Commercial Cannabis Business Permit, which must be renewed annually and is subject to a renewal fee.
4. That all cannabis operations must be consistent with the materials submitted with the Commercial Cannabis Business Permit application, upon which the award of the permit was based.
5. That the use must be in compliance with all applicable state and local laws and any regulation promulgated thereunder.
6. That all employees/volunteers must be legally allowed to work in a cannabis facility by State law and are required to have a cannabis employee permit issued by the Hanford Police Department.
7. That if the Commercial Cannabis Business Permit expires, or is revoked, this conditional use permit may also be revoked by action of the Planning Commission.
8. That a change in business location for this applicant will require the approval of a new conditional use permit.

Attachment: Resolution No. 2019-29 (CD: CUP 2019-10)

9. That at all times the applicant is required to have an approved security plan on file with the Hanford Police Department.

10. That no person shall cause or permit the sale, dispensing, or consumption of alcoholic beverages on or about the premises of the commercial cannabis business.

11. That the applicant shall dedicate $50,000 per year to community projects to be approved by the City of Hanford after operations have fully commenced.

12. That the City may inspect the premises at any time, without notice.

13. That the applicant pay parking in-lieu fees for 13 spaces to meet parking requirements.

14. That the City Council approve a Historic Resources Permit to allow the exterior modification to the building in accordance with Chapter 17.48.

15. That the applicant shall request and pay for a permanent Commercial Cannabis Permit within 10 days following the expiration of the 10 day appeal period.

16. That this permit shall expire and become null and void two years after the date of approval, unless, prior to the expiration, a building permit is issued and construction commenced and diligently pursued or the use for which the permit was issued has commenced.

Utilities Division Conditions

General:

17. That all work within the public street right-of-way shall be under the control of a General Engineering Contractor, licensed for that purpose. Contractor shall verify all conditions in the field prior to commencing construction.

18. That locations of existing water, sanitary sewer and storm drain mains in the vicinity of the project site will be marked by Public Works Department staff based upon the city's best available records. Contractor shall provide city with a minimum of 48 hours prior notice when requesting location of existing utilities at (559) 585-2564. The City of Hanford is not a member of Underground Service Alert (U.S.A.).

19. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition. All Utility connections located within Power Way and Idaho Ave shall be bored.

Water:

20. That the developer shall provide an accurate fixture unit count and size water services in accordance with the requirements of the Uniform Plumbing Code, latest edition.

21. That the developer shall furnish and install any new water service assemblies required for the project including water meters and meter boxes for both domestic and landscape uses. If existing services are utilized, fixture counts to ensure adequate size of service is required. All new services are to come off of Idaho Ave and shall be bored.

22. That the developer shall furnish and install appropriate cross connection / backflow prevention assemblies for all required water services, including fire service lines.

Attachment: Resolution No. 2019-29 (CD: CUP 2019-10)

23. That all backflow prevention assemblies required for the development shall be tested and approved by a certified technician prior to occupancy. Copies of all backflow test results shall be provided to the City of Hanford Utilities Division.

24. It is recommended that developer install a separate irrigation service to reduce the sewage usage bill. Sewage bills are calculated off of domestic water flows.

Sewer:

25. If an existing sanitary sewer lateral is not serviceable, the developer shall furnish and install a minimum four inch diameter sanitary sewer lateral to serve the project site.

Engineering Division Conditions

General Requirements:

26. That the development shall comply with all applicable City of Hanford Standard and Specification requirements. Any deviation from said Standards and Specifications must be approved by the City Engineer prior to construction.

27. That an Encroachment Permit for all work located within the public street right-of-way shall be obtained from the Public Works Department prior to start of work. For additional information regarding Encroachment Permit requirements, contact the City Engineering Division at (559) 585-2558.

28. That all financial and other arrangements for planning, engineering, scheduling, installation of and/or relocation/ undergrounding of electric, gas, telecommunications, or other privately owned utilities are the sole responsibility of the developer. The developer is advised that significant project delays may result if utility issues are not resolved prior to start of construction.

Drainage Requirements:

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

30. That track-out of soil, gravel, or other construction-related materials on to public streets is prohibited.

Curb and Gutter Requirements:

31. That the existing concrete curbs and gutters located along the Douty Street and Sixth Street project frontage may remain in place provided they are found to be in

Attachment: Resolution No. 2019-29 (CD: CUP 2019-10)

functional condition and adequately sloped for proper drainage. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs & gutters installed in conformance with City Standard CO-11.

32. Sidewalk Requirements:

a. That the existing sidewalks located along the Douty Street and Sixth Street project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs & gutters installed in conformance with City Standard CO-15.

b. That the ramped curb return at the intersection of Douty Street and Sixth Street shall be removed and replaced per City Standard CO-20.

DEVELOPMENT IMPACT FEES:

33. That development is subject to the following impact fees in accordance with city ordinances no. 90-09, 90-10 and 98-14, or any revisions thereof. Impact fee calculations are based upon square footage of structures as shown on site plan. If changes are made to structure thereby increasing or decreasing structure floor areas, then impact fees will likewise change to reflect actual field conditions. Fees listed below reflect rates effective January 1, 2018. All fees are payable prior to issuance of building permits. (Building area: 7,370 sf – Commercial, impact fees only required for change of use from furniture store to retail)

34. That the development is subject to a $89,332.43 Transportation Impact Mitigation Fee in accordance with City Resolution No. 98-56-R, or any revisions thereof.

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

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

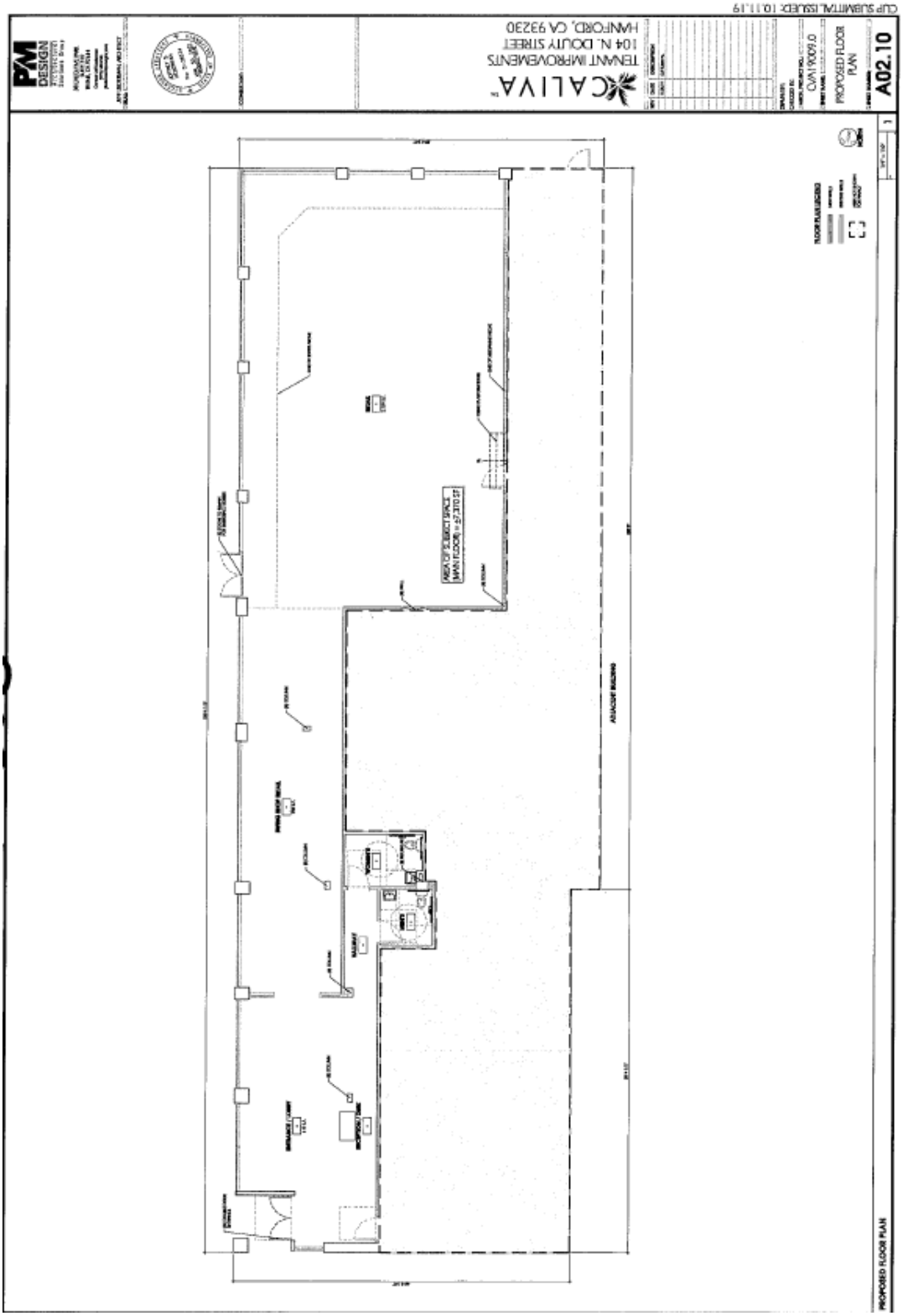
STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 10th day of December 2019.

Darlene R. Mata, Secretary

Attachment: Resolution No. 2019-29 (CD: CUP 2019-10)

Exhibit A
Site Plan



Attachment: Resolution No. 2019-29 (CD: CUP 2019-10)

Notice of Exemption 2019-57

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

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

From: City of Hanford
317 North Douty Street
Hanford, CA 93230

Project Title: Conditional Use Permit 2019-10

Project Applicant: PM Design Group (Nc3)

Project Location: 104 N. Douty Street, California (APN 012-054-011)

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

Description of Nature, Purpose and Beneficiaries of Project: The conditional use permit is to allow a medical and adult use dispensary with delivery in the MX-D zone district. The proposed project will occupy approximately 7,370 square feet.

Name of Public Agency Approving Project: City of Hanford

Name of Person or Agency Carrying Out Project: PM Design Group (Nc3)

Exempt Status: (check one)

☐ Ministerial (Sec. 21080(b)(1);15268);
☐ Declared Emergency (Sec. 21080(b)(3);15269 (a));
☐ Emergency Project (21080(b)(4);15269(b)(c));
☒ Categorical Exemption: State type and section number: 15301, 15332
☐ Statutory Exemption. State code number: 15282(v)

Reasons why project is exempt:
This project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities and 15332 Infill Projects of the California Environmental Quality Act (CEQA) Guidelines. The proposed project will occupy an existing building with no additional square footage and is surrounded by urban development.

Lead Agency Contact Person: Darlene R. Mata Area Code/ Telephone: (559) 585-2580

Signature: _____ Date: _____ Title: Community Development Director

☒ Signed by Lead Agency
☐ Signed by Applicant

Date received for filing at OPR: _____

Attachment: Notice of Exemption 2019-57 (CD: CUP 2019-10)

AGENDA
STAFF REPORT

MEETING DATE: 12/10/2019	**AGENDA SECTION:** 3

SUBJECT:
Vesting Tentative Tract 927: A request by Lennar Homes to utilize the small lot provisions of Section 17.10.100 and 17.12.100 of the Hanford Municipal Code to subdivide 24.93 acres into 133 single-family residential lots in the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone districts. Mitigated Negative Declaration No. 2019-51: An initial study was prepared and it was determined that the project will not result in significant impacts. The project is located at the northeast corner of Grangeville Boulevard and 13th Avenue (APN 009-030-146)

See attached Staff Report.

FISCAL IMPACT:

ATTACHMENTS:
Staff Report - Tentative Tract 927
Resolution No. 2019-30
Attachment 1 - TT 927 map
Attachment 2 - Floor Plans and Elevations
Attachment 3 - Environmental

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, December 10, 2019

PROJECT: **Vesting Tentative Tract 927:** A request by Lennar Homes to utilize the small lot provisions of Section 17.10.100 and 17.12.100 of the Hanford Municipal Code to subdivide 24.93 acres into 133 single-family residential lots in the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone districts.

Mitigated Negative Declaration No. 2019-51: An initial study was prepared and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2019-51 has been prepared.

LOCATION: The project is located at the northeast corner of Grangeville Boulevard and 13th Avenue (APN 009-030-146)

PLANNER: Gabrielle de Silva, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission

1. Certify Mitigated Negative Declaration No. 2019-51 for the project.

2. Adopt Resolution No. 2019-30, approving Vesting Tentative Tract 927.

RECOMMENDED MOTION

1. I move to certify Mitigated Negative Declaration No. 2019-51 for the project.

2. I move to adopt Resolution No. 2019-30, approving Vesting Tentative Tract 927.

PROJECT DESCRIPTION

Vesting Tentative Tract 927

A request by Lennar Homes to utilize the small lot provisions of Section 17.10.100 and 17.12.100 of the Hanford Municipal Code to subdivide 24.93 acres into 133 single-family residential lots in the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone district.

See proposed subdivision – **Attachment 1.**

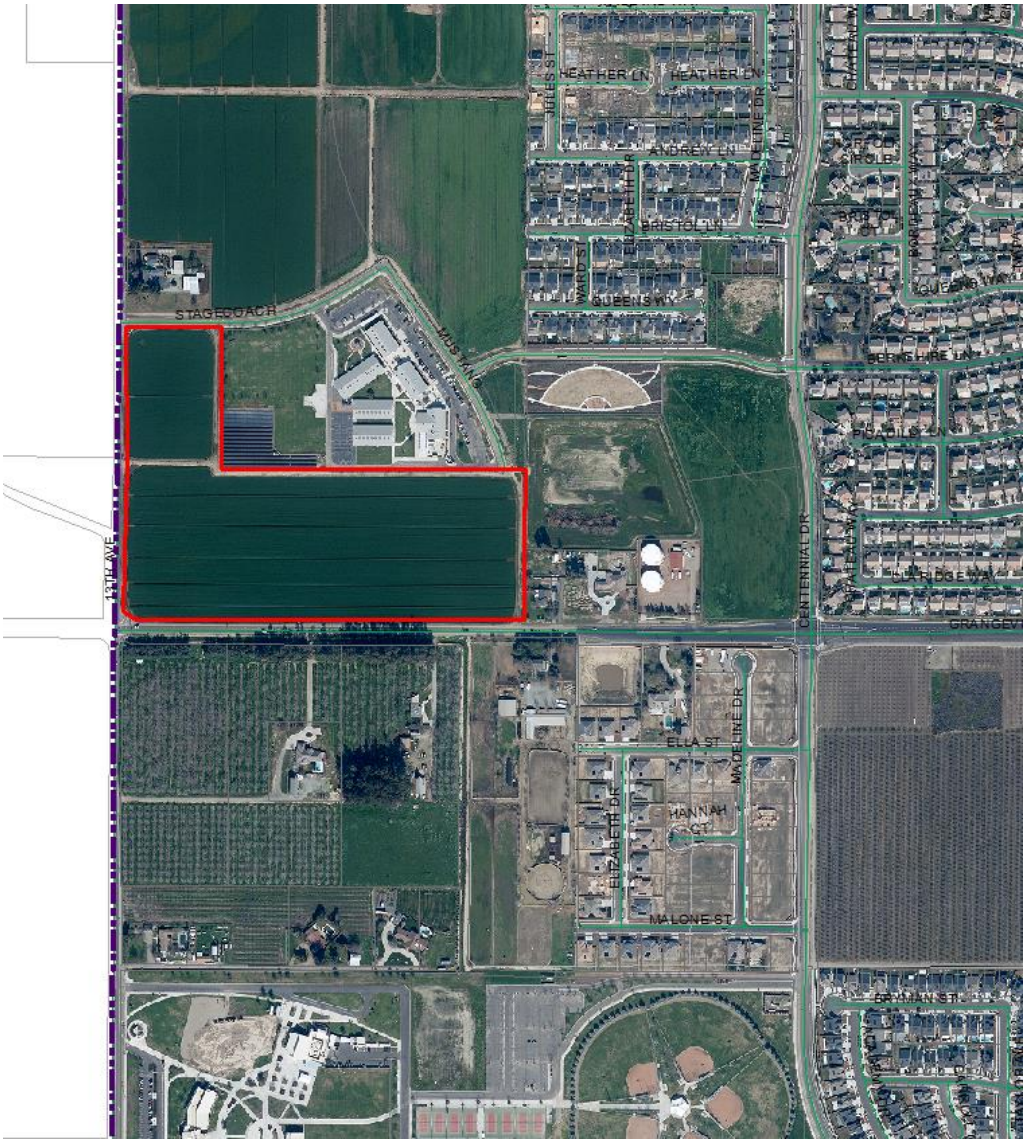
BACKGROUND INFORMATION

Project Location

The project is located at the northeast corner of Grangeville Boulevard and 13th Avenue (APN 009-030-146).

Attachment: Staff Report - Tentative Tract 927 (TT 927)

Figure 1 – Aerial



Attachment: Staff Report - Tentative Tract 927 (TT 927)

Existing Land Use

The property is comprised of vacant land.

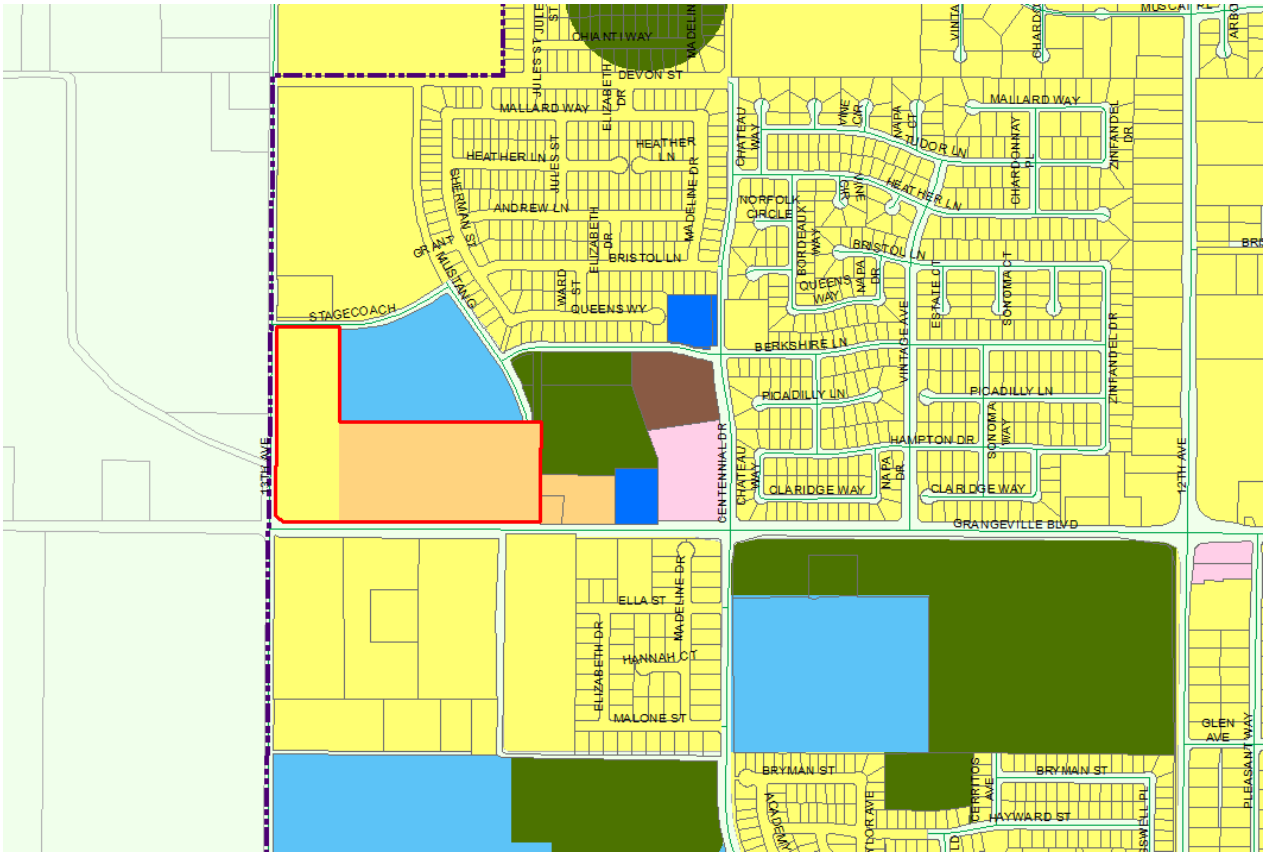
Adjacent Land Use and Zoning:

	Land Use	Zoning	General Plan Designation
North:	Future Residential Tract (922)	R-L-5 Low-Density Residential	Low-Density Residential
South:	Large-Lot Single-Family Residential	R-L-5 Low-Density Residential	Low-Density Residential
East:	Park, Basin, and Single-Family Residential	PF Public Facility, R-M Medium-Density Residential	Open Space and Medium-Density Residential
West:	Agriculture	County AL-10	Not within Planning Area

General Plan and Zoning Designation

The site is designated by the General Plan as Low-Density and Medium-Density Residential and is zoned R-L-5 Low-Density Residential on 9.07 acres of the project site and R-M Medium Density Residential on 15.66 acres of the project site, in accordance with the General Plan.

Figure 2: General Plan Designation
Low-Density Residential and Medium-Density Residential



Attachment: Staff Report - Tentative Tract 927 (TT 927)

Low-Density Residential

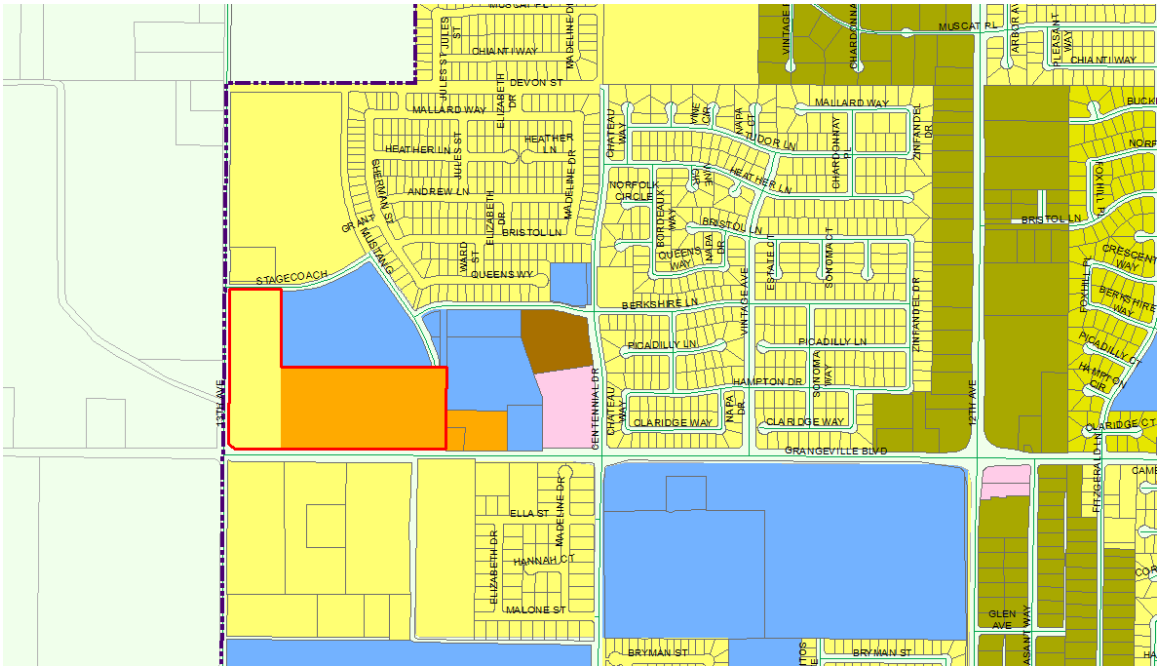
In accordance with the General Plan, the expected density range for Low-Density Residential is two to 10 units per gross acre, with an expected average of four units per gross acre. According to Land Use Policy L31, the purpose of the Low-Density Residential land use designation is to provide mainly single-family development on lot sizes typically found in urban settings. Typical uses in the Low-Density Residential land use designation include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood, according to Policy L32.

Medium-Density Residential

In accordance with the General Plan, the expected density range for Medium-Density Residential is seven to 20 units per gross acre, with an expected density of nine units per gross acre. 20 units per gross acre may be achieved with density bonuses and conditional use permits. According to Policy L34, the purpose of the Medium-Density Residential land use designation is to include residential uses such as duplexes, triplexes, fourplexes, townhomes, and lower-density apartment complexes, as well as non-traditional, smaller single-family lots with designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single-family developments. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.

The property is zoned R-L-5 Low-Density Residential and R-M Medium-Density Residential. The subdivision proposes to utilize the provisions set forth in Section 17.10.100 and 17.12.100 of the Hanford Municipal Code to permit lots with lot areas less than 5,000 square feet.

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



Attachment: Staff Report - Tentative Tract 927 (TT 927)

PROJECT EVALUATION

In accordance with Section 17.10.100 and 17.12.100, lots in the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone districts may have a lot area of between 3,600 and 4,999 square feet, if all of the following standards are met:

1. Each lot shall have only one (1) dwelling unit. Second dwelling units are not permitted.

   Analysis: All lots are proposed to be developed for single-family residences. A condition prohibiting second dwelling units is included in the resolution for the project.

2. Not more than one hundred fifty (150) lots less than five thousand (5,000) square feet may be approved per tentative subdivision map.

   Analysis: The subdivision proposes 133 residential lots on the tentative subdivision map.

3. Streets shall be constructed to public street standards.

   Analysis: All streets proposed on the subdivision map meet the public street standards. 13th Avenue and Grangeville Boulevard will be developed as major arterial streets along the entire development frontage. Improvements will be constructed to City Standards ST-17 and ST-18. North Mustang Drive and Stagecoach Drive will be developed as collector streets along the development frontage of the subdivision. All improvements will be constructed in conformance with City Standard ST-17 and ST-26. All other streets within the subdivision will be constructed to the residential street standard, ST-32.

4. All structures shall be constructed on site.

   Analysis: All residences will be constructed on site. A condition prohibiting manufactured dwelling units is included in the resolution for the project.

5. Each subdivision with small lots shall have at least three (3) different small lot floor plans with two (2) available elevation designs for each floor plan.

   Analysis: The applicant has provided four small lot floor plans with three elevations available for each. Floor plans and elevations are attached – **Attachment 2.**

6. The primary frontage of the main structure shall face a public street, primary entryway, circulation walkway, or open space with sidewalks that provide delineated paths of travel.

   Analysis: The frontage of the residence will be constructed to face the public streets within the subdivision.

7. The primary frontage of the main structure shall include the primary entrance and at least one window.

Attachment: Staff Report - Tentative Tract 927 (TT 927)

Analysis: The primary frontage of each residence provides the primary entrance and one window. See Figures 4-7 below.

Figure 4: Plan 7511

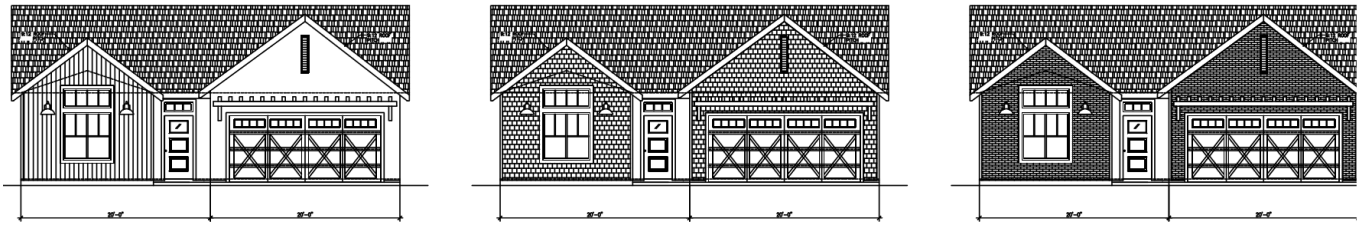


Figure 5: Plan 7512

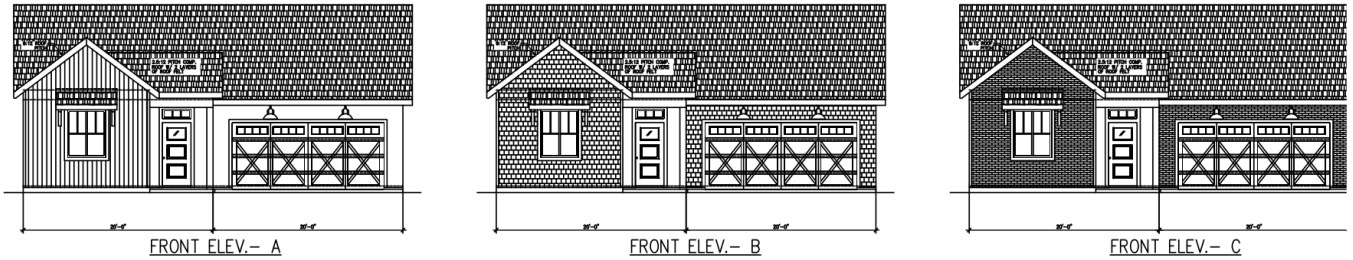


Figure 6: Plan 7514

Figure 7: Plan 7515

Attachment: Staff Report - Tentative Tract 927 (TT 927)

8. Required covered parking spaces shall be in garages. Carports are prohibited.

   Analysis: In accordance with Section 17.54.040 of the Hanford Municipal Code, single-family dwellings require two spaces per dwelling unit with at least one stall covered. According to the small-lot provisions set forth in Section 17.10.100 and Section 17.12.100, required covered parking spaces shall be in garages. All floor plans feature a two-car garage. A condition of approval for the project will prohibit carports from being constructed in the future.

9. The width of the garage shall not be greater than fifty percent (50%) of the width of the structure.

   Analysis: Each floorplan provides a 40-foot wide residence. In each floorplan, the width of the garage is limited to 20 feet, which comprises 50% of the width of the structure.

10. Main structures shall include a covered front porch at least four (4) feet deep or an uncovered front courtyard at least five (5) feet wide and five (5) feet deep that is surrounded on four (4) sides by the main structure or a wall or fence between three (3) and four (4) feet high.

    Analysis: Each plan provides an adequate porch, as required. Plan 7511, 7412, and 7515 feature a four-feet-deep porch. Plan 7514 provides a 19-feet by four-feet-deep porch.

11. The Building Official shall not approve a building permit for a new residence on a lot with a lot area less than five thousand (5,000) square feet until the Community Development Director has determined that the standards identified in this section are met.

    B. Lots with less than five thousand (5,000) square feet shall have the following minimum dimensions and building setback areas:

       1. The minimum lot depth shall be seventy (70) feet.

          Analysis: All lots proposed under Tentative Tract 927 meet the minimum 70-feet lot depth requirement. The majority of the lots in the subdivision are between 80 to 100 feet deep.

       2. The minimum lot width shall be forty (40) feet for interior lots and forty-five (45) feet for corner lots.

          Analysis: All lots proposed under Tentative Tract 927 meet the minimum lot width. The majority of the lots in the subdivision are between 50 and 60 feet wide.

       3. The minimum front building setback area shall be twelve (12) feet for livable space and eighteen (18) feet for garages.

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Analysis: Setbacks will be verified during plan check. A minimum 12-foot front-yard setback to livable space and 18-foot setback to garages has been made a condition of approval in the resolution.

4. The minimum rear yard building setback area shall be ten (10) feet for the first story and fifteen (15) feet for upper stories.

   Analysis: Setbacks will be verified during plan check. A minimum 10-foot rear-yard setback for one-story residences and 15-foot rear-yard setback for residences exceeding one-story has been made a condition of approval in the resolution.

5. The minimum interior side yard building setback area shall be five (5) feet.

   Analysis: Setbacks will be verified during plan check. A minimum five-foot interior side-yard setback has been made a condition of approval in the resolution.

6. The minimum corner side yard building setback area shall be ten (10) feet.

   Analysis: Setbacks will be verified during plan check. A minimum 10-foot street-side setback has been made a condition of approval in the resolution.

7. The maximum building height shall be thirty-five (35) feet.

   Analysis: A maximum building height of 35 feet has been made a condition of approval in the resolution.

8. Lots shall provide for a usable open space area of a minimum three hundred (300) square feet. The open space shall be a minimum fifteen (15) feet wide.

   Analysis: The provision of open space will be verified during plan check. A requirement for a minimum of 300 square feet of open space, 15 feet wide minimum, is included as a condition of approval in the resolution.

C. Lots having a lot area of less than three thousand six hundred (3,600) square feet, or lots that do not meet the standards in this section may be approved through the planned unit development process per Chapter 17.82.

   Analysis: No lot within the proposed subdivision will have a lot area less than 3,600 square feet.

Vesting Tentative Tract 927:

Vesting Tentative Tract 927 is a request to utilize the small lot provisions of Section 17.10.100 and 17.12.100 of the Hanford Municipal Code to subdivide 24.93 acres into 133 single-family

Attachment: Staff Report - Tentative Tract 927 (TT 927)

residential lots in the R-M Medium-Density Residential and R-L-5 Low-Density Residential zone districts.

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

Total Area: 24.93 acres

Number of Lots: 133 residential lots

Number of Dwelling Units: 133

Units per acre: 5.33 units per acre

Potential population increase: 3.11 persons per household x 133 households = 414 persons

Lot Area

Smallest	Largest	Average	Required in R-L-5 and R-M	Permitted under small – lot provisions
3,995 sq. ft. (Lot 61)	11,022 sq. ft. (Lot 128)	5,045 sq. ft.	5,000 sq. ft.	3,600 – 4,999 sq. ft.

In the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone district, the minimum lot area shall be 5,000 square feet, except as prescribed in Section 17.10.100 and Section 17.12.100, which allows a lot area between 3,600 square feet and 4,999 square feet.

The tentative tract features lots which meet and exceed the utilization of the small lot provisions in Section 17.10.100 and Section 17.12.100 for the R-L-5 Low-Density and R-M Medium-Density Residential zone district, which allows lots between 3,600 square feet and 4,999 square feet. The smallest lot in the subdivision is 3,995 square feet. The average lot size is 5,045 square feet. All lots under 5,000 square feet comply with the small-lot provisions set forth in Section 17.10.100 and Section 17.12.100.

Density

The General Plan prescribes a density between two and 10 units per acre for the Low-Density Residential designation and seven to 20 units per acre for the Medium-Density Residential zone district. The development has an overall density of 5.33 units per gross acre, which is within the combined allowable density for the subdivision overall.

Calculation

Minimum Density:

$$\frac{\text{9.07 acres of R-L-5 (2 units per acre) + 15.66 acres of R-M (7 units per acre)}}{\text{24.93 acres}}$$

= 5.18 units per acre (minimum density allowance)

Attachment: Staff Report - Tentative Tract 927 (TT 927)

Maximum Density:

$$\frac{\text{9.07 acres of R-L-5 (10 units per acre) + 15.66 acres of R-M (20 units per acre)}}{\text{24.93 acres}}$$

= 16.2 units per acre (maximum density allowance)

The density range for the subdivision overall is between 5.18 and 16.2 units per acre. The density provided for the subdivision overall is 5.33 units per acre, which is within the allowable range.

Lot Frontage

In the R-L-5 Low-Density and R-M Medium-Density Residential zone district, the minimum lot frontage shall be 40 feet.

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

Lot Width

In the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone district, the minimum lot width shall be 50 feet for interior lots and 60 feet for corner lots, except as prescribed in Section 17.10.100 and 17.12.100 (Lot area less than 5,000 square feet).

According to Section 17.10.100 and Section 17.12.100, the minimum lot width shall be 40 feet for interior lots and 45 feet for corner lots. The majority of the lots in the subdivision are between 50 and 60 feet wide. All lots meet or exceed the minimum lot width set forth in Section 17.10.100 and 17.12.100 of the Hanford Municipal Code.

Lot Depth

In the R-L-5 Low-Density Residential and R-M Medium-Density Residential zone district, the minimum lot depth shall be 90 feet, except as prescribed in Section 17.10.100 and 17.12.100 (Lot area less than 5,000 square feet).

According to Section 17.10.100 and Section 17.12.100, the minimum lot depth shall be 70 feet. The majority of the lots in the subdivision are between 80 to 100 feet deep. All lots meet or exceed the minimum lot depth set forth in Section 17.10.100 and 17.12.100 of the Hanford Municipal Code.

Streets/Circulation

Street improvements include the following:

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

Attachment: Staff Report - Tentative Tract 927 (TT 927)

- Development of North Mustang Drive and Stagecoach Drive as collect streets, in conformance with City Standards ST-17 and ST-26;

Backup Parkway Improvements

The developer will design and construct a minimum six-foot high decorative masonry block wall and landscaping/irrigation system improvements along the development frontages 13th Avenue, Grangeville Boulevard, W. Stagecoach Drive, and N. Mustang Drive for lots backing onto said streets.

Sewer Improvements

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

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. All drainage from the subdivision will be retained in the retention basin shown on the subdivision map. The basin expansion will be constructed to City Standard.

Water System

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

Easements and Dedications

All easements will be designated on the final subdivision map, as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Utilities and Engineering Division. A 10-foot utility and landscape easement will be provided along 13th Avenue and Grangeville Boulevard. A five-foot landscape/public utility easement will be provided along North Mustang Drive and West Stagecoach Drive. A six-foot public utility and landscape easement will be provided along all residential streets.

Attachment: Staff Report - Tentative Tract 927 (TT 927)

FINDINGS FOR APPROVAL

Tentative Tract Map 927:

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 requirements set forth in the Hanford Municipal Code Section 17.10.100 and Section 17.12.100 Lots Area Less than 5,000 Square Feet.

2. Design Finding:

   ANALYSIS: That the design or improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the requirements set forth in the Hanford Municipal Code Section 17.10.100 and Section 17.12.100 Lots Area Less than 5,000 Square Feet.

3. Type of Development Finding:

   ANALYSIS: That the site is physically suitable for single-family residential-type development, proposed under Vesting Tentative Tract 927, in accordance with the General Plan and Zoning designation for the property, R-L-5 Low-Density Residential development and R-M Medium-Density Residential.

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 between two and 10 units per acre for the Low-Density Residential designation and seven to 20 units per acre for the Medium-Density Residential zone district. The development has an overall density of 5.33 units per gross acre, which is within the combined allowable density for the subdivision overall.

Calculation

Minimum Density:

$$\frac{\text{9.07 acres of R-L-5 (2 units per acre) + 15.66 acres of R-M (7 units per acre)}}{\text{24.93 acres}}$$

= 5.18 units per acre (minimum density allowance)

Attachment: Staff Report - Tentative Tract 927 (TT 927)

Maximum Density:

$$\frac{\text{9.07 acres of R-L-5 (10 units per acre) + 15.66 acres of R-M (20 units per acre)}}{\text{24.93 acres}}$$

= 16.2 units per acre (maximum density allowance)

The density range for the subdivision overall is between 5.18 and 16.2 units per acre. The density provided for the subdivision overall is 5.33 units per acre, which is within the allowable range.

5. Environmental Finding:

   ANALYSIS: That an initial study/environmental assessment was conducted; and, on the basis on the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2019-51 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2019-51, and mitigation measures required of development are attached – **Attachment 3.**

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 927 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

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

ENVIRONMENTAL ASSESSMENT

That an initial study/environmental assessment was conducted; and, on the basis on the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2019-51 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2019-51 and mitigation measures required of development are attached – **Attachment 3.**

Attachment: Staff Report - Tentative Tract 927 (TT 927)

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.

Responses were received from the following:

1. Pre-Consultation from Michael Wilson with AT&T (received September 30, 2019).

2. Pre-consultation from Renee Creech with the Hanford Joint Union High School District (received October 1, 2019).

3. Pre-consultation from Shana Powers with the Santa Rosa Rancheria Tachi Yokut Tribe (received October 1, 2019).

4. Pre-consultation from Michael DeLeon with the Santa Rosa Rancheria Tachi Yokut Tribe (Received October 29, 2019).

5. Pre-consultation from Brian Clements with the San Joaquin Valley Air Pollution Control District (Received October 4, 2019).

6. Pre-consultation from Michael Hawkins with Kings County Public Works (Received October 4, 2019)

7. Pre-consultation from P. van Loon with the Pioneer Union Elementary School District (Received October 7, 2019)

All consultation comments received are attached/analyzed in the initial study - **Attachment 3.**

AT&T

Consultation was received from Michael Wilson with AT&T on September 30, 2019, stating, “Developer to contact AT&T at same time as Edison notified. Project management/utility coordinator to be notified of AT&T engineer (myself) contact information.

AT&T cable feed to come from east (mustang/Shelby) and will require telco coordination for line extension and structure placement in joint trench. Attention existing joint poles on 13th should remain, or development to allow time for relocation. Edison to place new, ATT to follow”

Staff Analysis: The project comment was forwarded to Engineering. Engineering is not requiring the removal/relocation of poles on 13th Avenue.

Hanford Joint Union High School District

Pre-consultation was received from Renee Creech with the Hanford Joint Union High School District on October 1, 2019, stating, “This project is another new housing development in a school boundary that is already impacted. This causes issues for traffic, transportation, and classroom

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ratios of students to faculty."

Staff Analysis: 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.

Santa Rosa Rancheria Tachi-Yokut Tribe

On October 1, 2019, consultation was received from Shana Powers 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."

On October 29, 2019, consultation was received from Michael DeLeon, also with the Santa Rosa Rancheria Tachi Yokut Tribe, stating, "The Tribe recommends that Santa Rosa be retained to give a cultural presentation to construction staff regarding the law and the potential cultural resources."

Staff Analysis: 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. The findings were provided in a Technical Memorandum and sent to the Santa Rosa Rancheria Tachi-Yokut Tribe. Further comments were not received from the Tribe.

An excerpt from the study verifies, "Based on the results of cultural record search findings and the lack of historical or archeological resources previously identified within a 0.5-mile radius of the proposed project, the potential to encounter subsurface historical or archaeological deposits would be considered unlikely. Operation of the proposed project would not result in impacts related to the disturbance of archaeological or historical resources.

However, there is still a possibility that historical or archaeological materials may be exposed during construction activities. Grading and trenching, as well as other ground-disturbing actions have the potential to damage or destroy these previously unidentified and potentially significant cultural resources within the project area, including historical or archaeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact under CEQA.

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Implementation of recommended Mitigation Measures MM CUL-1 and MM CUL-2 would reduce potential impacts on cultural resources and historical resources associated with the proposed project to less-than-significant levels.

Recommended Mitigation Measures:

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation.

If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.

This is required as a mitigation measure for the project.

MM CUL-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed.

Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the County coroner. All reports, correspondences, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.

This is required as a mitigation measure for the project.

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 133 residential lots (Project) located at the northeast corner of Grangeville and 13th Avenue, 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

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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 (Indirect Source Review) - District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. If subject to the rule, 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.

3. 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.

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 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-

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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

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- 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.

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 though design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application has been filed and approved with the San Joaquin Valley Air Pollution Control District – a copy of the Air Impact Assessment is attached to this study.

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

Mitigation Measures: The project proponent 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.

Kings County Public Works

Consultation was received from Michael Hawkins with Kings County Public Works on October 4, 2019, stating, "installation of a left turn lane/pocket for southbound traffic at W. Berkshire."

Analysis: The comment was forwarded to the Engineering Division and the project was conditioned, as requested.

Pioneer Union Elementary School District

Pre-consultation was received from P. van Loon, Superintendent with Pioneer Union Elementary School District, stating, "For safety reasons, the Pioneer Union Elementary School District requests that any two-story home/s constructed within Tentative Tract 927 be constructed away from, to the greatest distance possible, the property line of Frontier Elementary School District."

Staff Analysis: Staff cannot enforce such a condition. All two-story structures within the subdivision will be setback a minimum of 25 feet from the rear property line.

Attachment: Staff Report - Tentative Tract 927 (TT 927)

PUBLIC COMMENTS

Noticing of the project was published in the newspaper on November 15, 2019 and mailed to property owners within 300 feet of the project site on November 14, 2019. The initial study and notice of intent to adopt a mitigated negative declaration was made available to the public for a 20-day comment period, from November 15 to December 5, 2019. No public comments have been received, as of the date of the preparation of this staff report.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Certify Mitigated Negative Declaration No. 2019-51 for the project.

2. Adopt Resolution No. 2019-30, approving Vesting Tentative Tract 927.

Applicant:
Lennar Homes of California
8080 N. Palm Avenue #110
Fresno, CA 93711

Owner:
Cal Clark Farms
P.O. Box 22185
Carmel, CA 93922

Attachment: Staff Report - Tentative Tract 927 (TT 927)

RESOLUTION 2019-30

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING VESTING TENTATIVE TRACT 927, A REQUEST TO UTILIZE THE SMALL-LOT PROVISIONS OF SECTION 17.10.100 AND SECTION 17.12.100 OF THE HANFORD MUNICIPAL CODE TO SUBDIVIDE 24.93 ACRES INTO 133 SINGLE-FAMILY RESIDENTIAL LOTS IN THE R-L-5 LOW-DENSITY AND R-M MEDIUM-DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED AT THE NORTHEAST CORNER OF GRANGEVILLE BOULEVARD AND 13TH AVENUE (APN 009-030-146).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on December 10, 2019, by motion of Commissioner , and seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, Tentative Subdivision Map No. 927, filed by Lennar Homes of California, a request by Lennar Homes to utilize the small lot provisions of Section 17.10.100 and 17.12.100 of the Hanford Municipal Code to subdivide 24.93 acres into 133 single-family residential lots in the R-M Medium-Density Residential and R-L-5 Low-Density Residential zone districts, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford, in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the project is located at the northeast corner of Grangeville Boulevard and 13th Avenue (APN 009-030-146); and

WHEREAS, elevations have been approved for the subdivision, shown in **Exhibit B;** and

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing of December 10, 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. 2019-51, 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 finds 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 C,** and certify that Mitigated Negative Declaration No. 2019-51 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED, that 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,

Attachment: Resolution No. 2019-30 (TT 927)

and Subdivision Ordinance. All lots proposed meet the requirements set forth in the Hanford Municipal Code Section 17.10.100 and Section 17.12.100 Lots Area Less than 5,000 Square Feet.

2. Design Finding:

ANALYSIS: That the design or improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. All lots proposed meet the requirements set forth in the Hanford Municipal Code Section 17.10.100 and Section 17.12.100 Lots Area Less than 5,000 Square Feet.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for single-family residential-type development, proposed under Vesting Tentative Tract 927, in accordance with the General Plan and Zoning designation for the property, R-L-5 Low-Density Residential development and R-M Medium-Density Residential.

,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 between two and 10 units per acre for the Low-Density Residential designation and seven to 20 units per acre for the Medium-Density Residential zone district. The development has an overall density of 5.33 units per gross acre, which is within the combined allowable density for the subdivision overall.

Calculation

Minimum Density:

$$\frac{\text{9.07 acres of R-L-5 (2 units per acre) + 15.66 acres of R-M (7 units per acre)}}{\text{24.93 acres}}$$

= 5.18 units per acre (minimum density allowance)

Maximum Density:

$$\frac{\text{9.07 acres of R-L-5 (10 units per acre) + 15.66 acres of R-M (20 units per acre)}}{\text{24.93 acres}}$$

= 16.2 units per acre (maximum density allowance)

The density range for the subdivision overall is between 5.18 and 16.2 units per acre. The density provided for the subdivision overall is 5.33 units per acre, which is within the allowable range.

Attachment: Resolution No. 2019-30 (TT 927)

5. Environmental Finding:

   ANALYSIS: That an initial study/environmental assessment was conducted; and, on the basis on the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2019-51 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 927 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

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

THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Hanford hereby approves Vesting Tentative Tract 927, subject to the conditions of approval, attached as **Exhibit D,** 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)

Attachment: Resolution No. 2019-30 (TT 927)

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 **10th** day of **December, 2019.**

_____

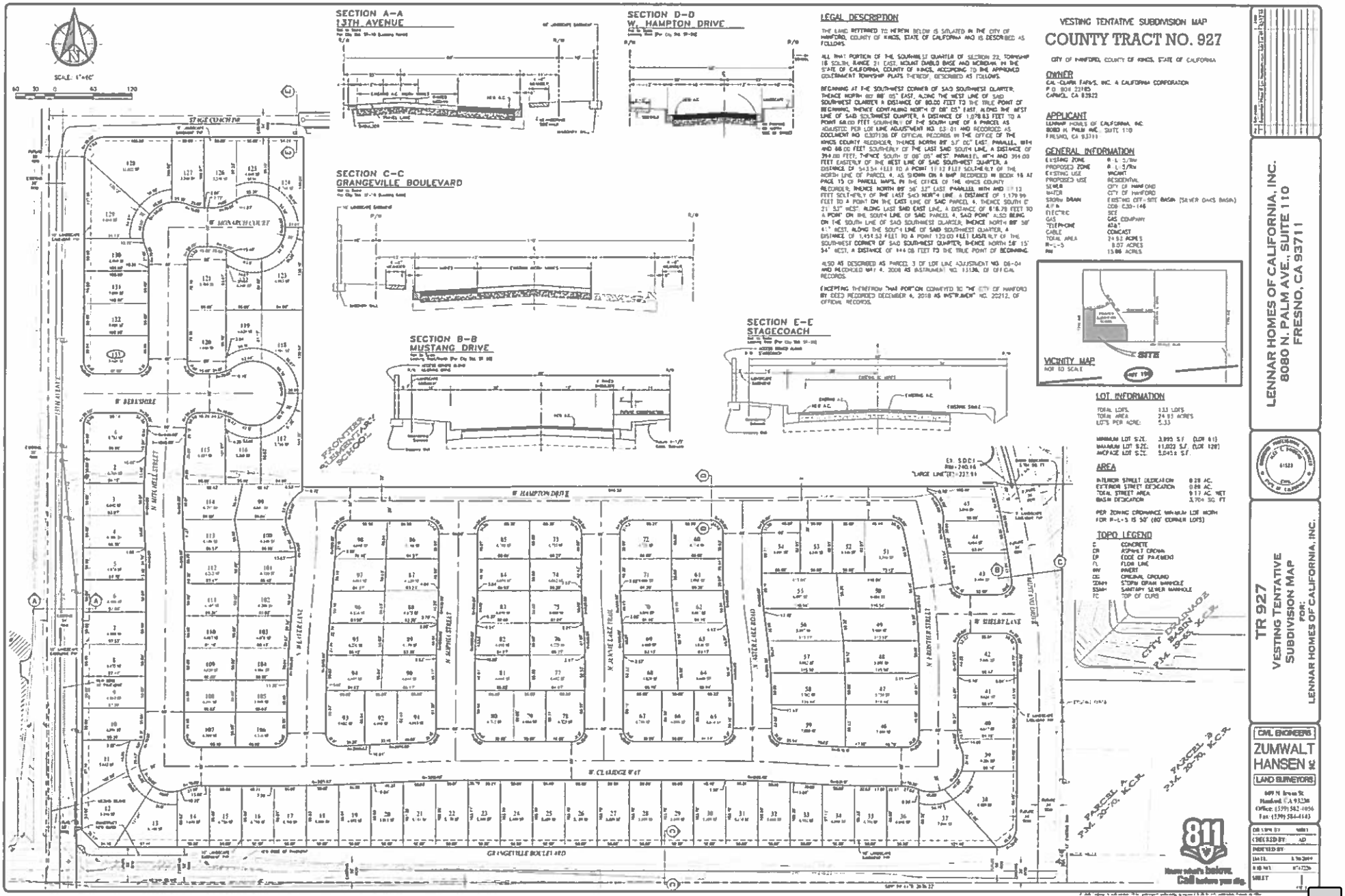
Darlene R. Mata, Community Development Director
Secretary of the Planning Commission

Attachment: Resolution No. 2019-30 (TT 927)

Tentative Tract 929

Exhibit A:
Tentative Tract Map 927

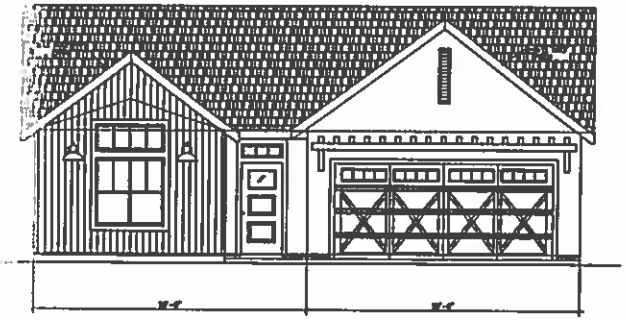
Attachment: Resolution No. 2019-30 (TT 927)


SECTION A–A
13TH AVENUE
SECTION D–D
W. HAMPTON DRIVE
SECTION C–C
GRANGEVILLE BOULEVARD
SECTION B–B
MUSTANG DRIVE
SECTION E–E
STAGECOACH
LEGAL DESCRIPTION
VESTING TENTATIVE SUBDIVISION MAP
COUNTY TRACT NO. 927
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA
OWNER
CAL-CLARK FARMS, INC. A CALIFORNIA CORPORATION
P.O. BOX 22165
CARMEL, CA 93922
APPLICANT
LENNAR HOMES OF CALIFORNIA, INC.
8080 N. PALM AVE., SUITE 110
FRESNO, CA 93711
GENERAL INFORMATION
Existing Zone R-1-5/Rm
Proposed Zone R-1-5/Rm
Existing Use VACANT
Proposed Use RESIDENTIAL
Sewer CITY OF HANFORD
Water CITY OF HANFORD
Storm Drain EXISTING CITY-SITE BASIN (SILVER OAKS BASIN)
APN DCB 030-146
Electric SCE
Gas GAS COMPANY
Telephone AT&T
Cable COMCAST
Total Area 34.92 ACRES
R-1-5 8.07 ACRES
RM 13.86 ACRES
VICINITY MAP
NOT TO SCALE
SITE
LOT INFORMATION
Total Lots 133 LOTS
Total Area 24.93 ACRES
Lots per Acre 5.33
Minimum Lot Size 3,995 S.F. (LOT 61)
Maximum Lot Size 11,022 S.F. (LOT 120)
Average Lot Size 5,045± S.F.
AREA
Interior Street Dedication 0.28 AC.
Exterior Street Dedication 0.88 AC.
Total Street Area 9.17 AC. NET
Basin Dedication 3,704± SQ. FT.
PER ZONING ORDINANCE MINIMUM LOT WIDTH FOR R-1-5 IS 50' (60' CORNER LOTS)
TOPO LEGEND
C CONCRETE
AC 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
CITY DRAINAGE P.M. BASIN K.C.
PARCEL 'B' P.M. 20-70, K.C.R.
PARCEL 'A' P.M. 20-70, K.C.R.
W. HAMPTON DRIVE
W. CLARGE AVE
GRANGEVILLE BOULEVARD
W. BERKSHIRE
W. SHELBY LANE
N. MAPLE HILL STREET
N. BEECHLANE
N. MARVEL LAKE TRAIL
N. SILVER LAKE ROAD
N. PRENTICE STREET
FRONTIER ELEMENTARY SCHOOL
Know what's below. Call before you dig.
811
LENNAR HOMES OF CALIFORNIA, INC.
8080 N. PALM AVE., SUITE 110
FRESNO, CA 93711
TR 927
VESTING TENTATIVE
SUBDIVISION MAP
FOR:
LENNAR HOMES OF CALIFORNIA, INC.
CIVIL ENGINEERS
ZUMWALT
HANSEN INC.
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-4056
Fax: (559) 584-4143
CHECKED BY: AD
SHEET

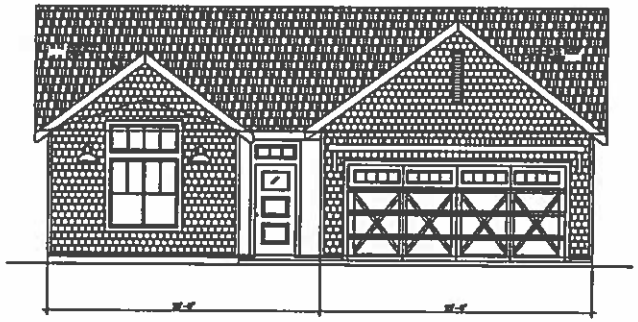
Tentative Tract 929

Exhibit B:
Approved Elevations

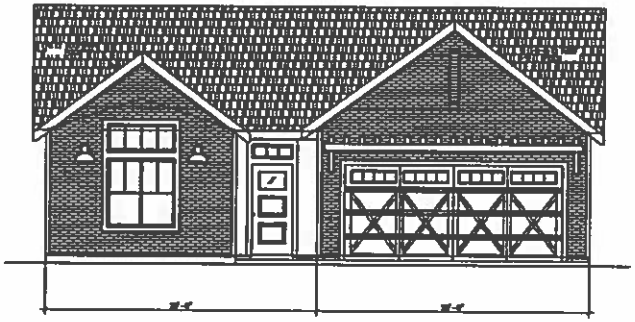
Attachment: Resolution No. 2019-30 (TT 927)



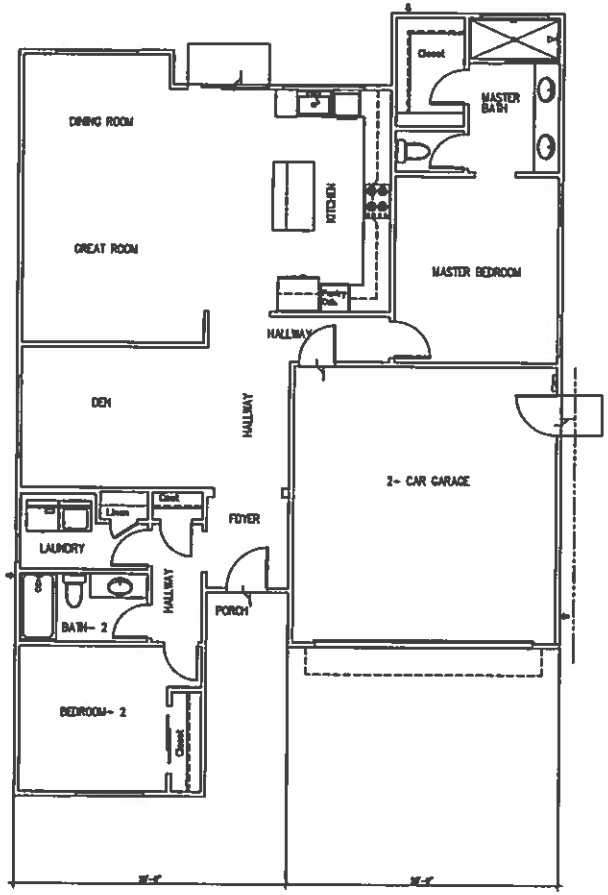
FRONT ELEV.– A



FRONT ELEV.– B



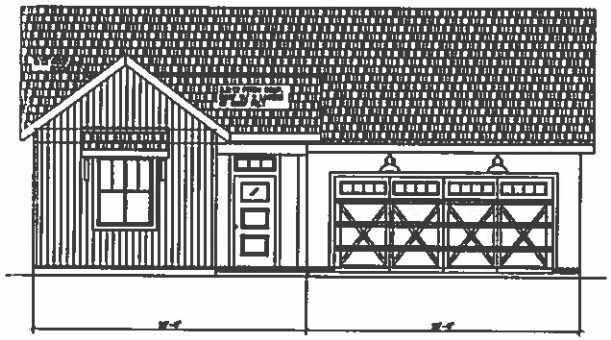
FRONT ELEV.– C



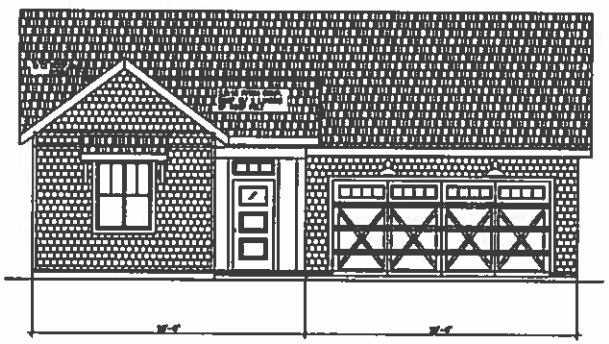
PLAN 7511

REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

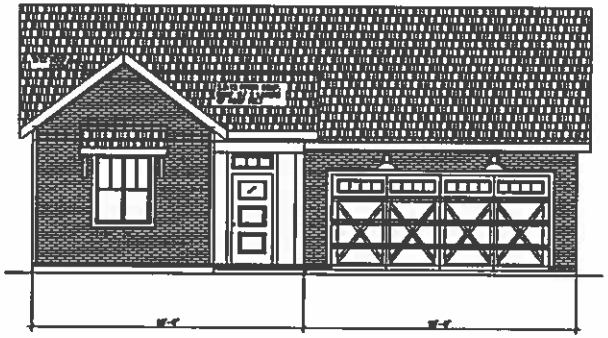
LENNAR



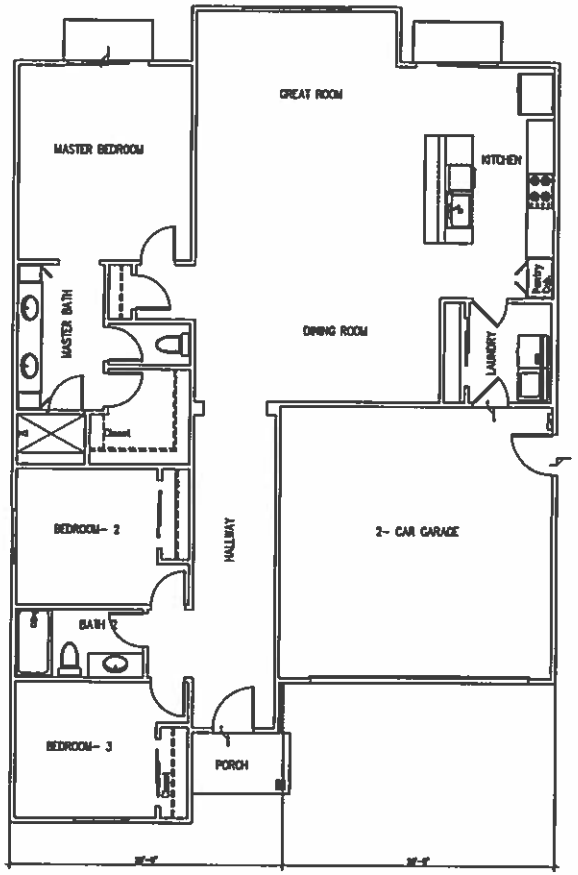
FRONT ELEV.– A



FRONT ELEV.– B



FRONT ELEV.– C



PLAN 7512

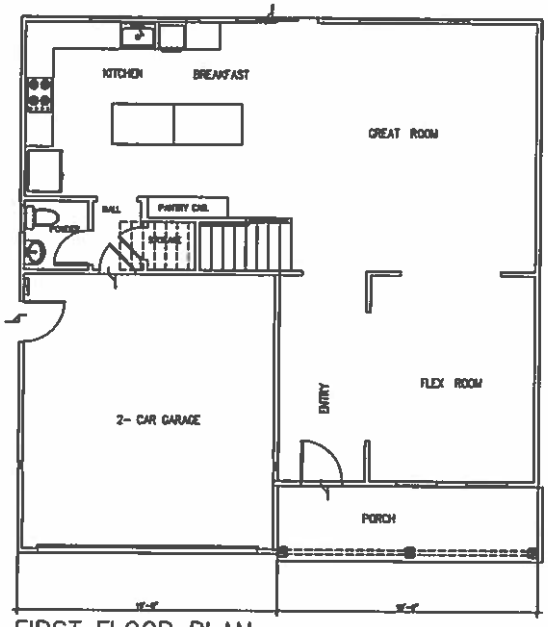
REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

LENNAR

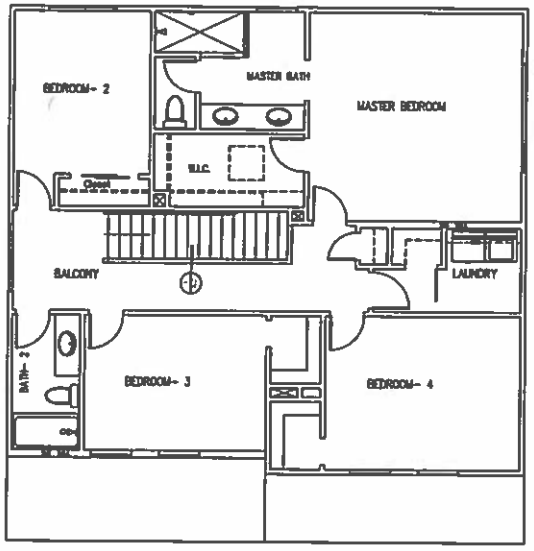
FRONT ELEV.– A

FRONT ELEV.– B

FRONT ELEV.– C



FIRST FLOOR PLAN

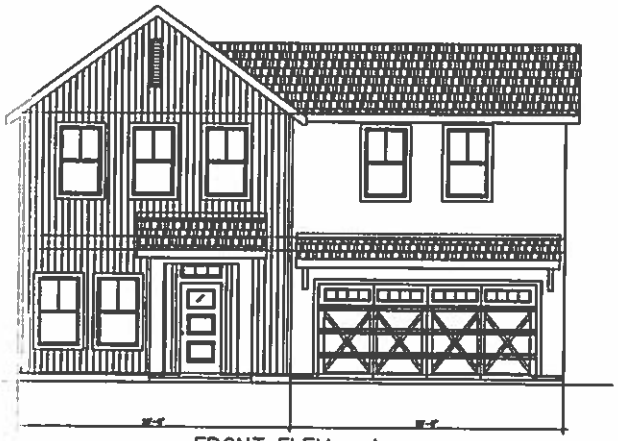


SECOND FLOOR PLAN

PLAN 7514

REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

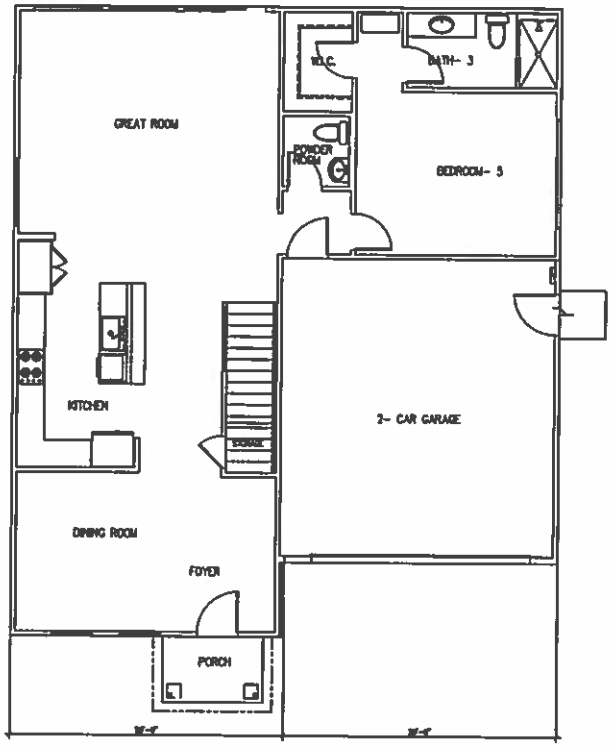
LENNAR



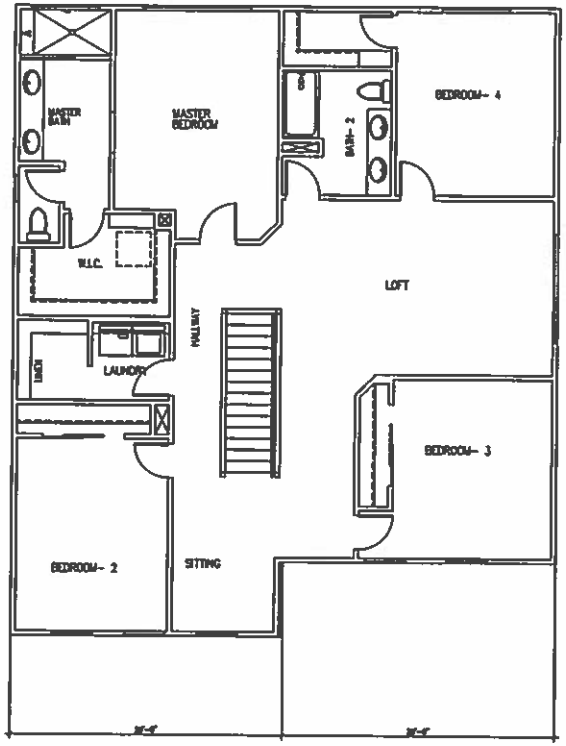
FRONT ELEV.- A

FRONT ELEV.- B

FRONT ELEV.- C



FIRST FLOOR PLAN



SECOND FLOOR PLAN

PLAN 7515

REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

LENNAR

Attachment: Resolution No. 2019-30 (TT 927)

7511 Elevation A: In the "A" elevations we incorporate vertical siding and stucco.

7512 Elevation B: In the "B" elevations we incorporate shingles and stucco.

7514 Elevation A: In the "A" elevations we incorporate vertical siding and stucco.

7515 Elevation C: In the "C" elevations we incorporate stone and stucco.

Exhibit C:
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2019-30 (TT 927)

Vesting Tentative Tract 927
Mitigation Measures
Mitigated Negative Declaration 2019-51

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 could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant shall comply with the requested items below, in accordance with Section 17.10 and 17.12 of the Hanford Municipal Code: 1. The subdivision with small lots shall have at least three different small lot floor plans with two available elevation designs for each floor plan. 2. The primary frontage of the main structure shall face a public street, primary entryway, circulation walkway, or open space with sidewalks that provided delineated paths of travel. 3. The primary frontage of the main structure shall include the primary entrance and at least one window. 4. Required covered parking spaces shall be in garages. Carports are prohibited. 5. The width of the garage shall not be greater than 50% of the width of the structure. 6. Main structures shall include a covered front porch of at least four feet deep or an uncovered front courtyard at least five feet wide and five feet deep that is surrounded on four sides by the main structure or a wall or fence between three and four feet high.	Developer to provide; Building Official shall not issue building permit until requirements are met
MM Aesthetics 3	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 violate any air quality standard or contribute substantially to an existing or projected air quality violation? 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 proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.	Developer to file application with San Joaquin Valley Air Pollution Control District
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? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	**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 prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of discovery (if uncovered)

		resources such as glass, metal, wood, brick, or structural remnants. If the qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met. **MM Cultural Resources 4:** If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the County coroner. All reports, correspondences, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.	
MM Cultural Resources 3	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM Cultural Resources 3:** If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the	Developer or representative to notify archeologist of discovery (if uncovered)

		qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.	
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 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 the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2:	That the project may	That a geotechnical and soil studies be prepared as a required by the	Building Official to

	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?	Building Official (if applicable).	require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The	Developer

		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 potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

	off-site?		
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
	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	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

	standards of other agencies?		
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 physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to police impact fees.	Developer to pay
MM Public	The project may result in	That the development of the project will be subject to School Impact	Developer to pay

Facilities 3	substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	Fees.	
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
TRANSPORTATION/TRAFFIC			
MM Traffic 1-2	Would the project 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,	**MM Traffic 1 –** That the development is subject to traffic impact fees. **MM Traffic 2 -** Conditions of the development include: 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.	Developer to provide and pay

	highways and freeways, pedestrian and bicycle paths, and mass transit? Would the project 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? Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	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).	

		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.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies	That the future development would be required to implement water	City to require and ensure

	available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	conservation measures.	compliance; developer and future occupants 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 D:
Conditions of Approval

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SEPTEMBER 17, 2019

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: September 25, 2019
TENTATIVE TRACT NO. 927 REVISION #1
CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Low-Density Residential and Medium-Density Residential

Zoning: R-L-5 Low-Density Residential and R-M Medium-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

General Requirements:

1. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.

2. That all approved proposals of the applicant be conditions of development, if not mentioned herein.

3. That the site be developed according to the approved tentative tract map, titled Tentative Tract 927, with minor modifications to be approved by the Community Development Department.

4. That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this tentative tract shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

5. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.

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

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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.

General:

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

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

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

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

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

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☒ That all lots less than 5,000 square feet shall meet all standards of Section 17.10.100 and 17.12.100 Lot Area Less than 5,000 square feet.

☒ That there shall be at least three different small lot floor plans with two available elevation designs for each floor plan.

☒ That the primary frontage of the main structure shall face a public street, primary entryway, circulation walkway, or open space with sidewalks that provide delineated paths of travel.

☒ That the primary frontage of the main structure shall include the primary entrance and at least one window.

☒ That required covered parking spaces shall be in garages. Carports are prohibited.

☒ That the width of the garage shall not be greater than 50% of the width of the structure.

☒ That the main structure shall include a covered front porch at least four feet deep or an uncovered front courtyard at least five feet wide and five feet deep that is surrounded on four sides by the main structure or a wall or fence between three and four feet high.

Dwelling Units per Lot (Section 17.10.100 and 17.12.100)

☒ That for lots subject to the provisions of 17.10.100 and 17.12.100 (lots under 5,000 square feet), each lot shall have only one dwelling unit. **Second dwelling units are prohibited.**

Building Setback Area (Section 17.10.100 and 17.12.100)

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

☒ That the minimum front building setback area shall be 12 feet for livable space and 18 feet for garages.

☒ That the minimum rear-yard setback area shall be 10 feet for the first story and 15 feet for the upper stories.

☒ That the interior side yard building setback area shall be five feet.

☒ That the minimum corner side yard building setback area shall be ten feet.

☒ 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 and 17.12.080)

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

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Height of Structures (Section 17.10.090 and 17.12.090)

☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110 and 17.12.110)

☒ 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.

Off-Street Parking (Section 17.10.140, 17.12.140, 17.10.100 and 17.12.100)

☒ That single-family dwellings shall provide a minimum of one covered and one uncovered parking space.

☒ That required covered parking spaces shall be in garages. **Carports are prohibited.**

☒ That the width of the garage shall not be greater than 50% of the width of the structure.

Usable Open Space (Section 17.10.100 and 17.12.100)

☒ That lots shall provide for a usable open space are of a minimum 300 square feet that is a minimum 15 feet wide.

Landscaping (Section 17.10.160 and 17.12.160)

☒ 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.

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

Environmental Requirements:

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

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

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

Noise:

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

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

Rooftop Equipment (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 (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.

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☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.

☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:

- ☒ Standard window and door awnings
- ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

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

☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

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BUILDING DIVISION
TT 927 (504-0533)
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.

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Hanford Fire Department

Contact Battalion Chief David Sumaya @ 559-585-2545 or dsumaya@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review: TR 927 Rev 1

Date: 9/10/19

Project #: 504-0533, Lennar Homes 13 Ave & Stage Coach Dr

General Instructions

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

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☒ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☒ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☒ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Contact the fire department for submittal process.
   - ☐ NFPA 13 System per CFC 903.3.1.1
   - ☐ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)
   - ☒ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)
6. ☒ For automatic sprinkler systems, ***a separate permit must be submitted*** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.

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7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
   - At least one man door shall be provided - only exterior door(s) are allowed,
   - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
   - One-hour rated construction,
   - Fire sprinkler head coverage required,
   - Normal and emergency back-up lighting shall be installed inside the fire riser room,
   - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
   - For existing buildings: please contact the fire department for requirements.

8. ☐ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process.

9. ☐ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.

10. ☐ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.

11. ☒ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.

12. ☐ No additional hydrants are necessary for this project.

13. ☒ Number of additional hydrants necessary for this project: 14

14. ☐ Fire hydrant spacing shall be as follows:

    a. **Residential development**: one hydrant shall be installed at 500 foot intervals.
    b. **Commercial development**: one hydrant shall be installed at 300 foot intervals.
    c. Or as required by Appendix C of the California Fire Code

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15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.

16. ☐ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.

17. ☐ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.

18. ☐ Existing access roads are sufficient.

19. ☒ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.

Access road with a hydrant, the minimum road width shall be 26 feet exclusive of shoulders.

Aerial fire apparatus access roads (CFC D105.1): Where the vertical distance between the grade and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. CFC D105.2: Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

20. ☒ Access road turning radius for fire apparatus is as follows (show all three on plans):

a. 20 feet 1 inch inside turning radius (inside rear wheel)
b. 36 feet 3 inch curb to curb (outside front wheel)
c. 44 feet 6 inch outside radius (outside front bumper)

21. ☐ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.

23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.

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a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
c. Access roads 32 feet in width or more: No fire lanes required.

24. ☒ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.

25. ☐ Locked gates installed across fire department access roads:

a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.

b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.

c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.

d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.

26. ☐ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.

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

Size of Address Numbers:

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

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

29. ☐ All commercial cooking appliances creating grease laden vapors shall have a K-

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Class fire extinguisher within 30-feet of cooking appliances in accordance with the most currently adopted edition of the CFC.

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

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

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

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

PROJECT: Tract 927 Lennar Homes – NE Grangeville Boulevard and 13th Avenue

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.) Grangeville Boulevard – Ten feet
   c.) N. Mustang Drive – Five feet
   d.) W. Stagecoach Drive – Five feet
   e.) 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 — 10/12/19
UTILITIES AND ENGINEERING DIRECTOR (559) 585-2571 — DATE

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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, Grangeville Boulevard, W. Stagecoach Drive, and N. Mustang Drive 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 and Grangeville Boulevard shall be developed as major arterial streets along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:

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

        2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 13th Avenue, from W. Stagecoach Drive to Grangeville Boulevard, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between W. Stagecoach Drive and Grangeville Boulevard (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 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.

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b. N. Mustang Drive and Stagecoach Drive shall be developed as collector streets, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows:

   1. Traffic index used for the design of street structural section shall be a minimum of 7.0.

   2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.

   3. A left-hand turn pocket will be required for southbound traffic to W. Stagecoach Drive.

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

4. That a traffic signal be installed at the intersection of 13th Ave and Devon 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 — 10/12/19
UTILITIES AND ENGINEERING DIRECTOR (559) 585-2571 — DATE

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Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 13th Avenue, Grangeville Boulevard, W. Stagecoach Drive, and N. Mustang Drive 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, Grangeville Boulevard, W. Stagecoach Drive, and N. Mustang Drive.

   c. Landscaping and irrigation system improvements along the development frontages of 13th Avenue, Grangeville Boulevard, W. Stagecoach Drive, and N. Mustang Drive. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Utilities and Engineer, Parks & Recreation, and Community Development Departments.

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

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

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

Neighborhood Park Improvements:

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

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2. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. Developer shall submit competitive bid cost proposals to substantiate cost for reimbursable items for City Public Utilities and Engineering department review and approval prior to beginning construction. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act.

Sewer Improvements:

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

2. That the developer shall extend existing sewer within W. Stagecoach to 13th Ave.

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

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

Storm Drainage Improvements:

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

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

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 — 10/12/19
UTILITIES AND ENGINEERING DIRECTOR (559) 585-2571 — DATE

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Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the development. 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 N. Mustang Drive, from the school site to Grangeville Boulevard, within Grangeville Boulevard, from the eastern limits of subdivision to 13th Avenue, and within 13th Ave, from W. Stagecoach Drive to Grangeville Boulevard. Improvements shall conform to the City's water master plan.

3. That the developer shall extend existing water within W. Stagecoach to 13th Ave.

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

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

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

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping located along the property frontages of 13th Avenue, Grangeville Boulevard, W. Stagecoach Drive, N. Mustang Drive, and W. Hampton Drive 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.

John Doyel — 10/12/19
UTILITIES AND ENGINEERING DIRECTOR (559) 585-2571 — DATE

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3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof. Fee payable with each building permit.

4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Fee payable with each building permit.

5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14 or any revisions thereof. Fee payable with each building permit.

7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16 or any revisions thereof. Fee payable with each building permit.

8. That development is subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable prior to recording of subdivision final map.

9. That development is subject to a 12th Avenue Sanitary Sewer area of benefit district assessment fee as required by City Ordinance No. 92-03 or any revisions thereof, if applicable. Fee shall be payable prior to recording to recording of final subdivision map.

John Doyel — 10/12/19
UTILITIES AND ENGINEERING DIRECTOR (559) 585-2571 — DATE

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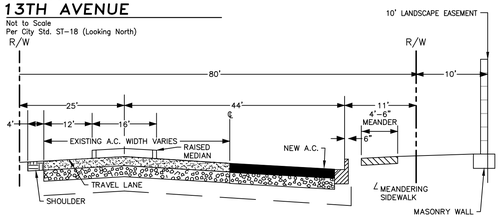
SCALE: 1"=60'

60 30 0 60 120

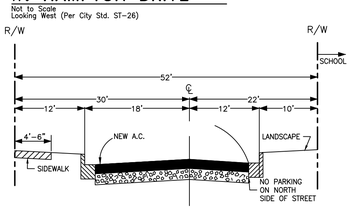
SECTION A–A
13TH AVENUE

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



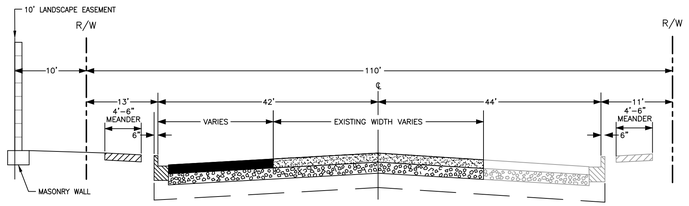
SECTION D–D
W. HAMPTON DRIVE

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



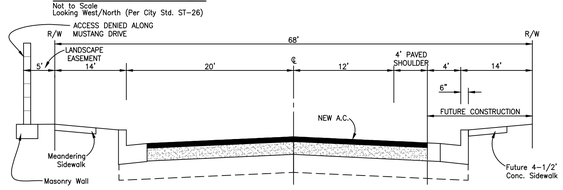
SECTION C–C
GRANGEVILLE BOULEVARD

Not to Scale
Per City Std. ST–18 (Looking East)



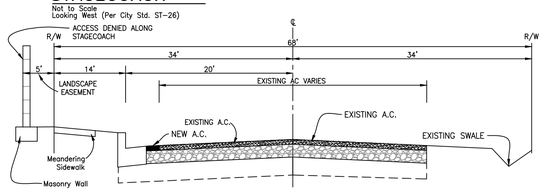
SECTION B–B
MUSTANG DRIVE

Not to Scale
Looking West/North (Per City Std. ST–26)



SECTION E–E
STAGECOACH

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



LEGAL DESCRIPTION

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

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

BEGINNING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00° 08' 05" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER A DISTANCE OF 80.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 0° 08' 05" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1,078.63 FEET TO A POINT 68.00 FEET SOUTHERLY OF THE SOUTH LINE OF A PARCEL AS ADJUSTED PER LOT LINE ADJUSTMENT NO. 03–01 AND RECORDED AS DOCUMENT NO. 0307109 OF OFFICIAL RECORDS IN THE OFFICE OF THE KINGS COUNTY RECORDER; THENCE NORTH 89° 57' 00" EAST, PARALLEL WITH AND 68.00 FEET SOUTHERLY OF THE LAST SAID SOUTH LINE, A DISTANCE OF 394.00 FEET; THENCE SOUTH 0° 08' 05" WEST, PARALLEL WITH AND 394.00 FEET EASTERLY OF THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 543.54 FEET TO A POINT 17.12 FEET SOUTHERLY OF THE NORTH LINE OF PARCEL 4, AS SHOWN ON A MAP RECORDED IN BOOK 16 AT PAGE 15 OF PARCEL MAPS, IN THE OFFICE OF THE KINGS COUNTY RECORDER; THENCE NORTH 89° 56' 32" EAST, PARALLEL WITH AND 17.12 FEET SOUTHERLY OF THE LAST SAID NORTH LINE, A DISTANCE OF 1,179.99 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL 4; THENCE SOUTH 0° 21' 52" WEST, ALONG LAST SAID EAST LINE, A DISTANCE OF 616.78 FEET TO A POINT ON THE SOUTH LINE OF SAID PARCEL 4, SAID POINT ALSO BEING ON THE SOUTH LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH 89° 59' 41" WEST, ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1,451.52 FEET TO A POINT 120.00 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 56° 15' 54" WEST, A DISTANCE OF 144.08 FEET TO THE TRUE POINT OF BEGINNING.

ALSO AS DESCRIBED AS PARCEL 3 OF LOT LINE ADJUSTMENT NO. 06–04 AND RECORDED MAY 4, 2006 AS INSTRUMENT NO. 13136, OF OFFICIAL RECORDS.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF HANFORD BY DEED RECORDED DECEMBER 4, 2018 AS INSTRUMENT NO. 20212, OF OFFICIAL RECORDS.

VESTING TENTATIVE SUBDIVISION MAP

COUNTY TRACT NO. 927

CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA

OWNER

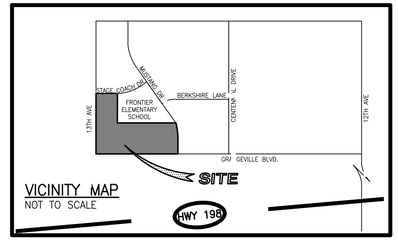
CAL–CLARK FARMS, INC. A CALIFORNIA CORPORATION
P.O. BOX 22185
CARMEL, CA 93922

APPLICANT

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

GENERAL INFORMATION

EXISTING ZONE	R–L–5/RM
PROPOSED ZONE	R–L–5/RM
EXISTING USE	VACANT
PROPOSED USE	RESIDENTIAL
SEWER	CITY OF HANFORD
WATER	CITY OF HANFORD
STORM DRAIN	EXISTING OFF–SITE BASIN (SILVER OAKS BASIN)
A.P.N.	009–030–146
ELECTRIC	SCE
GAS	GAS COMPANY
TELEPHONE	AT&T
CABLE	COMCAST
TOTAL AREA	24.93 ACRES
R–L–5	9.07 ACRES
RM	15.86 ACRES



VICINITY MAP

NOT TO SCALE

LOT INFORMATION

TOTAL LOTS:	133 LOTS
TOTAL AREA:	24.93 ACRES
LOTS PER ACRE:	5.33
MINIMUM LOT SIZE:	3,995 S.F. (LOT 61)
MAXIMUM LOT SIZE:	11,022 S.F. (LOT 128)
AVERAGE LOT SIZE:	5,045± S.F.

AREA

INTERIOR STREET DEDICATION:	8.28 AC.
EXTERIOR STREET DEDICATION:	0.89 AC.
TOTAL STREET AREA:	9.17 AC. NET
BASIN DEDICATION:	3,704 SQ. FT.

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

TOPO LEGEND

C	CONCRETE
CR	ASPAHLT 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

No.	Revisions	Date
1	Remember Phase II Lot Numbers Instt Add Lot #5	02/12/18

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

REGISTERED PROFESSIONAL ENGINEER ALEX T. DWIGGINS 61523 CIVIL STATE OF CALIFORNIA

TR 927
VESTING TENTATIVE SUBDIVISION MAP
FOR:
LENNAR HOMES OF CALIFORNIA, INC.

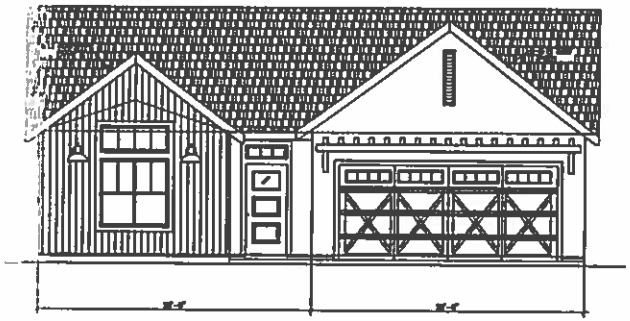
CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

DRAWN BY:	MBO
CHECKED BY:	AD
INDEXED BY:	
DATE:	8/30/2019
JOB NO.:	0747226
SHEET:	1 OF 1

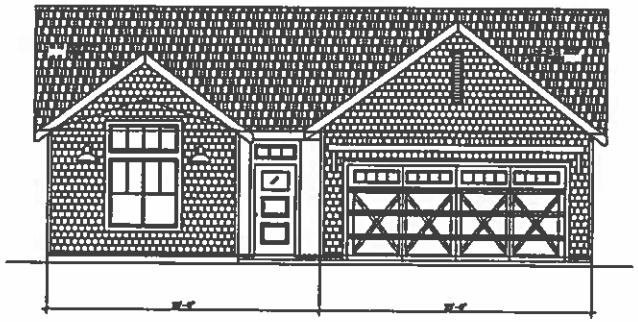
Know what's below. Call before you dig.

P:\JOB FILES\0747226 Lennar TR927\DWG\0747226s.dwg, 8/30/2019 8:38:47 AM, Submittal, Plotted by MBO

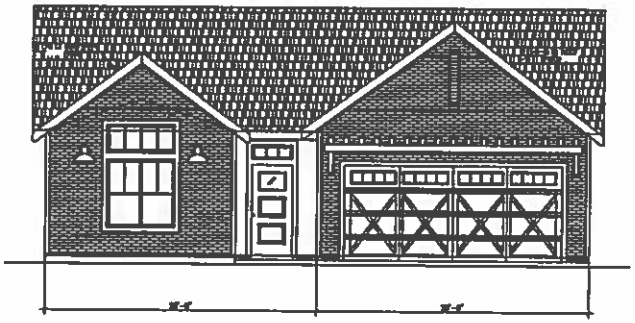
Attachment: Attachment 1 - TT 927 map (TT 927)



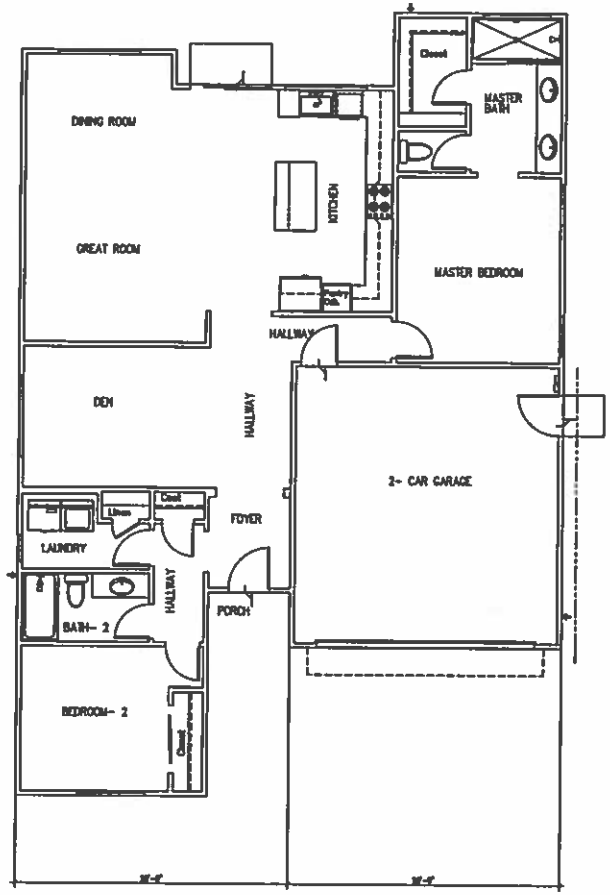
FRONT ELEV.– A



FRONT ELEV.– B



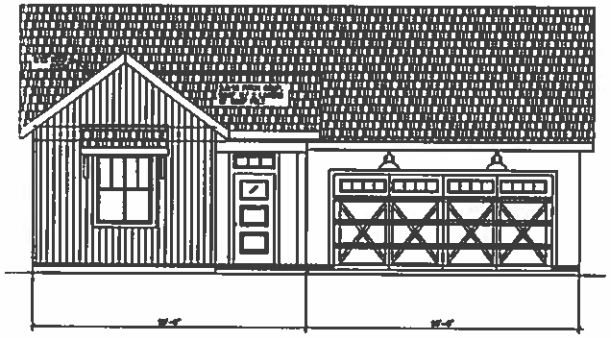
FRONT ELEV.– C



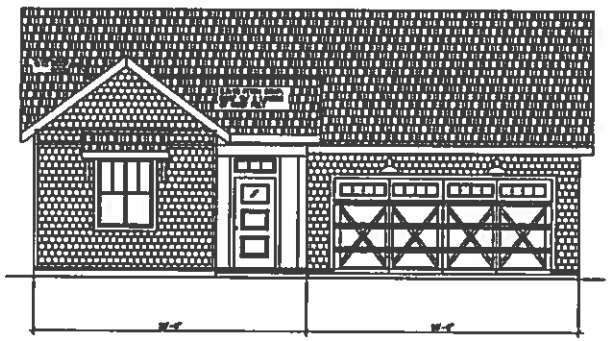
PLAN 7511

REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

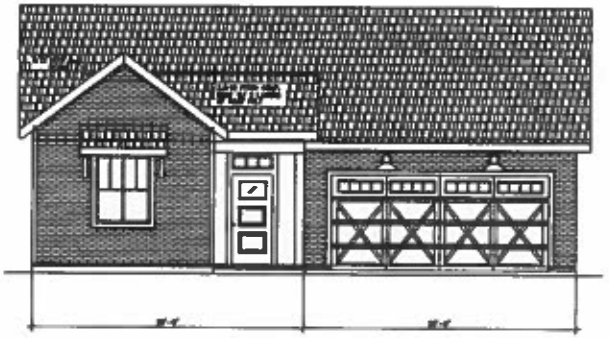
LENNAR



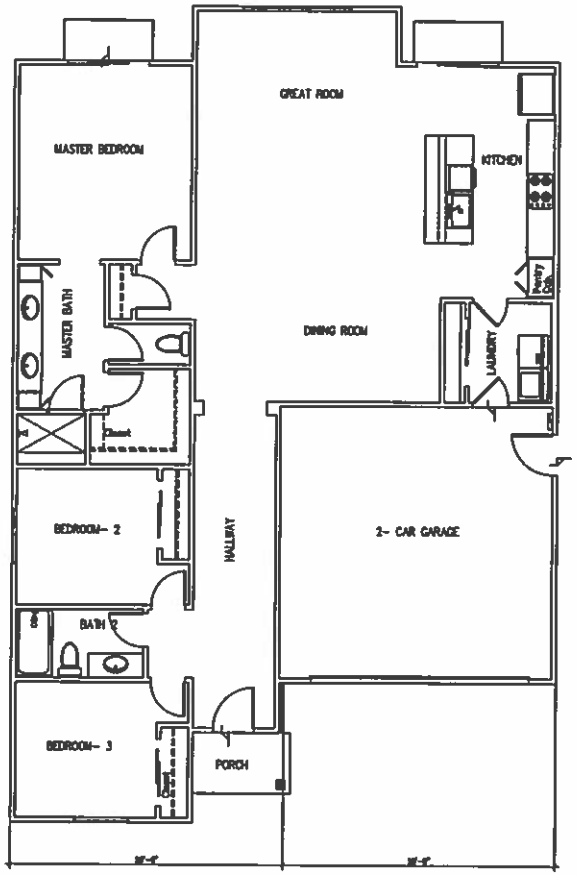
FRONT ELEV.– A



FRONT ELEV.– B



FRONT ELEV.– C



PLAN 7512

REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

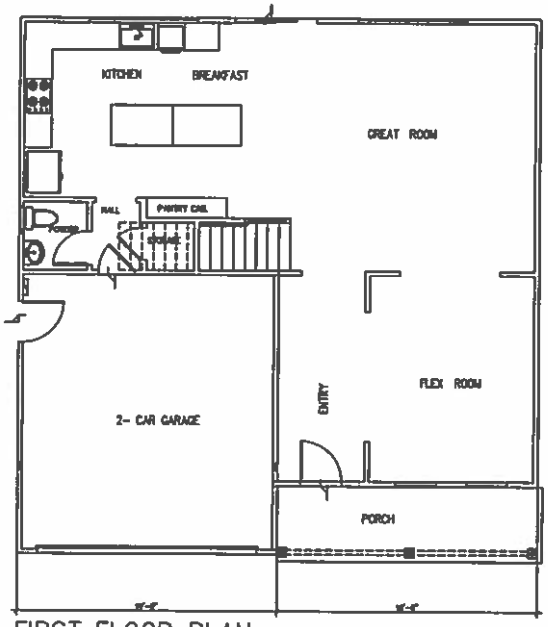
LENNAR

Attachment: Attachment 2 - Floor Plans and Elevations (TT 927)

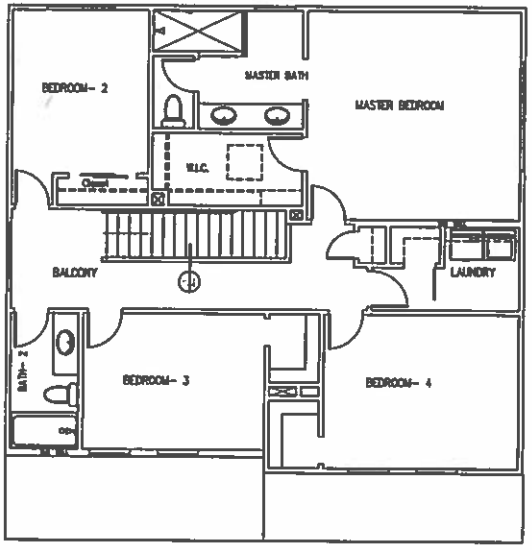
FRONT ELEV.– A

FRONT ELEV.– B

FRONT ELEV.– C



FIRST FLOOR PLAN



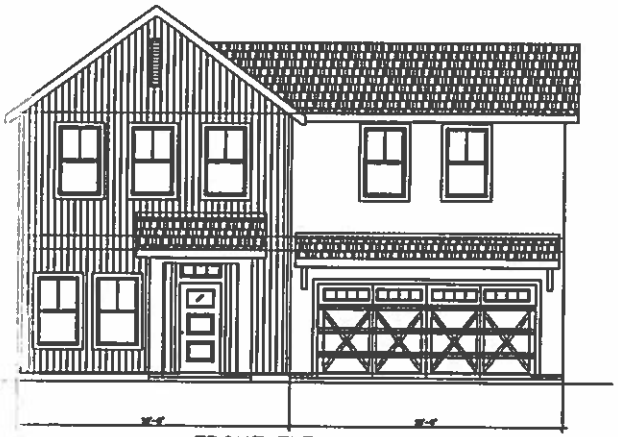
SECOND FLOOR PLAN

PLAN 7514

REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

LENNAR

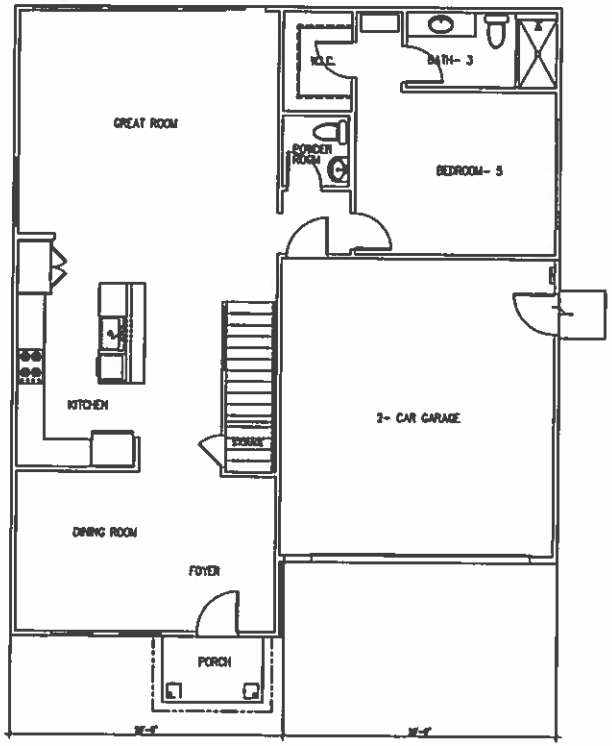
Attachment: Attachment 2 - Floor Plans and Elevations (TT 927)



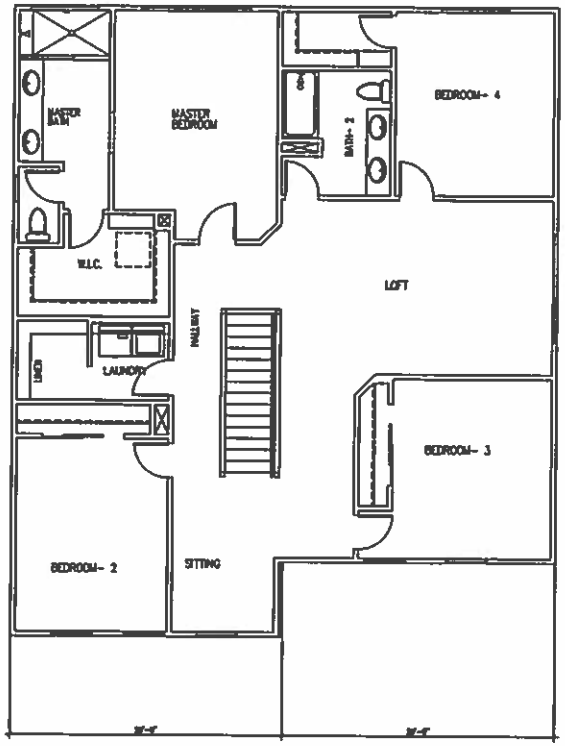
FRONT ELEV.– A

FRONT ELEV.– B

FRONT ELEV.– C



FIRST FLOOR PLAN



SECOND FLOOR PLAN

PLAN 7515

REVISED TO ACCOMMODATE THE FOLLOWING:
GARAGE SIZE SHALL BE 50% OR LESS THE WIDTH OF THE FRONT FACADES

LENNAR

7511 Elevation A: In the "A" elevations we incorporate vertical siding and stucco.

7512 Elevation B: In the "B" elevations we incorporate shingles and stucco.

7514 Elevation A: In the "A" elevations we incorporate vertical siding and stucco.

7515 Elevation C: In the "C" elevations we incorporate stone and stucco.

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

NOTICE IS HEREBY GIVEN that on Tuesday, December 10, 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:

Vesting Tentative Tract 927: A request by Lennar Homes to utilize the small lot provisions of Section 17.10.1 and 17.12.100 of the Hanford Municipal Code to subdivide 25 acres into 133 single-family residential lots in the M Medium-Density and R-L-5 Low-Density Residential zone district.

Location: The project is located at the northeast corner of Grangeville and 13th Avenue (APN 009-030-146)

Based on an Initial Study, the Community Development Department has determined that the project described above wo 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: November 15 – December 5, 2019 [20 day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negati Declaration by December 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 corresponden 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 Stre Hanford, California, 93230.

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

ORIGINAL
FILED
NOV 1 4 2019
KRISTINE LEE
KINGS COUNTY CLERK

Attachment: Attachment 3 - Environmental (TT 927)

RECIRCULATED MITIGATED NEGATIVE DECLARATION NO. 2019-51

Project Title: Vesting Tentative Tract 927

File Number: 504-0533

State Clearinghouse Number: n/a

Lead Agency: City of Hanford

Responsible Agency: n/a

Applicant: Lennar Homes of California
8080 N. Palm Avenue #
Fresno, CA 93711

Property Owner(s): Cal Clark Farms
PO Box 22185
Carmel, CA 93922

Project Description: Vesting Tentative Tract 927: A request by Lennar Homes to utilize the small lot provisions of Sect 17.10.100 and 17.12.100 of the Hanford Municipal Code to subdivide 25 acres into 133 single-family residential lots in t R-M Medium-Density and R-L-5 Low-Density Residential zone district.

Location: The project is located at the northeast corner of Grangeville and 13th Avenue (APN 009-030-146)

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 Hanfo 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 proj described above. The initial study did not identify any potentially significant environmental effects that would result fr the proposed project. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sectio 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, whi is attached.

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

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

(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:** November 14, 2019

Review Period: November 15 – December 5, 2019

Attachment: Attachment 3 - Environmental (TT 927)

INITIAL STUDY AND RECIRCULATED MITIGATED NEGATIVE DECLARATION NO. 2019-51

Prepared For

Vesting Tentative Tract 927

Lennar Homes of California

Prepared By

The City of Hanford

November 14, 2019

Attachment: Attachment 3 - Environmental (TT 927)

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

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

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

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

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

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

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

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

PROJECT DESCRIPTION:

Vesting Tentative Tract 927: A request by Lennar Homes to utilize the small lot provisions of Section 17.10.100 a 17.12.100 of the Hanford Municipal Code to subdivide 25 acres into 133 single-family residential lots in the R-M Mediu Density and R-L-5 Low-Density Residential zone district.

Location: The project is located at the northeast corner of Grangeville and 13th Avenue (APN 009-030-146)

ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Hanford Land Use Eleme 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 practic that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlyi authority, they may be applied before, during, or after construction of the project. Environmental measures are al 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 a cumulative), Air Quality (cumulative), Biological Resources (program and cumulative). Cultural Resources (program a cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepar for the 2035 General Plan Update. The project is being developed consistent with the land use designation that w evaluated in the 2017 General Plan EIR. The General Plan Update and EIR are herein incorporated by reference, includi

Attachment: Attachment 3 - Environmental (TT 927)

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 project is consistent with the General Plan designation, Low- and Medium-Density Residential and the Hanfc Municipal Code Section 17.10 and 17.12.

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 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 adopt by the City Council as part of the approval of the 2035 General Plan Update. The proposed Project is consistent with a 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 recommend appropriate environmental document for the proposed Project, in accordance with CEQA.

CONSULTATION
Pre-consultation was sent to the interested agencies on September 30, 2019:

Responses were received from the following:

1. Pre-Consultation from Michael Wilson with AT&T (received September 30, 2019).
2. Pre-consultation from Renee Creech with the Hanford Joint Union High School District (received October 1, 201
3. Pre-consultation from Shana Powers with the Santa Rosa Rancheria Tachi Yokut Tribe (received October 1, 201
4. Pre-consultation from Michael DeLeon with the Santa Rosa Rancheria Tachi Yokut Tribe (Received October 2 2019).
5. Pre-consultation from Brian Clements with the San Joaquin Valley Air Pollution Control District (Received Octob 4, 2019).

Attachment: Attachment 3 - Environmental (TT 927)

6. Pre-consultation from Michael Hawkins with Kings County Public Works (Received October 4, 2019)

7. Pre-consultation from P. van Loon with the Pioneer Union Elementary School District (Received October 7, 201

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:

Responses were received from the following:

1. Pre-Consultation from Michael Wilson with AT&T (received September 30, 2019).

2. Pre-consultation from Renee Creech with the Hanford Joint Union High School District (received October 1, 201

3. Pre-consultation from Shana Powers with the Santa Rosa Rancheria Tachi Yokut Tribe (received October 1, 201

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7. Pre-consultation from P. van Loon with the Pioneer Union Elementary School District (Received October 7, 201

Attachment: Attachment 3 - Environmental (TT 927)

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2019-51

1. Project Title — Tentative Tract 927

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

3. Responsible Agency Name and Address: — n/a

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

5. Project Location: — The project is located at the northeast corner of Grangeville an 13th Avenue (APN 009-030-146).

6. Project Sponsor's Name/Address: — Lennar Homes of California
8080N. Palm St. 110
Fresno, CA 93711

7. General Plan Designation: — Low-Density Residential and Medium-Density Residential

8. Zoning: — R-L-5 Low-Density Residential and R-M Medium-Density Residential.

9. Description of the Project: — **Vesting Tentative Tract 927:** A request by Lennar Homes to utilize the small lot provisions of Section 17.10.100 and 17.12.1(of the Hanford Municipal Code to subdivide 25 acres into 1: single-family residential lots in the R-M Medium-Density and R-5 Low-Density Residential zone district.

10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	PF Public Facility	Public Facility	Frontier Elementary School
East	PF Public Facility	Public Facility	Park and Basin
South	R-L-5 Low-Density Residential	Low-Density Residential	Large-lot residential; Agriculture
West	County AL-10	Outside of Planning Area	Vacant

11. Other public agencies whose approval is required – n/a

Attachment: Attachment 3 - Environmental (TT 927)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:
The environmental factors checked below would be potentially affected by this project, involving at least one impact tha 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
Gabrielle de Silva Myers
Senior Planner
City of Hanford

11/14/2019
DATE

Attachment: Attachment 3 - Environmental (TT 927)

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 3 - Environmental (TT 927)

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 3 - Environmental (TT 927)

	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 is utilizing the small-lots provision for lots under 5,000 square feet in the R-M Medium-Density and R-L-5 Low-Density Residential zone district, in accordance with Section 17.10.100 and Section 17.12.100 of the Hanford Municipal Code. In accordance with Section 17.10.100 and Section 17.12.100, certain aesthetic features are required including:

1. The subdivision with small lots shall have at least three different small lot floor plans with two available elevation designs for each floor plan.
2. The primary frontage of the main structure shall face a public street, primary entryway, circulation walkway, or open space with sidewalks that provided delineated paths of travel.
3. The primary frontage of the main structure shall include the primary entrance and at least one window.
4. Required covered parking spaces shall be in garages. Carports are prohibited.
5. The width of the garage shall not be greater than 50% of the width of the structure.
6. Main structures shall include a covered front porch of at least four feet deep or an uncovered front courtyard at least five feet wide and five feet deep that is surrounded on four sides by the main structure or a wall or fence between three and four feet high.

The above requirements will mitigate the effect of development on aesthetics to a less than significant level.

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.

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
MM Aesthetics 2: That the applicant shall comply with the requested items below, in accordance with Section 17.10 and 17.12 of the Hanford Municipal Code: 1. The subdivision with small lots shall have at least three different small lot floor plans with two available elevation designs for each floor plan. 2. The primary frontage of the main structure shall face a public street, primary entryway, circulation walkway, or open space with sidewalks that provided delineated paths of travel. 3. The primary frontage of the main structure shall include the primary entrance and at least one window. 4. Required covered parking spaces shall be in garages. Carports are prohibited. 5. The width of the garage shall not be greater than 50% of the width of the structure. 6. Main structures shall include a covered front porch of at least four feet deep or an uncovered front courtyard at least five feet wide and five feet deep that is surrounded on four sides by the main structure or a wall or fence between three and four feet high. **MM Aesthetics 3:** 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				
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significan 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 ir 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	☐	☐	☐	☑

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Production (as defined by Government Code section 51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

Agriculture and Forestry Resources:

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

Environmental Setting

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

A majority of Prime Farmland is shown toward the northern and western portions of the study Area. Farmland of Statewide Importance is located on portions of land toward the southern edge of the Study Area. The acreage total for 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**

Attachment: Attachment 3 - Environmental (TT 927)

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

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

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

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

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

Checklist Discussion:

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 non-irrigated 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 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 within the City limits and zoned R-L-5 Low-Density Residential and R-M Medium-Density Residential. 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.

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 thei right to continue to operate. Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department o Conservation Farmland Mapping and Monitoring Program – Kings County Map (2016);				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☑	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☑	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

Air Quality:
Climatological/Topological Factors

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

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

Attachment: Attachment 3 - Environmental (TT 927)

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

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 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.

Attachment: Attachment 3 - Environmental (TT 927)

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

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

Pollutant	Time Avg.	2012 Max.	2013 Max.	2014 Max.	National Standards	State Standards
Ozone (O3)	1 hour	0.109 ppm	0.104 ppm	0.108 ppm	NA	0.009 ppm
Ozone (03)	8 hour	0.094 ppm	0.098 ppm	0.0904 ppm	0.075 ppm	0.070 ppm
Carbon Monoxide (C0)	8 hour	0.033 ppm	*	*	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO2)	1 hour	0.056 ppm	0.058 ppm	0.050 ppm	100 ppm	0.18 ppm
Nitrogen Dioxide (NO2)	Annual Average	0.009 ppm	0.010 ppm	0.010 ppm	0.053 ppm	0.030 ppm
Particulates (PM 10)	24 hour	128.0 µg/m3	177.0 µg/m3	131.3 µg/m3	150 µg/m3	50 µg/m3
Particulates (PM 10)	Federal Annual Arithmetic Mean	40.3 µg/m3	50.3 µg/m3	47.8 µg/m3	NA µg/m3	20 µg/m3
Particulates (PM 2.5)	24 hour	64 µg/m3	128.7 µg/m3	96.7 µg/m3	35 µg/m3	NA
Particulates (PM 10)	Federal Annual Arithmetic Mean	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3	12 µg/m3

Notes:
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

Attachment: Attachment 3 - Environmental (TT 927)

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

the Study Area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.

Existing Air Quality

Air pollutant emissions generated from projects constructed under the implementation of the General Plan would be required to adhere to SJVAPCD rules and regulations and therefore, would not exceed SJVAPCD thresholds.

Odor

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

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

Asbestos

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.

Attachment: Attachment 3 - Environmental (TT 927)

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

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

Project Type	Pollutant/Precursor Emission (tons/year)					
	CO	NOX	ROG	SOX	PM10	PM2.5
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Short-term (construction) emissions

Construction-related impacts are expected to be temporary in nature and can generally be reduced to a less-than-significant level through the use of mitigation measures and through compliance with applicable existing City, county, State and SJVAPCD regulations for reducing construction-related emissions. The SJVAPCD's Regulation VIII is applied to all construction sites and would constitute sufficient measures to reduce air quality impacts to a level considered less than significant.

Long-term (operational) emissions

Operational emissions are emitted from two main sources:

1) small, distributed sources known as area sources and
2) motor vehicles known as mobile sources.

All new development and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including Rule 9510 (indirect source review) and Regulation VIII (Fugitive Dust Prohibitions). Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer Based Trip 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

Attachment: Attachment 3 - Environmental (TT 927)

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

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

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

The following measures from the Guide for Assessing and Mitigation Air Quality Impacts are required to be implemented at construction sites for all new development built during the planning cycle of the General Plan Update:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demotion.
- When materials are transported offsite, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
- Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.

Long-Term (operational) emissions
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.

Attachment: Attachment 3 - Environmental (TT 927)

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

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 133 residential lots (Project) located at the northeast corner of Grangeville and 13th Avenue, 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 (Indirect Source Review) - District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. If subject to the rule, 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.

3. 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

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

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 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.

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/cegaconnected/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:

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

- 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.

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 has been filed and approved with the San Joaquin Valley Air Pollution Control District – a copy of the Air Impact Assessment is attached to this study.

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

Mitigation Measures: The project proponent 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.

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

b) **Less than Significant with Mitigation Incorporation** – in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project 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 has been submitted to the San Joaquin Valley Air Pollution Control District and approved. 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.

Mitigation Measures: The project proponent 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** – see b.

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.

e) Less than Significant Impact – the proposed project is for a residential development. The normal use of a residential subdivision does not create objectionable odors. No objectionable odors are anticipated to occur as a result of development of the residential subdivision. Therefore, the impact is considered less than significant.

Mitigation Measures:

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

MM Air Quality 2: 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	☐	☐	☑	☐

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
the California Department of Fish and Game or U.S. Fish and Wildlife Service?					
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		☐	☐	☑	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		☐	☐	☑	☐

Environmental Setting

Natural Communities

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

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

There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; 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.

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

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

Waters/Wetlands

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

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

Wildlife Corridors

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

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

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

Standards of Significance

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

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

Checklist Discussion

a) Less than significant impact –The site 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.

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

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 biologica 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, o other approved local, regional, or state habitat conservation plan.

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

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

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5?	☐	☑	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

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 regior 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 rive 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 mos common for the occasional individual who died away from home or in the event that the deceased was a shaman o 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 wher anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt t reconstruct the lifeways of the native people before White contact.

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

In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon

Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore.

By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work.

Pioneer Settlement Period

Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese sheepherder's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time the settlement grew to a town and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region.

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

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

National Register of Historic Places

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

Hanford Carnegie Library

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

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.

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

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

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 Shana Powers 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."

On October 29, 2019, consultation was received from Michael DeLeon, also with the Santa Rosa Rancheria Tachi Yokut Tribe, stating, "The Tribe recommends that Santa Rosa be retained to give a cultural presentation to construction staff regarding the law and the potential cultural resources."

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.

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

The findings were provided in a Technical Memorandum and sent to the Santa Rosa Rancheria Tachi-Yokut Tribe. Further comments were not received from the Tribe.

An excerpt from the study verifies, "Based on the results of cultural record search findings and the lack of historical or archeological resources previously identified within a 0.5-mile radius of the proposed project, the potential to encounter subsurface historical or archaeological deposits would be considered unlikely. Operation of the proposed project would not result in impacts related to the disturbance of archaeological or historical resources.

However, there is still a possibility that historical or archaeological materials may be exposed during construction activities. Grading and trenching, as well as other ground-disturbing actions have the potential to damage or destroy these previously unidentified and potentially significant cultural resources within the project area, including historical or archaeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact under CEQA.

Implementation of recommended Mitigation Measures MM CUL-1 and MM CUL-2 would reduce potential impacts on cultural resources and historical resources associated with the proposed project to less-than-significant levels.

Recommended Mitigation Measures:

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation.

If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.

MM CUL-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed.

Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the County coroner. All reports, correspondences, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.

Thresholds of significance

The project would have a significant impact on cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
b) Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or

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

d) Disturb any human remains, including those interred outside of formal cemeteries

e) That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

Significance Criteria

The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site.

Checklist Discussion

a) Less than Significant Impact - The project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.

b) **Less than Significant Impact with Mitigation Measures** – Due to the prior meeting with the Tachi Yokut Tribe on January 10, 2017, the lead agency is requiring that:

That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

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.

Per 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. The findings were provided in a Technical Memorandum and sent to the Santa Rosa Rancheria Tachi-Yokut Tribe. Further comments were not received from the Tribe.

An excerpt from the study verifies, "Based on the results of cultural record search findings and the lack of historical or archeological resources previously identified within a 0.5-mile radius of the proposed project, the potential to encounter subsurface historical or archaeological deposits would be considered unlikely. Operation of the proposed project would not result in impacts related to the disturbance of archaeological or historical resources.

However, there is still a possibility that historical or archaeological materials may be exposed during construction activities. Grading and trenching, as well as other ground-disturbing actions have the potential to damage or destroy these previously unidentified and potentially significant cultural resources within the project area, including historical or archaeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact under CEQA.

Implementation of recommended Mitigation Measures MM CUL-1 and MM CUL-2 (renumbered by Lead Agency) would reduce potential impacts on cultural resources and historical resources associated with the proposed project to less-than-significant levels.

Recommended Mitigation Measures:

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional

Attachment: Attachment 3 - Environmental (TT 927)

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

studies may include avoidance, testing, and evaluation or data recovery excavation.

If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.

MM CUL-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed.

Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the County coroner. All reports, correspondences, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.

c) **Less than Significant Impact with Mitigation Measures** – See B.

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 prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation.

  If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.

  MM Cultural Resources 4: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed.

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of humar remains, at the direction of the County coroner. All reports, correspondences, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.				
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.; Technical Memorandum – Cultural Resources Records Search for Tentative Tract 927 – City of Hanford prepared by Jaymie Brauer and Robert Parr, MS, RPA, Senior Archaeologist (October 15, 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**				

Attachment: Attachment 3 - Environmental (TT 927)

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

The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased.

Soil
The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sand loam, sandy substratum, 6) Kimberlina salie alkali-Garces complex 7) Nord fine sandy loam, 8) Nord fine sandy loam, saline alkali, 9) Nord complex, 10) Wasco sandy loam (0-5% slopes), and 11) Whitewolf coarse sandy loam. Each of these soil types is not subject to annual flooding or 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

Attachment: Attachment 3 - Environmental (TT 927)

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

occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table.

Collapsible Soil
Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils.

Expansive Soil
Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

Septic Systems
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

Attachment: Attachment 3 - Environmental (TT 927)

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

ground disturbance, as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.

c) **Less than Significant Impact with Mitigation Measures:** See a.

d) Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

e) No impact- The City does not have septic requirements for septic systems within the City. Septic is not 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 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.

Attachment: Attachment 3 - Environmental (TT 927)

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

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

Global Climate Change

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

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

Increased Temperatures and Extreme Heat events

Climate change is expected to lead to an increase in ambient average air temperatures with greater increases expected in summer than in winter months. Larger temperature increases are anticipated in inland communities, as compared to the CA coast.

The potential health impacts from sustained and significantly higher than average temperatures include heat stroke, heat exhaustion, and the exacerbation of existing medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Increased temperatures also pose a risk to human health when coupled with high concentrations of ground-level ozone and other air pollutants, which may lead to increased rates of asthma and other pulmonary diseases.

Other impacts related to increased temperatures and heat waves include:

- Increased urban "heat island" effect – urban heat islands are especially dangerous because they are both hotter during the day and do not cool down at night, increasing the risk of heat-related illness
- Reduced freezing events –reduced freezes could lead to increase incidence of disease as vectors and pathogens do not die off. In addition, fewer events of freezing would impact CA's food production and indirectly the food supply in Kings County.
- Increased energy demand for air conditioning and refrigeration

Greenhouse Gases

Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. of the radiation reflected back toward space, GHG's will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth's surface would be about 61 degrees cooler. This phenomenon is known as the greenhouse effect, Many scientists believe that emissions from human activities – such as electricity generation, vehicle emissions, and farming and forestry practices have elevated GHGs in the atmosphere beyond naturally-occurring concentrations, contributing to global climate change. The six primary GHGs are:

- Carbon dioxide (C02), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned
- Methane (CH4), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.
- Nitrous oxide (N20), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning
- 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

Attachment: Attachment 3 - Environmental (TT 927)

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

- Sulfur hexafluoride (SF6), primarily used in electrical transmission and distribution systems

There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions.

Significance Criteria

The project would have a significant impact on GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs

Checklist Discussion

a) Less than Significant Impact - 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.

b) Less than Significant Impact – The project is consistent with the policies of the General Plan, which consists of numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meet 10 of the 12 Smart Growth Principles cited in the San Joaquin Valley Blueprint.

Conclusion

The project is consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level.

Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☑	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☑	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed	☐	☐	☑	☐

Attachment: Attachment 3 - Environmental (TT 927)

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

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

Attachment: Attachment 3 - Environmental (TT 927)

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

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.

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

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters associated with this operation. - **MM Hazard 2:** Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. **Conclusion** The impact from hazards and hazardous materials are expected to be less than significant with mitigation measures to be applied for any hazardous construction materials. Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List				
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☑	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☑	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☑	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐	☐
f) Otherwise substantially degrade water quality?	☐	☑	☐	☐
g) Place housing within a 100-year flood hazard area	☐	☐	☐	☑

Attachment: Attachment 3 - Environmental (TT 927)

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

Attachment: Attachment 3 - Environmental (TT 927)

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

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmenta 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 wate supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection.

Groundwater Quality

Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide.

The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep.

Floodplains

Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City.

Significance Criteria

The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system.

Checklist Discussion

a) **Less than Significant Impact with Mitigation Measures** –

- **Construction**: potential impacts on water quality arise from erosion and sedimentation are expected to be 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;

Attachment: Attachment 3 - Environmental (TT 927)

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

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 and City Public Works Department 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 and Public Works Department that incorporates BMPs and design standards, new development operations would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

e) **Less than Significant Impact with Mitigation Measures and impact fee payment** – 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:

MM Hydrology 1: The development shall 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.

Attachment: Attachment 3 - Environmental (TT 927)

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

MM Hydrology 2: The development is 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 developer 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: The development shall incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.

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

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

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☑	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

Environmental Setting
The City is predominantly surrounded by agricultural land uses and is characterized as a low rise community dominated by low-density, single-family housing along with some limited pockets of multi-family housing, low-intensity commercial uses, and several industrial areas. The City's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Boulevard, while the newly urbanized areas are north of Grangeville Boulevard. The majority of land within the City's planned area consists of agricultural, open space, and single-family residential uses.

Significance Criteria
The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion

a) Less than significant impact –The 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 133-unit single-family residential subdivision. The appropriate findings can be made to support the subdivision, in accordance with the Subdivision Ordinance, Subdivision Map Act, and Section 17.10.100 and 17.12.100 of the Hanford Municipal Code.

c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Attachment: Attachment 3 - Environmental (TT 927)

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

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.

Sources: City of Hanford General Plan, City of Hanford Municipal Code, City of Hanford Subdivision Ordinance, Subdivision Map Act

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

Environmental Setting

Oil and Gas
The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.

Sand and Gravel
The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.

Significance Criteria
The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.

Checklist Discussion

a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City.

b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

Conclusion

There will be no impact to mineral resources

XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise 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?	☐	☑	☐	☐

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		☐	☑	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		☐	☐	☑	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?		☐	☐	☐	☑

Environmental Setting

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas, but aircraft and rail activities are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources.

Highways and Roadways

Existing noise levels in the City are primarily generated by transportation noise sources. Highway and roadway traffic noise levels are generally dependent upon three primary factors, which include the traffic volume, traffic speed, and percent of heavy vehicles on the roadway.

Railroad

Local railroad lines include an east-west Union Pacific Railroad (UP) line and a north-south Burlington Northern Santa Fe (BNSF) line. The east-west UP tracks are currently used by the San Joaquin Valley Railroad (SJVR), which operates two trains of approximately 5 to 10 cars per day, five days per week, at approximately 10 to 20 miles per hour. The BNSF is located in the central portion of the City in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight 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

Attachment: Attachment 3 - Environmental (TT 927)

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

- 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:

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.

Attachment: Attachment 3 - Environmental (TT 927)

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

d) **Less than Significant with Mitigation Incorporation** - A temporary increase in ambient noise would occur ir 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 impactec 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-relatec 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 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

Attachment: Attachment 3 - Environmental (TT 927)

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

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 133 residential dwellings, which using the average household size, 3.11 persons per unit, yields 414 persons. This project is consistent with the density allowed in the General Plan, which planned for population growth. This project is considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth.

b) No Impact - The project will not result in displacement of housing. 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 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

Attachment: Attachment 3 - Environmental (TT 927)

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

such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutua 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.

Consultation Received:

Pre-consultation was received from Renee Creech with the Hanford Joint Union High School District on October 1, 2019, stating, "This project is another new housing development in a school boundary that is already impacted. This causes issues for traffic, transportation, and classroom ratios of students to faculty."

Staff Analysis: 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.

Pre-consultation was received from P. van Loon, Superintendent with Pioneer Union Elementary School District, stating, "For safety reasons, the Pioneer Union Elementary School District requests that any two-story home/s constructed within Tentative Tract 927 be constructed away from, to the greatest distance possible, the property line of Frontier Elementary School District."

Staff Analysis: Staff cannot enforce such a condition. All two-story structures within the subdivision will be setback a minimum of 25 feet from the rear property line.

Significance Criteria

The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services.

Checklist Discussion

Attachment: Attachment 3 - Environmental (TT 927)

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

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. That the applicant pay impact fees for the impact to recreational facilities.

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.

MM Public Services 4: That the development of the project will be subject to Park Impact Fees.

Conclusion

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

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 3 - Environmental (TT 927)

	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 school districts that control their use. There are 16 school sites within the City. The school facilities include athletic fields, conference rooms, gymnasiums, auditoriums, and swimming pools, which are open to the public after hours, during the summer, and on weekends for recreational use.

Indoor facilities

The Hanford Parks and Recreation Department also provides a wide array of programs for City residents. The Recreation Department is responsible for coordinating activities for the entire family including special classes, youth programs, and older adult activities, sports for youth and adults, as well as community events. These activities are conducted in a variety of indoor rec. facilities.

City of Hanford Parkland Standard

Combining the City's 188 acres of parkland and 100 acres of school parks, the City has a total of 288 acres of developed parkland that go toward meeting the parkland standard. This does not include regional parks outside the planning area, greenways, private parks, or indoor recreation facilities. Based on the 2013 estimated population of 55,860 for the City of Hanford, the Study Area has approximately 5.2 acres of parkland for every 1,000 residents in the City.

Significance Criteria

The project may create impacts if it creates demand for new expanded parks and recreation facilities or substantially alters existing facilities.

Checklist Criteria

a) **Less than Significant Impact with Mitigation Measures** – 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 project area is in close proximity to an existing school and park, therefore, impact fees shall be paid for the effect of the project on recreational facilities.

   MM Recreation 1: That the applicant pay impact fees for the impact to recreational facilities.

b) Less than Significant Impact– the project does not require the construction of a new park. The effect of the subdivision on existing recreational facilities will be mitigated through the payment of impact fees.

Mitigation Measures

MM Recreation 1: That the project is subject to park impact fees.

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

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☑	☐	☐

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways?	☐	☑		☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐		☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐		☑	☐
e) Result in inadequate emergency access?	☐	☐		☑	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☑		☐	☐

Environmental Setting

Existing Functional Roadway Classification System

State Freeways and Highways
There are two State Facilities serving the Study Area, namely SR-198 and -43.

Arterial Roads
Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.

Collector Streets
Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.

Local Streets
Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

Existing Intersections
All of the study intersections are operating at acceptable levels of LOS.

Existing Roadway Segments
Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS.

Bicycle Facilities
The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or

Attachment: Attachment 3 - Environmental (TT 927)

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

Collectors where travel ways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

Mass Transit

Kings Area Rural Transit
Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettlemen City and Avenal.

KART Dial-A-Ride Service
Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots
Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

KART-Vanpool Program
KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.

Rail Service

Amtrak Passenger Service
Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle.

High Speed Rail
In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of $8 billion to high speed rail projects throughout the US. Of that amount, $2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the 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

Attachment: Attachment 3 - Environmental (TT 927)

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

Per the Public Works Engineering Division, a traffic signal is required to be installed at the intersection of 13th Avenue and Devon Avenue at the time of construction of development, unless a focused traffic study is conducted and the analysis determines that the traffic signal does not meet the required warrants with the development of the subdivision

The 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 Tract 922 927, and 929.

Conditions of the development include:

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 and Grangeville Boulevard shall be developed as major arterial streets along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-18 and as follows:

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

      2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 13th Avenue, from W. Stagecoach Drive to Grangeville Boulevard, concurrent with the submittal of development improvement plans. Reconstruction of 13th Avenue between W. Stagecoach Drive and Grangeville Boulevard (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 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. N. Mustang Drive and Stagecoach Drive shall be developed as collector streets, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows:

      1. Traffic index used for the design of street structural section shall be a minimum of 7.0.

      2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.

      3. A left-hand turn pocket will be required for southbound traffic to W. Stagecoach Drive.

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

Attachment: Attachment 3 - Environmental (TT 927)

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

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.

Consultation Received:

Consultation was received from Michael Hawkins with Kings County Public Works on October 4, 2019, stating "installation of a left turn lane/pocket for southbound traffic at W. Berkshire."

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

b) 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:

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.

Attachment: Attachment 3 - Environmental (TT 927)

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

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 anc 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 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.

c) See a.

d) 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.

Attachment: Attachment 3 - Environmental (TT 927)

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

e) Less than Significant Impact- the development has been reviewed by the various departments to ensure hazardous features are not incorporated into the project.

f) 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.

g) See a.

Mitigation Measures

- **MM Traffic 1 –** That the development is subject to traffic impact fees.

MM Traffic 2 - Conditions of the development include:

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).

    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.

Attachment: Attachment 3 - Environmental (TT 927)

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

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 curt & 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 tabulatec for convenient reference by Public Utilities and Engineer' staff. Improvement quantities and costs proposec for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referencec to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursemen 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 – attachec

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☑	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☑	☐

Attachment: Attachment 3 - Environmental (TT 927)

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

Attachment: Attachment 3 - Environmental (TT 927)

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

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 September 30, 2019, stating, "Developer to contact AT&T at same time as Edison notified.
Project management/utility coordinator to be notified of AT&T engineer (myself) contact information.

AT&T cable feed to come from east (mustang/Shelby) and will require telco coordination for line extension and structure placement in joint trench.
Attention existing joint poles on 13th should remain, or development to allow time for relocation. Edison to place new, ATT to follow"

Staff Analysis: the project comment was forwarded to Engineering.

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.

Attachment: Attachment 3 - Environmental (TT 927)

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

b) Less than Significant – Under the General Plan Update it was determined that planned improvements and expansion development through various goals an policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd which is expected to provide adequate services to population growth for the foreseeable future.

c) Less than Significant – 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	☐	☑	☐	☐

Attachment: Attachment 3 - Environmental (TT 927)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation		Less Than Significant Impact	No Impact
beings, either directly or indirectly?					

a) Less than Significant - Based on the analysis provided in the initial study, the project does not have the potentia 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 anima 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 resul 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 deSilva Myers

Gabrielle de Silva Myers
Senior Planner

11/14/2019
Date

Attachment: Attachment 3 - Environmental (TT 927)

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 929, 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, 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, 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 and the development of the previously approved projects in the area on geology and soils would be mitigated by compliance with the California building code, a geotechnical and soil studies (if required), and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions

Attachment: Attachment 3 - Environmental (TT 927)

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.

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

Attachment: Attachment 3 - Environmental (TT 927)

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 3 - Environmental (TT 927)

Vesting Tentative Tract 927
Mitigation Measures
Mitigated Negative Declaration 2019-51

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 could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant shall comply with the requested items below, in accordance with Section 17.10 and 17.12 of the Hanford Municipal Code: 1. The subdivision with small lots shall have at least three different small lot floor plans with two available elevation designs for each floor plan. 2. The primary frontage of the main structure shall face a public street, primary entryway, circulation walkway, or open space with sidewalks that provided delineated paths of travel. 3. The primary frontage of the main structure shall include the primary entrance and at least one window. 4. Required covered parking spaces shall be in garages. Carports are prohibited. 5. The width of the garage shall not be greater than 50% of the width of the structure. 6. Main structures shall include a covered front porch of at least four feet deep or an uncovered front courtyard at least five feet wide and five feet deep that is surrounded on four sides by the main structure or a wall or fence between three and four feet high.	Developer to provide; Building Official shall not issue building permit until requirements are met
MM Aesthetics 3	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 violate any air quality standard or contribute substantially to an existing or projected air quality violation? 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 proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.	Developer to file application with San Joaquin Valley Air Pollution Control District
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? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	**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 prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of discovery (if uncovered)

Attachment: Attachment 3 - Environmental (TT 927)

		resources such as glass, metal, wood, brick, or structural remnants. If the qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met. **MM Cultural Resources 4:** If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the County coroner. All reports, correspondences, and determinations regarding the discovery of human remains on the project site shall be submitted to the Lead Agency.	
MM Cultural Resources 3	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM Cultural Resources 3:** If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, can evaluate the significance of the find and make recommendations. Cultural resource materials may include prehistoric resources such as flanked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the	Developer or representative to notify archeologist of discovery (if uncovered)

		qualified professional archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. If a potentially-eligible resource is encountered, then the qualified professional archaeologist, the Lead Agency, and the project proponent shall arrange for either 1) total avoidance of the resource or 2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the Lead Agency as verification that the provisions for managing unanticipated discoveries have been met.	
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 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 the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2:	That the project may	That a geotechnical and soil studies be prepared as a required by the	Building Official to

	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?	Building Official (if applicable).	require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The	Developer

		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 potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

	off-site?		
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
	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	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

	standards of other agencies?		
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 physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to police impact fees.	Developer to pay
MM Public	The project may result in	That the development of the project will be subject to School Impact	Developer to pay

Facilities 3	substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	Fees.	
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
TRANSPORTATION/TRAFFIC			
MM Traffic 1-2	Would the project 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,	**MM Traffic 1 –** That the development is subject to traffic impact fees. **MM Traffic 2 -** Conditions of the development include: 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.	Developer to provide and pay

	highways and freeways, pedestrian and bicycle paths, and mass transit? Would the project 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? Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	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).	

		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.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies	That the future development would be required to implement water	City to require and ensure

Attachment: Attachment 3 - Environmental (TT 927)

	available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	conservation measures.	compliance; developer and future occupants 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

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Alex Dwiggins
Zumwalt-Hansen and Associates, Inc.
609 North Irwin Street
Hanford, California 93230

August 15, 2019

Subject: Traffic Signal Warrant Study – Tract 927
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 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.

In addition to Tracts 922 and 927, Tract 929 is currently pending. 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.

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 3 - Environmental (TT 927)

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, 927, and 929. 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 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

Table 3
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

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.

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

Attachment: Attachment 3 - Environmental (TT 927)

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 30 percent of the trips generated by Tract 927 will travel on 13th Avenue past Devon Street. Finally, the analyses 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.

Table 6 presents the results of the intersection analyses assuming that Tracts 922, 927, and 929 are built. The intersection analysis sheets are attached.

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.

Attachment: Attachment 3 - Environmental (TT 927)

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, 927, and 929.

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, 927, and 929.

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, 927, and 929.

Attachment: Attachment 3 - Environmental (TT 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

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

Attachment: Attachment 3 - Environmental (TT 927)

TRAFFIC COUNT DATA SHEETS

Attachment: Attachment 3 - Environmental (TT 927)

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

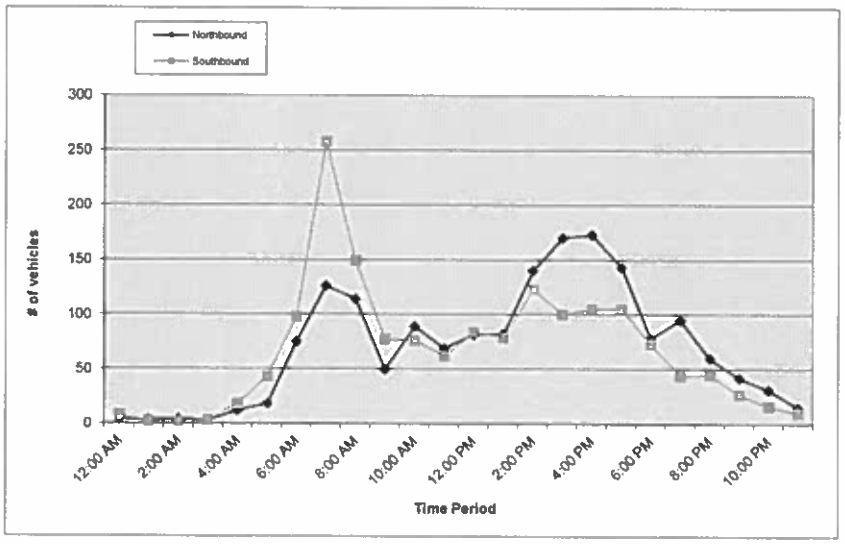
24 Hour Count Report

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

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

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

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



Attachment: Attachment 3 - Environmental (TT 927)

INTERSECTION ANALYSIS SHEETS

Attachment: Attachment 3 - Environmental (TT 927)

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 3 - Environmental (TT 927)

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 3 - Environmental (TT 927)

TRAFFIC SIGNAL WARRANTS ANALYSIS

Attachment: Attachment 3 - Environmental (TT 927)

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 ☐ } or 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)												
	U	R	U	R	0600-0700	0700-0800	0815-0915						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)														
	U	R	U	R	0645-0745	0745-0845	0845-1345	1345-1445	1445-1545	1545-1645	1645-1745	1745-1845			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 3 - Environmental (TT 927)

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	1145-1245	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 3 - Environmental (TT 927)

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
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

		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 3 - Environmental (TT 927)

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 3 - Environmental (TT 927)

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	Yes ☐ No ☐
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	

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____

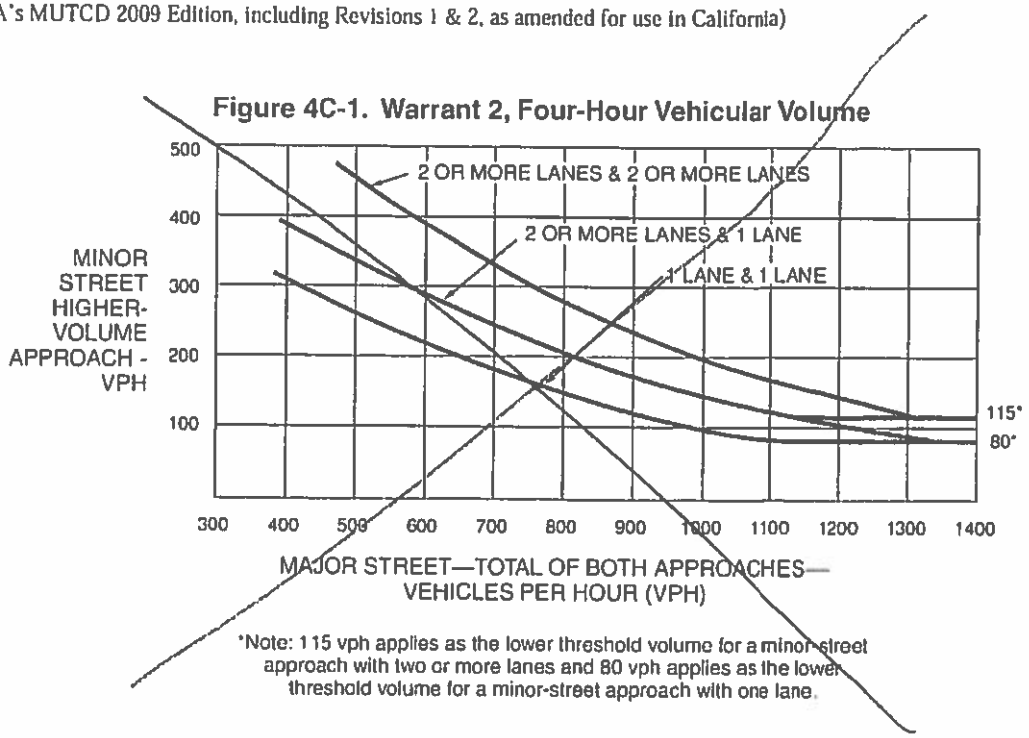
2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

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)

Attachment: Attachment 3 - Environmental (TT 927)

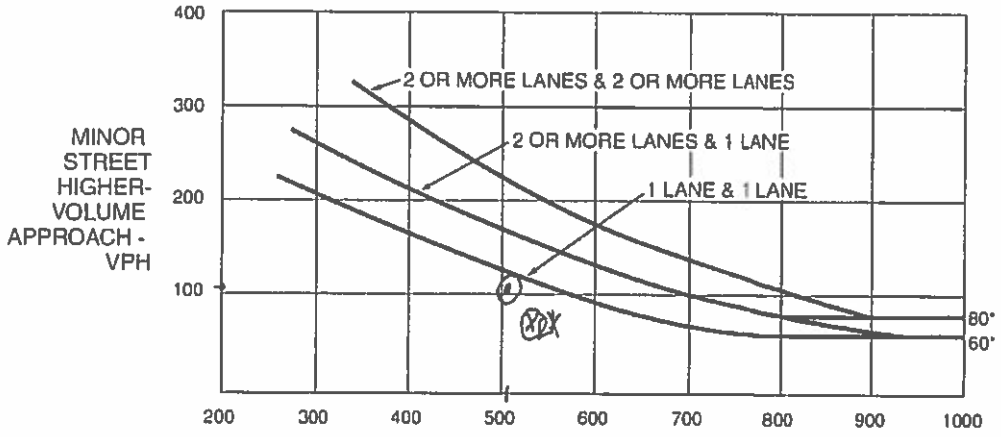
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*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)

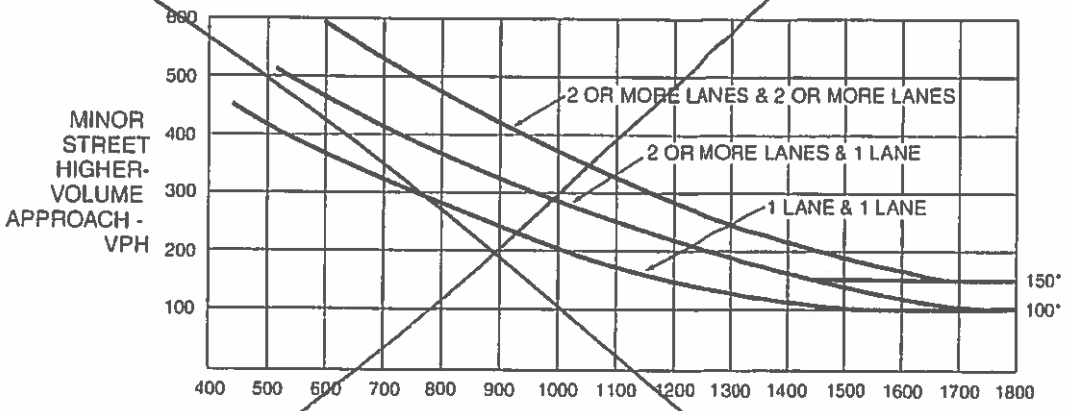
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*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 3 - Environmental (TT 927)

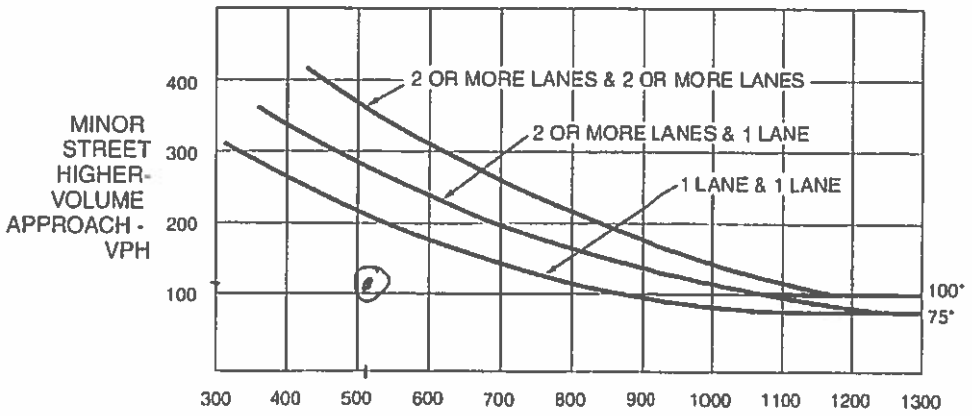
Figure 4C-3. Warrant 3, Peak Hour



*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)

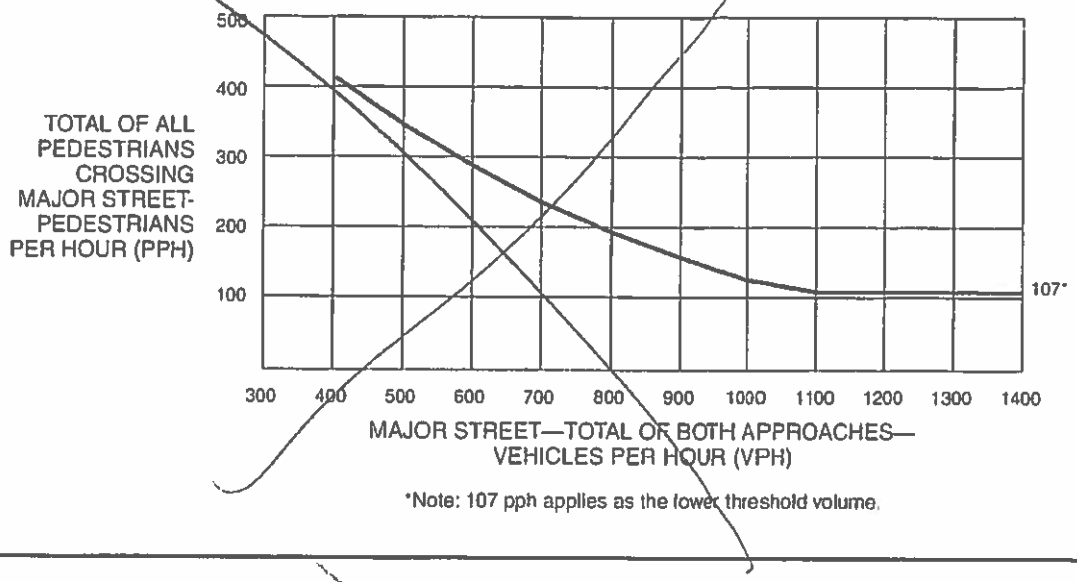
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*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.

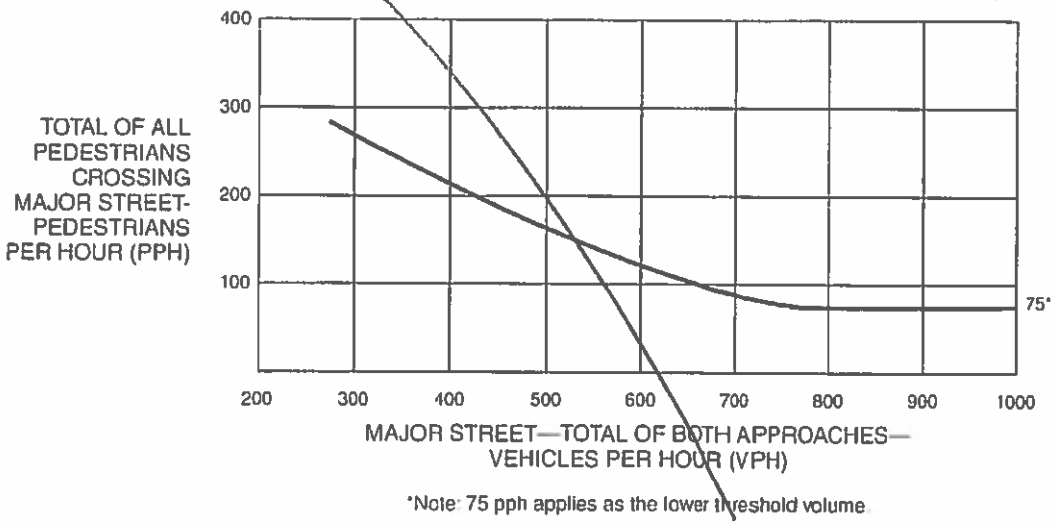
Attachment: Attachment 3 - Environmental (TT 927)

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

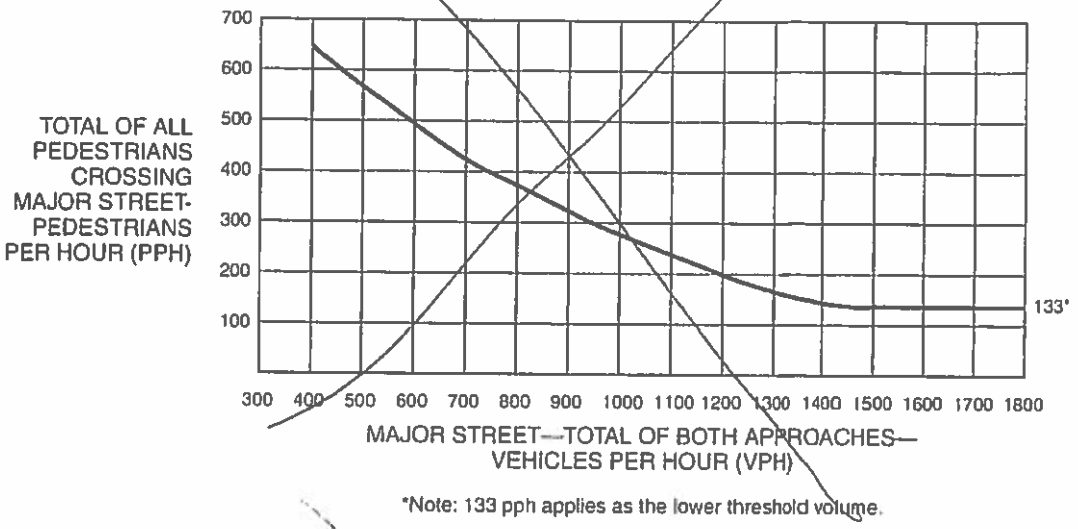
Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

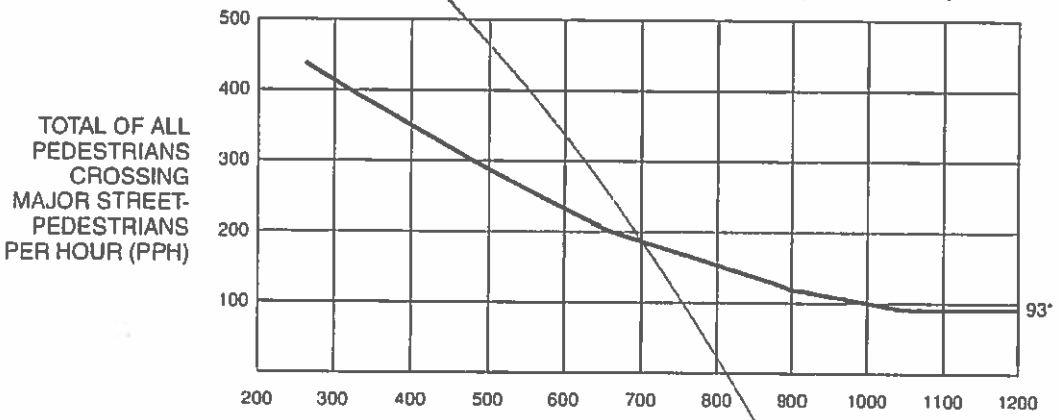
Attachment: Attachment 3 - Environmental (TT 927)

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

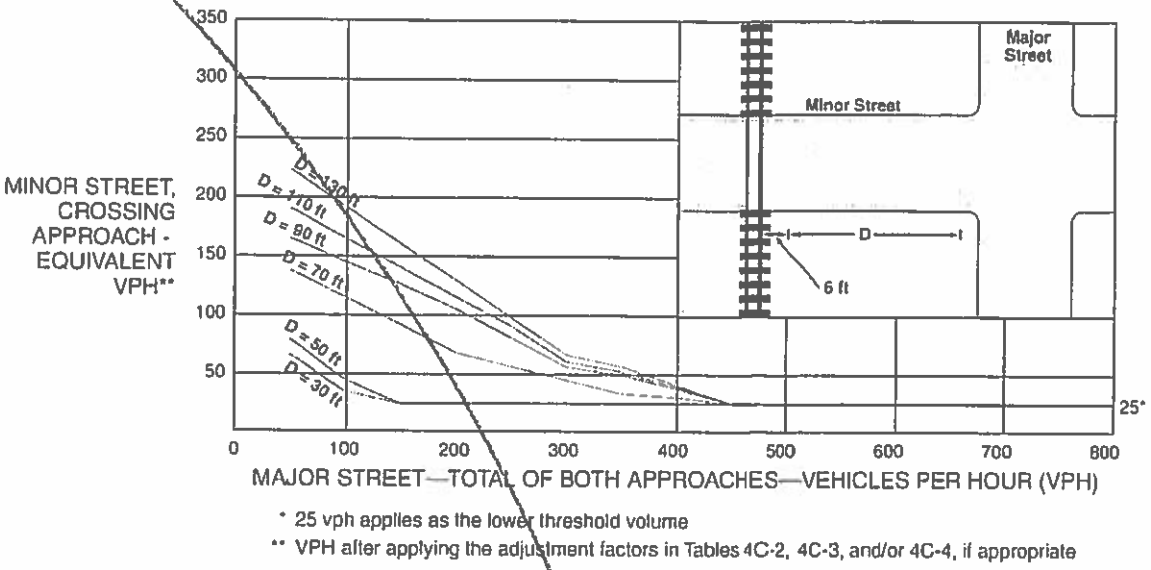
Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Attachment: Attachment 3 - Environmental (TT 927)

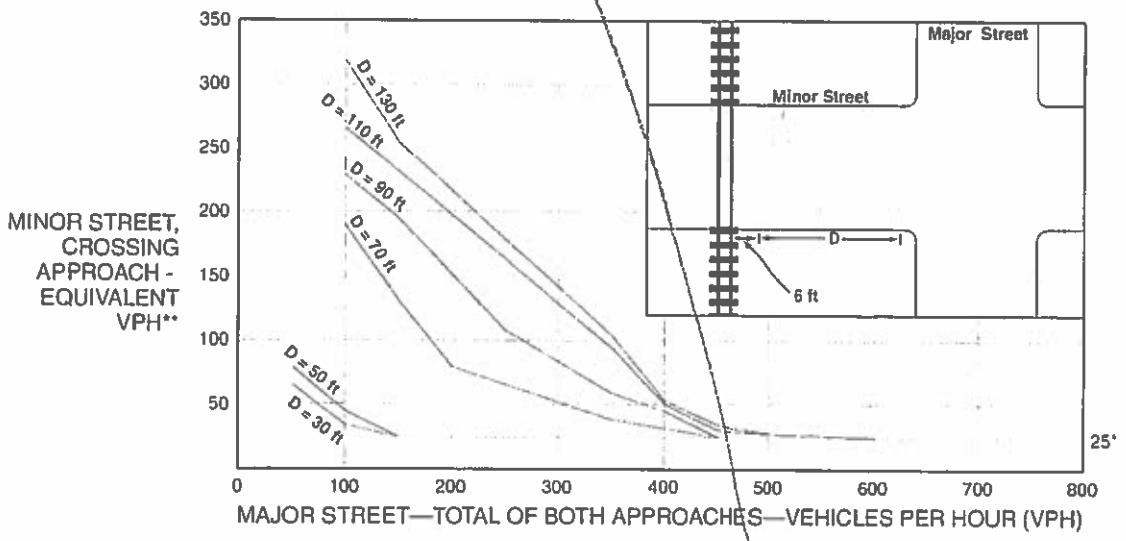
Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)



* 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 3 - Environmental (TT 927)

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE 1-18-18
CALC JR DATE 8-5-19
CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

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 ☒
In built up area of isolated community of < 10,000 population ☐
or
☐ RURAL (R)
☐ 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	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	8,000	5,600	2,400	1,680
2 or More	1	9,600	6,720	2,400	1,680
2 or More	2 or More	9,600	6,720	3,200	2,240
1	2 or More	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	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	12,000	8,400	1,200	850
2 or More	1	14,400	10,080	1,200	850
2 or More	2 or More	14,400	10,080	1,600	1,120
1	2 or More	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 3 - Environmental (TT 927)

	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										
00:15			2	1										
00:30			0	3										
00:45			0	2	122	134	0	NO	NO		NO	NO		
01:00			1	1		132	0	NO	NO		NO	NO		
01:15			1	0		130	0	NO	NO		NO	NO		
01:30			1	0		128	0	NO	NO		NO	NO		
01:45			0	1	122	127	0	NO	NO		NO	NO		
02:00			0	0		125	0	NO	NO		NO	NO		
02:15			2	0		126	0	NO	NO		NO	NO		
02:30			0	1		126	0	NO	NO		NO	NO		
02:45			2	1	122	128	0	NO	NO		NO	NO		
03:00			1	0		129	0	NO	NO		NO	NO		
03:15			0	2		129	0	NO	NO		NO	NO		
03:30			1	0		129	0	NO	NO		NO	NO		
03:45			1	1	122	128	0	NO	NO		NO	NO		
04:00			3	3		133	0	NO	NO		NO	NO		
04:15			1	1		133	0	NO	NO		NO	NO		
04:30			3	5		140	0	NO	NO		NO	NO		
04:45		101	5	9	122	152	101	NO	NO		NO	YES		
05:00			3	6		155	101	NO	NO		NO	YES		
05:15			4	9		166	101	NO	NO		NO	YES		
05:30			5	16		179	101	NO	NO		NO	YES		
05:45		101	6	12	122	183	101	NO	NO		NO	YES		
06:00			16	16		206	101	NO	NO		NO	YES		
06:15			17	16		226	101	NO	NO		NO	YES		
06:30			16	30		251	101	NO	NO		NO	YES		
06:45		101	26	36	122	295	101	NO	NO		YES	YES	YES	
07:00			21	40		324	101	NO	NO		YES	YES	YES	
07:15			23	64		378	101	YES	NO		YES	YES	YES	
07:30			39	86		457	101	YES	NO		YES	YES	YES	
07:45		101	43	68	122	506	101	YES	NO		YES	YES	YES	
08:00			47	67		559	101	YES	NO		YES	YES	YES	
08:15			43	37		552	101	YES	NO		YES	YES	YES	
08:30			11	19		457	101	YES	NO		YES	YES	YES	
08:45		101	13	26		263	101	NO	NO		NO	YES		
09:00			14	19	122	304	101	NO	NO		YES	YES	YES	
09:15			10	20		254	101	NO	NO		NO	YES		
09:30			14	25		263	101	NO	NO		NO	YES		
09:45		101	12	13		249	101	NO	NO		NO	YES		
10:00			19	17	122	252	101	NO	NO		NO	YES		
10:15			25	16		263	101	NO	NO		NO	YES		
10:30			24	31		279	101	NO	NO		NO	YES		
10:45			21	12		287	0	NO	NO		YES	NO		
11:00		101	14	15	122	280	101	NO	NO		NO	YES		
11:15			8	14		261	101	NO	NO		NO	YES		
11:30			19	11		236	101	NO	NO		NO	YES		
11:45			28	22		253	101	NO	NO		NO	YES		

Attachment: Attachment 3 - Environmental (TT 927)

	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?	
12:00			24	18										
12:15			21	23										
12:30			19	21										
12:45		67	18	22	265	431	67	YES	NO		YES	NO		
13:00			15	16		420	67	YES	NO		YES	NO		
13:15			26	24		426	67	YES	NO		YES	NO		
13:30			20	18		424	67	YES	NO		YES	NO		
13:45		67	21	21	265	426	67	YES	NO		YES	NO		
14:00			32	41		468	67	YES	NO		YES	NO		
14:15			33	24		475	67	YES	NO		YES	NO		
14:30			45	27		509	67	YES	NO		YES	NO		
14:45		67	30	31	265	528	67	YES	NO		YES	NO		
15:00			63	21		539	67	YES	NO		YES	NO		
15:15			33	17		532	67	YES	NO		YES	NO		
15:30			35	33		528	67	YES	NO		YES	NO		
15:45		67	39	29	265	535	67	YES	NO		YES	NO		
16:00			37	11		499	67	YES	NO		YES	NO		
16:15			47	32		526	67	YES	NO		YES	NO		
16:30			49	28		537	67	YES	NO		YES	NO		
16:45		67	40	34	265	543	67	YES	NO		YES	NO		
17:00			55	33		583	67	YES	NO		YES	NO		
17:15			32	21		557	67	YES	NO		YES	NO		
17:30			35	31		546	67	YES	NO		YES	NO		
17:45		67	21	20	265	513	67	YES	NO		YES	NO		
18:00			27	25		477	67	YES	NO		YES	NO		
18:15			17	19		460	67	YES	NO		YES	NO		
18:30			18	16		428	67	YES	NO		YES	NO		
18:45		67	16	13	265	416	67	YES	NO		YES	NO		
19:00			28	12		404	67	YES	NO		YES	NO		
19:15			23	16		407	67	YES	NO		YES	NO		
19:30			25	7		405	67	YES	NO		YES	NO		
19:45		67	19	9	265	404	67	YES	NO		YES	NO		
20:00			17	13		394	67	YES	NO		YES	NO		
20:15			16	13		384	67	YES	NO		YES	NO		
20:30			15	11		378	67	YES	NO		YES	NO		
20:45		67	12	8		105	67	NO	NO		NO	NO		
21:00			16	6	265	362	67	YES	NO		YES	NO		
21:15			12	9		354	67	YES	NO		YES	NO		
21:30			9	5		342	67	NO	NO		YES	NO		
21:45		67	5	7		334	67	NO	NO		YES	NO		
22:00			3	6	265	321	67	NO	NO		YES	NO		
22:15			9	5		314	67	NO	NO		YES	NO		
22:30			11	4		315	67	NO	NO		YES	NO		
22:45		67	8	1		312	67	NO	NO		YES	NO		
23:00			4	5	265	312	67	NO	NO		YES	NO		
23:15			3	0		301	67	NO	NO		YES	NO		
23:30			6	2		294	67	NO	NO		YES	NO		
23:45		67	2	3		290	67	NO	NO		YES	NO		

Attachment: Attachment 3 - Environmental (TT 927)

	MINOR		MAJOR			NB+SB	EB or WB						
Period	EB	WB	NB	SB	Projects	Combined Major	Greatest Minor	Major >525?	Minor >53?	100% Satisfied?	Major >420?	Minor >42?	80% Satisfied?
00:00			2	2									
00:15			2	1									
00:30			0	3									
00:45			0	2	122	134	0	NO	NO		NO	NO	
01:00			1	1		132	0	NO	NO		NO	NO	
01:15			1	0		130	0	NO	NO		NO	NO	
01:30			1	0		128	0	NO	NO		NO	NO	
01:45			0	1	122	127	0	NO	NO		NO	NO	
02:00			0	0		125	0	NO	NO		NO	NO	
02:15			2	0		126	0	NO	NO		NO	NO	
02:30			0	1		126	0	NO	NO		NO	NO	
02:45			2	1	122	128	0	NO	NO		NO	NO	
03:00			1	0		129	0	NO	NO		NO	NO	
03:15			0	2		129	0	NO	NO		NO	NO	
03:30			1	0		129	0	NO	NO		NO	NO	
03:45			1	1	122	128	0	NO	NO		NO	NO	
04:00			3	3		133	0	NO	NO		NO	NO	
04:15			1	1		133	0	NO	NO		NO	NO	
04:30			3	5		140	0	NO	NO		NO	NO	
04:45		101	5	9	122	152	101	NO	YES		NO	YES	
05:00			3	6		155	101	NO	YES		NO	YES	
05:15			4	9		166	101	NO	YES		NO	YES	
05:30			5	16		179	101	NO	YES		NO	YES	
05:45		101	6	12	122	183	101	NO	YES		NO	YES	
06:00			16	16		206	101	NO	YES		NO	YES	
06:15			17	16		226	101	NO	YES		NO	YES	
06:30			16	30		251	101	NO	YES		NO	YES	
06:45		101	26	36	122	295	101	NO	YES		NO	YES	
07:00			21	40		324	101	NO	YES		NO	YES	
07:15			23	64		378	101	NO	YES		NO	YES	
07:30			39	86		457	101	NO	YES		YES	YES	YES
07:45		101	43	68	122	506	101	NO	YES		YES	YES	YES
08:00			47	67		559	101	YES	YES	YES	YES	YES	YES
08:15			43	37		552	101	YES	YES	YES	YES	YES	YES
08:30			11	19		457	101	NO	YES		YES	YES	YES
08:45		101	13	26		263	101	NO	YES		NO	YES	
09:00			14	19	122	304	101	NO	YES		NO	YES	
09:15			10	20		254	101	NO	YES		NO	YES	
09:30			14	25		263	101	NO	YES		NO	YES	
09:45		101	12	13		249	101	NO	YES		NO	YES	
10:00			19	17	122	252	101	NO	YES		NO	YES	
10:15			25	16		263	101	NO	YES		NO	YES	
10:30			24	31		279	101	NO	YES		NO	YES	
10:45			21	12		287	0	NO	NO		NO	NO	
11:00		101	14	15	122	280	101	NO	YES		NO	YES	
11:15			8	14		261	101	NO	YES		NO	YES	
11:30			19	11		236	101	NO	YES		NO	YES	
11:45			28	22		253	101	NO	YES		NO	YES	

Attachment: Attachment 3 - Environmental (TT 927)

	MINOR		MAJOR			NB+SB	EB or WB						
Period	EB	WB	NB	SB	Projects	Combined Major	Greatest Minor	Major >525?	Minor >53?	100% Satisfied?	Major >420?	Minor >42?	80% Satisfied?
12:00			24	18									
12:15			21	23									
12:30			19	21									
12:45		67	18	22	265	431	67	NO	YES		YES	YES	YES
13:00			15	16		420	67	NO	YES		NO	YES	
13:15			26	24		426	67	NO	YES		YES	YES	YES
13:30			20	18		424	67	NO	YES		YES	YES	YES
13:45		67	21	21	265	426	67	NO	YES		YES	YES	YES
14:00			32	41		468	67	NO	YES		YES	YES	YES
14:15			33	24		475	67	NO	YES		YES	YES	YES
14:30			45	27		509	67	NO	YES		YES	YES	YES
14:45		67	30	31	265	528	67	YES	YES	YES	YES	YES	YES
15:00			63	21		539	67	YES	YES	YES	YES	YES	YES
15:15			33	17		532	67	YES	YES	YES	YES	YES	YES
15:30			35	33		528	67	YES	YES	YES	YES	YES	YES
15:45		67	39	29	265	535	67	YES	YES	YES	YES	YES	YES
16:00			37	11		499	67	NO	YES		YES	YES	YES
16:15			47	32		528	67	YES	YES	YES	YES	YES	YES
16:30			49	28		537	67	YES	YES	YES	YES	YES	YES
16:45		67	40	34	265	543	67	YES	YES	YES	YES	YES	YES
17:00			55	33		583	67	YES	YES	YES	YES	YES	YES
17:15			32	21		557	67	YES	YES	YES	YES	YES	YES
17:30			35	31		546	67	YES	YES	YES	YES	YES	YES
17:45		67	21	20	265	513	67	NO	YES		YES	YES	YES
18:00			27	25		477	67	NO	YES		YES	YES	YES
18:15			17	19		460	67	NO	YES		YES	YES	YES
18:30			18	16		428	67	NO	YES		YES	YES	YES
18:45		67	16	13	265	416	67	NO	YES		NO	YES	
19:00			28	12		404	67	NO	YES		NO	YES	
19:15			23	16		407	67	NO	YES		NO	YES	
19:30			25	7		405	67	NO	YES		NO	YES	
19:45		67	19	9	265	404	67	NO	YES		NO	YES	
20:00			17	13		394	67	NO	YES		NO	YES	
20:15			16	13		384	67	NO	YES		NO	YES	
20:30			15	11		378	67	NO	YES		NO	YES	
20:45		67	12	8		105	67	NO	YES		NO	YES	
21:00			16	6	265	362	67	NO	YES		NO	YES	
21:15			12	9		354	67	NO	YES		NO	YES	
21:30			9	5		342	67	NO	YES		NO	YES	
21:45		67	5	7		334	67	NO	YES		NO	YES	
22:00			3	6	265	321	67	NO	YES		NO	YES	
22:15			9	5		314	67	NO	YES		NO	YES	
22:30			11	4		315	67	NO	YES		NO	YES	
22:45		67	8	1		312	67	NO	YES		NO	YES	
23:00			4	5	265	312	67	NO	YES		NO	YES	
23:15			3	0		301	67	NO	YES		NO	YES	
23:30			6	2		294	67	NO	YES		NO	YES	
23:45		67	2	3		290	67	NO	YES		NO	YES	

Attachment: Attachment 3 - Environmental (TT 927)

Gabrielle Myers

From: Diana Black
Sent: Monday, September 30, 2019 4:20 PM
To: WILSON, MICHAEL A
Cc: Gabrielle Myers
Subject: RE: Pre-consultation Notice - Tentative Tract 927

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you!

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, September 30, 2019 4:08 PM
To: Diana Black <DBlack@cityofhanfordca.com>
Subject: RE: Pre-consultation Notice - Tentative Tract 927

Developer to contact AT&T at same time as Edison notified.
Project management/utility coordinator to be notified of AT&T engineer (myself) contact information.

AT&T cable feed to come from east (mustang/Shelby) and will require telco coordination for line extension and structu placement in joint trench.
Attention existing joint poles on 13th should remain, or development to allow time for relocation. Edison to place new, ATT to follow.

Thank you.

Michael Wilson
Manager / Engineer
ATT Route/BIC
217 W. Acequia Av, 3rd Flr
Visalia, CA 93291
(559) 739-6423

From: Diana Black [mailto:DBlack@cityofhanfordca.com]
Sent: Monday, September 30, 2019 3:21 PM
To: 9-1-1 DISPATCH <kris.zuniga@co.kings.ca.us>; AMERICAN AMBULANCE <tcook@americanambulance.com>;

Attachment: Attachment 3 - Environmental (TT 927)

City of HANFORD
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

MAYOR
SUE SORENSEN
VICEMAYOR
JOHN DRAXLER
COUNCIL MEMBERS
MARTIN DEVINE
FRANCISCO RAMIREZ
ART BRENO
CITY MANAGER
MIKE OLMOS
CITY ATTORNEY
ROBERT M. DOWD

September 30, 2019

PROJECT REVIEW – PRE-CONSULTATION NOTICE

The Community Development Department of the City of Hanford is requesting your comments regarding Tentaitve Tract Map 927, applicable to property located at the northeast corner of Grangeville and 13th Avenue (APN 009-030-146) – **Attachment 1.**

- **Vesting Tentative Tract 927**: A request to subdivide 25 acres into 133 residential lots.

The proposal is being forwarded to the responsible and interested agencies and individuals for early consultation. The City is in the process of preparing an Initial Study to identify what, if any, significant impacts need to be analyzed in conjunction with this project. Any assistance you can give in this effort would be appreciated.

It is requested that your comments, if any, be transmitted to this office by Friday, November 1, 2019 at 5:00 p.m. Comments can be mailed to 317 N. Douty Street, Hanford, CA 93230 or emailed to gmyers@cityofhanfordca.com. If you have any questions or concerns regarding this project, please call Gabrielle Myers at (559)585-2578.

Sincerely,

Gabrielle Myers

Gabrielle Myers, Senior Planner

I [X] do [ ] do not have comments regarding this Project

Signature: [signature] Agency: HJUHSD Date: 10/1/19

This project is another new housing development in a school boundary that is already impacted. This causes issues for traffic, transportation and crowding of classroom students & faculty.

Attachment: Attachment 3 - Environmental (TT 927)

From: Shana Powers [mailto:SPowers@tachi-yokut-nsn.gov]
Sent: Tuesday, October 01, 2019 2:55 PM
To: Diana Black <DBlack@cityofhanfordca.com>
Cc: _SRR Cultural <SRRCultural@tachi-yokut-nsn.gov>
Subject: RE: Pre-consultation Notice - Tentative Tract 927

Dear Diana,
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.

Sincerely,

Shana Powers
Cultural Director
SPowers@tachi-yokut-nsn.gov
Office: (559)924-1278 Ext: 4093
Cell: (559)423-3900

Attachment: Attachment 3 - Environmental (TT 927)

Dear Gabrielle,

Thank you for contacting the Santa Rosa Rancheria Tachi Yokut Tribe regarding Vesting Tentative Tract 927: A request to subdivide 25 acres into 133 residential lots. The Tribe recommends that Santa Rosa be retained to give a cultural presentation to construction staff regarding the law and the potential to discover cultural resources. If you have any questions please contact the Santa Rosa Rancheria Culture Department at the number provided below.

Sincerely,

Michael DeLeon

Cultural Specialist 1
MDeleon@tachi-yokut.nsn.gov
(559)924-1278 ext.4095

Received October 29, 2019

Attachment: Attachment 3 - Environmental (TT 927)

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

City of Hanford
OCT 0 4 2019
Community Development

OCT 0 2 2019

Gabrielle Myers
City of Hanford
319 North Douty Street
Hanford, CA 93230

Project: Vesting Tentative Tract 927

District CEQA Reference No: 20191168

Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of 133 residential lots (Project) located at the northeast corner of Grangeville 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 (Indirect Source Review) - District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. If subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project level approval from a public agency. In this case, if not already done, please inform the project

Samir Sheikh
Executive Director/Air Pollution Control Officer

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

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

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

www.valleyair.org www.healthyairliving.com

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Attachment: Attachment 3 - Environmental (TT 927)

proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

In the case the Project is subject to Rule 9510 an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

4. Regulation VIII (Fugitive PM10 Prohibitions) - The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan 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.

Attachment: Attachment 3 - Environmental (TT 927)

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 §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

Attachment: Attachment 3 - Environmental (TT 927)

- 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 increases through a process that funds and implements emission reduction projects, which are administered through the District's emission reduction incentive grant programs. A VERA can be implemented to address impacts from both construction and operational phases of a project.

The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please call Carol Flores at (559) 230-5935 or e-mail carol.flores@valleyair.org. When calling or emailing the District, please reference District CEQA number 20191168.

Sincerely,

Arnaud Marjollet
Director of Permit Services

Brian Clements
Program Manager

AM: cf

Attachment: Attachment 3 - Environmental (TT 927)

City of HANFORD
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

MAYOR
SUE SORENSEN
VICE-MAYOR
JOHN DRAKLER
COUNCIL MEMBERS
MARTIN DEVINE
FRANCISCO RAMIREZ
ART BRIENO
CITY MANAGER
MIKE OLIVOS
CITY ATTORNEY
ROBERT M. DOWD

City of Hanford
OCT 07 2019
Community
Development

September 30, 2019

PROJECT REVIEW – PRE-CONSULTATION NOTICE

The Community Development Department of the City of Hanford is requesting your comments regarding Tentaitve Tract Map 927, applicable to property located at the northeast corner of Grangeville and 13th Avenue (APN 009-030-146) – **Attachment 1.**

- **Vesting Tentative Tract 927:** A request to subdivide 25 acres into 133 residential lots.

The proposal is being forwarded to the responsible and interested agencies and individuals for early consultation. The City is in the process of preparing an Initial Study to identify what, if any, significant impacts need to be analyzed in conjunction with this project. Any assistance you can give in this effort would be appreciated.

It is requested that your comments, if any, be transmitted to this office by Friday, November 1, 2019 at 5:00 p.m. Comments can be mailed to 317 N. Douty Street, Hanford, CA 93230 or emailed to gmyers@cityofhanfordca.com. If you have any questions or concerns regarding this project, please call Gabrielle Myers at (559)585-2578.

Sincerely,

Gabrielle Myers

Gabrielle Myers, Senior Planner

I ☒ do ☐ do not have comments regarding this Project

Paul Van Loon — Signature
Pioneer UESD — Agency
10-4-19 — Date

Attachment: Attachment 3 - Environmental (TT 927)

PIONEER UNION ELEMENTARY SCHOOL DISTRICT
1888 N Mustang Drive – Hanford Ca 93230
(559)585-2400 Fax (559) 584-5048
www.puesd.net

DATE: October 4, 2018
TO: Gabrielle Meyers
FROM: P. van Loon - Superintendent, Pioneer Union Elementary School District
RE: Vesting Tentative Tract 927

For safety reasons, the Pioneer Union Elementary School District requests that any two story home/s constructed within tentative tract 927 be constructed away from, to the greatest distance possible, the property line of Frontier Elementary School.

Should you have any questions, feel free to contact me.

"A Learning Community Dedicated to Excellence"

Attachment: Attachment 3 - Environmental (TT 927)

City of HANFORD
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

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Sincerely,

Gabrielle Myers

Gabrielle Myers, Senior Planner

I ☑ do ☐ do not have comments regarding this Project

Michael Pletenkin KCPW 10/4/19
Signature Agency Date

INSTALLATION OF A LEFT TURN LANE/POCKET FOR SOUTH BOUND TRAFFIC AT W. BERKSHIRE

ADMINISTRATION 559-585-2515 ♦ PERSONNEL 559-585-2520 ♦ FACSIMILE: 559-585-2595

Attachment: Attachment 3 - Environmental (TT 927)