The City of Hanford
CALIFORNIA

AGENDA

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Tuesday, April 12, 2022

Commissioners will meet in person in the Council Chambers. The meeting will also be livestreamed on the City's website: http://livestream.hanford.city/

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.

1. **Approval of the March 22, 2022 Minutes**

2. **Time Extension 2022-03, a request to extend the life of Tentative Tract 915 and Planned Unit Development No. 2018-01 (Amendment #1) for one year. The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).**

PUBLIC HEARING

3. **Conditional Use Permit No. 2021-01, a request to convert a former office into a drive-thru dry cleaning business in the MX-D Downtown Mixed Use zone district. The project is located at 255 N. 11th Avenue (APN 012-061-001 and 012-061-002).**
4. **Vesting Tentative Tract 934: A request by Precision Civil Engineering, Inc. to subdivide 36.48 acres into 161 and a 66,216 sq. ft. storm drainage basin single-family residential lots in the R-L-5 Low-Density Residential zone district Mitigated Negative Declaration No. 2021-100: An initial study was prepared and it was determined that the project will not result in significant impacts to the environment with the incorporation of mitigation measures; therefore, Mitigated Negative Declaration 2021-100 has been prepared.**

DIRECTOR'S COMMENTS

COMMISSIONERS' ITEMS OF INTEREST

At this time, any Commissioner may ask a question for clarification of matters within the Planning Commission's jurisdiction, make an announcement, or report briefly on activities in their role as a Planning Commissioner. In addition, subject to the Planning Commissioner's Handbook, Commissioners may request staff to report back to the Planning Commission at a subsequent meeting concerning any mater within Commissioner's jurisdiction (GC 54954.2).

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: 4/12/2022	**AGENDA SECTION:** 1

SUBJECT:
Approval of the March 22, 2022 Minutes

RECOMMENDATION:
Approve the Minutes of the March 22, 2022 meeting.

FISCAL IMPACT:

ATTACHMENTS:
3-22-2022

The City of Hanford
CALIFORNIA

MINUTES

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty Street
5:30 p.m., Tuesday, March 22, 2022

Commissioners will meet in person in the Council Chambers. The meeting will also be livestreamed on the City's website: http://livestream.hanford.city/

CALL TO ORDER

Chair SANCHEZ called the meeting to order at 5:30 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Richard Douglas		Present	5:05 PM
Travis Paden		Present	
Martin Devine		Present	5:06 PM
Jacob Sanchez		Present	5:03 PM

INVOCATION

Rev. Lee Reynolds gave the invocation.

FLAG SALUTE

Commissioner DOUGLAS led the flag salute.

PUBLIC COMMENT

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

Attachment: 3-22-2022 (3-22-22 PC Minutes)

Dr. Michael Mayer stated that he was in favor of the project. He owns property just north of Road Abandonment 2022-01, and his only concern was whether or not trash collection of his dumpster would be impeded, due to the proposed fence location.

Interim Director Beatie requested that he wait until after the staff report for this project. If his question is not addressed in the staff report, staff will respond at that time. Dr. Mayer agreed.

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.

Time Extension 2022-02, a request to extend the life of Tentative Tract 924 and Planned Unit Development No. 2017-01 for one year. The project is located at the southern intersection of Greenfield Avenue and Fitzgerald Lane (APN 010-320-115).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Travis Paden
SECONDER:	Martin Devine, Commissioner
AYES:	Douglas, Paden, Devine, Sanchez

GENERAL BUSINESS

1. **Finding of Conformity for Road Abandonment No. 2021-01, a request by CM Construction Services to abandon approximately 7,994 square feet of right-of-way, an alley ("China Alley", portion) to allow a parking lot and landscaping for the future Kings Area Regional Transit (KART) facility. The recommendation also includes a finding of ambiguity clarification pertaining to the land use and zoning on the abandoned property. The project is located south of East Eighth Street between North Harris and North Brown Streets.**

   Interim Community Development Director Mary Beatie introduced Planning consultant Bonique Emerson, from Precision Civil Engineering, who then introduced her staff, Jenna Chilingerian. Ms. Chilingerian presented the staff report and recommended approval.

   Chair SANCHEZ called for a motion.

   Motion to adopt Resolution 2022-05, recommending approval of Roadway Abandonment 2021-01 to the City Council.

Attachment: 3-22-2022 (3-22-22 PC Minutes)

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Richard Douglas
SECONDER:	Travis Paden
AYES:	Douglas, Paden, Devine, Sanchez

2. Finding of Conformity for Road Abandonment No. 2022-01, a request by the City of Hanford to abandon approximately 3,900 square feet of right-of-way, an alley ("Civic Center", portion) to allow a secured parking lot and storage for police vehicles. The recommendation also includes a finding of ambiguity clarification pertaining to the land use and zoning on the abandoned property. The project is located south of Center Street between North Irwin and North Douty Streets.

Planning Consultant Chilingerian presented the staff report and recommended approval.

Dr. Mayer was satisfied with the staff report, and Public Works Director Doyel assured him that collection of trash from his container would not be impeded by the project.

Chair SANCHEZ called for a motion.

Motion to adopt Resolution No. 2022-06, recommending approval of Roadway Abandonment 2022-01 to the City Council.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Travis Paden
SECONDER:	Martin Devine, Commissioner
AYES:	Douglas, Paden, Devine, Sanchez

DIRECTOR'S COMMENTS

Interim Director Beatie had no comments.

COMMISSIONERS' ITEMS OF INTEREST

At this time, any Commissioner may ask a question for clarification of matters within the Planning Commission's jurisdiction, make an announcement, or report briefly on activities in their role as a Planning Commissioner. In addition, subject to the Planning Commissioner's Handbook, Commissioners may request staff to report back to the Planning Commission at a subsequent meeting concerning any matter within Commission's jurisdiction (GC 54954.2).

The Commissioners had no comments.

ADJOURNMENT

Chair SANCHEZ adjourned the meeting at 5:47 p.m.

Respectfully submitted,

Diana Black
Recording Secretary

Attachment: 3-22-2022 (3-22-22 PC Minutes)

AGENDA
STAFF REPORT

MEETING DATE: 4/12/2022	**AGENDA SECTION:** 2

SUBJECT:
Time Extension 2022-03, a request to extend the life of Tentative Tract 915 and Planned Unit Development No. 2018-01 (Amendment #1) for one year. The project is located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

See staff report attached.

FISCAL IMPACT:

ATTACHMENTS:
Staff Report - TE 2022-03
Resolution No. 2022-07
Attachment 1 - Tentative Tract 915
Attachment 2 - Planned Unit Development No. 2018-01 (Amendment #1)
Attachment 3 - Orginal PUD and TT Staff Report
Attachment 4 - PUD Amendment Staff Report
Attachment 5 - Signed Resolution No. 2018-16 (TT 915)
Attachment 6 - Resolution 2019-20 (signed)
Attachment 7 - Resolution 2020-06 (signed)

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT

MEETING DATE: Tuesday, April 12, 2022

PROJECT: **TIME EXTENSION 2022-03**, a request to extend the life of Tentative Tract 915 and Planned Unit Development No. 2018-01 (Amendment #1) for one year.

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

PROJECT PLANNER: Mark Manha, Assistant Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-07, approving Time Extension No. 2022-03.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2022-07, approving Time Extension No. 2022-03.

PROJECT PROPOSAL

Time Extension No. 2022-03 is a request by Enclave Developers, LLC to extend the life of Tentative Tract 915 and Planned Unit Development No. 2018-01 Amendment #1 for one year, in order to extend the expiration of the tentative map to record a final map. If approved, the time extension would extend the expiration of the project from June 26, 2022 to June 26, 2023.

Tentative Tract 915 is attached – **Attachment 1.** Planned Unit Development No. 2018-01 Amendment #1 is attached – **Attachment 2.**

BACKGROUND INFORMATION

Tentative Tract 915 was a request to subdivide a 14.29-acre parcel into 66 residential lots in the R-L-5 Low Density Residential Zone District with a Planned Unit Development overlay, located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046). Planned Unit Development No. 2018-01 was a request to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915.

Tentative Tract 915 and Planned Unit Development No. 2018-01 were heard by the Planning Commission as a public hearing item on Tuesday, June 26, 2018. The Planning Commission adopted Resolutions No. 2018-15 and 2018-16, approving Planned Unit Development No. 2018-01 and Tentative Tract 915, respectively.

Attachment: Staff Report - TE 2022-03 (Time Extension 2022-03)

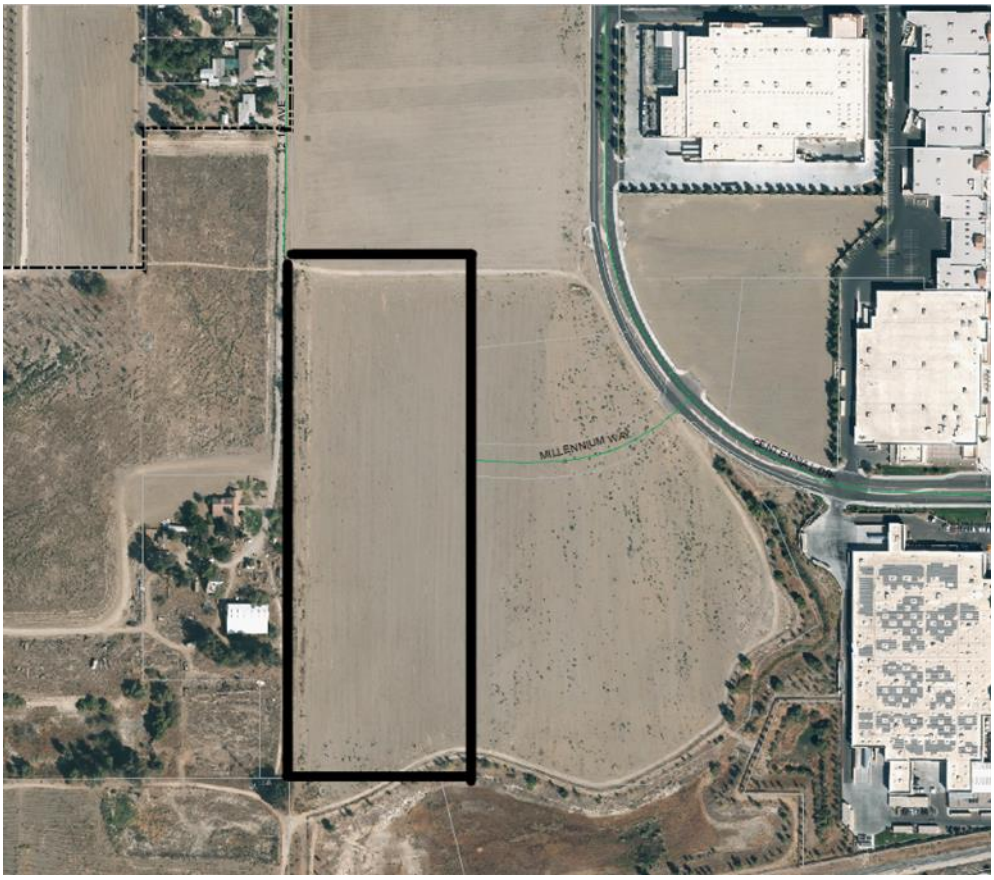
Due to a request to change Planned Unit Development No. 2018-01, a project amendment was presented to and approved by the Planning Commission on September 10, 2019. Planned Unit Development No. 2018-01 Amendment #1 included:

1. The proposal for a rolled curb throughout the subdivision

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

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

Figure 1: Land Use (Property outlined in black)



Attachment: Staff Report - TE 2022-03 (Time Extension 2022-03)

Figure 2: General Plan Designation - Low Density Residential (Property outlined in black)

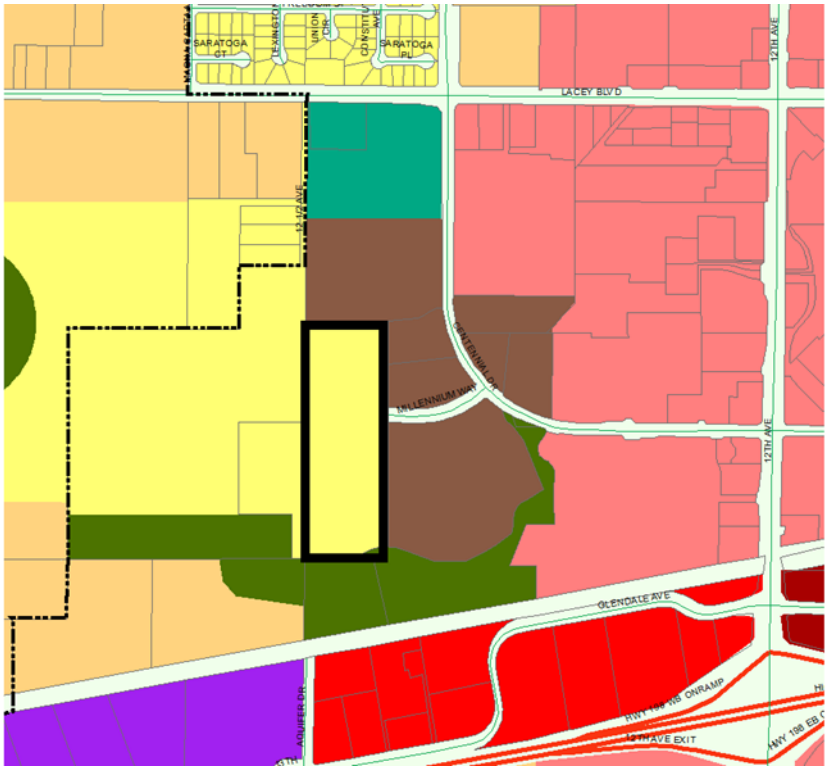
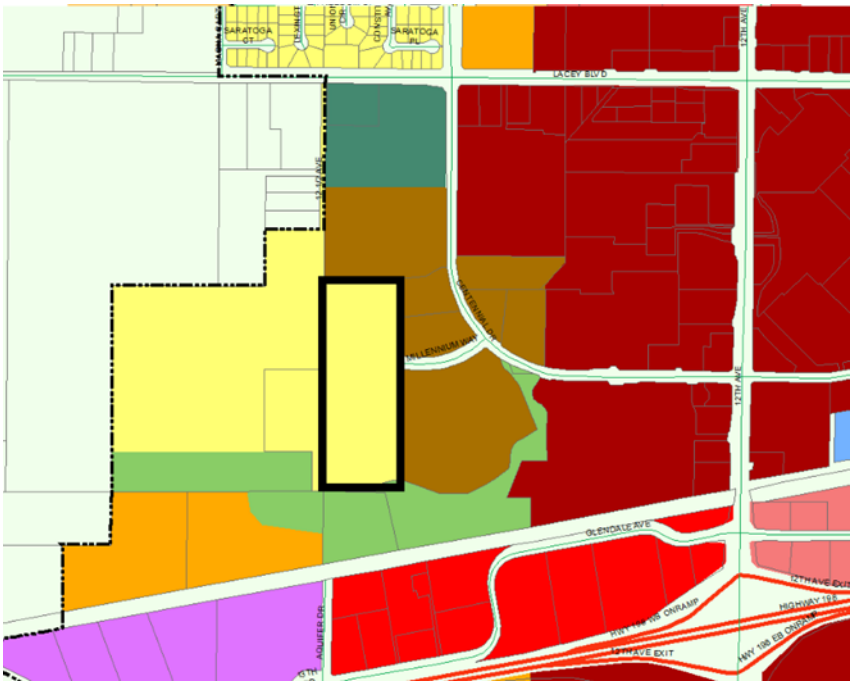


Figure 3: Zoning Designation - R-L-5 Low Density Residential (Property outlined in black)



Attachment: Staff Report - TE 2022-03 (Time Extension 2022-03)

A full analysis of Tentative Tract Map 915 and Planned Unit Development No. 2018-01 appears in the original Planning Commission staff report – **Attachment 3**, and Planned Unit Development No. 2018-01 Amendment #1 – **Attachment 4**, for the Commission's review.

Resolution No. 2018-16, approving Tentative Tract 915, is attached as **Attachment 5**.
Resolution No. 2019-20, approving Planned Unit Development No. 2018-01 Amendment #1 is attached as **Attachment 6**.

The applicant applied for a two-year time extension before the original expiration date of June 26, 2020. The Planning Commission approved the request, thus extending the expiration of Tentative Tract 915 and Planned Unit Development No. 2018-01 Amendment #1 to June 26, 2022. Resolution No. 2020-06 is attached as **Attachment 7**.

PROJECT EVALUATION

Due to the need to record a final map, the applicant is requesting a one-year time extension. Tentative Tract 915 is consistent with the current General Plan Designation, Low Density Residential, and with deviations permitted through the approval of Planned Unit Development No. 2018-01, is consistent with the applicable zoning designation, R-L-5 Low Density Residential. In accordance with Section 17.82.100 of the Hanford Municipal Code, when any planned unit development permit is approved in conjunction with a tentative subdivision map, pursuant to Title 16, the planned unit development shall not expire unless the tentative subdivision map also expires, and an extension of the tentative subdivision map or parcel shall be deemed to be an extension of the planned unit development permit.

In accordance with Section 16.32.090 of the Subdivision Ordinance, "an approved or conditionally approved vesting tentative map shall expire at the end of the same time period, and shall be subject to the same extensions established by the California Government Code (Section 66452.6), as amended for non-vesting tentative maps. The total of all time extensions for vesting tentative maps shall not exceed three years, except when automatically extended, as provided by California Government Code Section 66452.6, as amended."

The Planning Commission may grant a total time extension of three years. The map's expiration has previously been extended for two years; therefore, the map is eligible for an additional one-year extension.

No automatic State map extensions are applicable to this project.

ENVIRONMENTAL ASSESSMENT

Mitigated Negative Declaration No. 2018-06 was adopted for the project on June 26, 2018 and Addendum No. 1 for Mitigated Negative Declaration No. 2018-06 was certified for Planned Unit Development No. 2018-01 Amendment #1 on August 13, 2019, certifying that the project would not have a significant adverse impact on the environment with the incorporation of mitigation measures.

CONDITIONS OF APPROVAL

Attachment: Staff Report - TE 2022-03 (Time Extension 2022-03)

That a one-year time extension for Tentative Tract Map 915 and Planned Unit Development No. 2018-01 Amendment #1 be approved, in accordance with the existing conditions in Resolutions No. 2018-16 and 2019-20, and with the addition of the following conditions:

1. That the new expiration date of Tentative Tract Map 915 be June 26, 2023.

2. That the new expiration date of Planned Unit Development No. 2018-01 Amendment #1 be June 26, 2023.

3. That all subdivision improvements shall conform to the City of Hanford Construction Standards, Specifications, Ordinances and Policies in effect on the date of the extension approval and shall be subject to fees currently in effect at time of development.

Applicant/Property Owner:
Enclave Developers, LLC
PO Box 5818
Palm Springs, CA 92263

Attachment: Staff Report - TE 2022-03 (Time Extension 2022-03)

RESOLUTION NO. 2022-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING TIME EXTENSION NO. 2022-03, A REQUEST TO EXTEND THE LIFE OF TENTATIVE TRACT 915 AND PLANNED UNIT DEVELOPMENT NO. 2018-01 (AMENDMENT #1) FOR ONE YEAR. THE PROJECT PERTAINS TO PROPERTY LOCATED EAST OF 12 ½ AVENUE, WEST OF CENTENNIAL DRIVE (APN 011-020-046)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on April 12, 2022, by motion of Commissioner **,** seconded by Commissioner **,** and duly carried, the following resolution was adopted:

WHEREAS, Time Extension No. 2022-03, filed by Enclave Developers, LLC, proposing to extend the life of Tentative Tract 915 and Planned Unit Development No. 2018-01 Amendment #1 for one year, has been reviewed by the Planning Commission of the City of Hanford as an advisory agency, in accordance with Title 16 of the Hanford Municipal Code;

WHEREAS, the project pertains to property located east of 12 ½ Avenue, west of Centennial Drive (APN 011-020-046).

WHEREAS, a time extension was requested by the applicant pursuant to Section 17.70.250 of the Hanford Municipal Code and Section 66463.5(c) of the Subdivision Map Act; and

WHEREAS, in accordance with Section 16.32.090 of the Subdivision Ordinance, a vesting tentative map may be extended for a total time of three years, except when automatically extended, as provided by California Government Code Section 66452.6; and

WHEREAS, in accordance with Section 17.82.100 of the Hanford Municipal Code, when any planned unit development permit that is approved in conjunction with a tentative subdivision map pursuant to Title 16, the planned unit development shall not expire unless the tentative subdivision map also expires, and an extension of the tentative subdivision map or parcel shall be deemed to be an extension of the planned unit development permit; and

WHEREAS, a two-year time extension for this project was granted previously by the Planning Commission to extend the life of Tentative Tract 915 and Planned Unit Development No. 2018-01 Amendment #1 from June 26, 2020 to June 26, 2022; and

WHEREAS, findings were made pursuant to Section 66474 of the Subdivision Map Act and Section 17.82.060 of the Hanford Municipal Code in Resolutions No. 2018-16 and 2019-20; and

THEREFORE, BE IT RESOLVED, that a one-year time extension for Tentative Tract 915 and Planned Unit Development No. 2018-01 Amendment #1 be approved, in accordance with the existing conditions in Resolutions No. 2018-16 and 2019-20 and with the addition of the following conditions:

1. That the new expiration date of Tentative Tract Map 915 be June 26, 2023.

2. That the new expiration date of Planned Unit Development No. 2018-01 Amendment #1 be June 26, 2023.

Attachment: Resolution No. 2022-07 (Time Extension 2022-03)

3. That all subdivision improvements shall conform to the City of Hanford Construction Standards, Specifications, Ordinances and Policies in effect on the date of the extension approval and shall be subject to fees currently in effect at time of development.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford on April 12, 2022 by the following vote:

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

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

I, **Mary E. Beatie**, Interim Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 12th day of April, 2022.

Mary E. Beatie, Interim Secretary

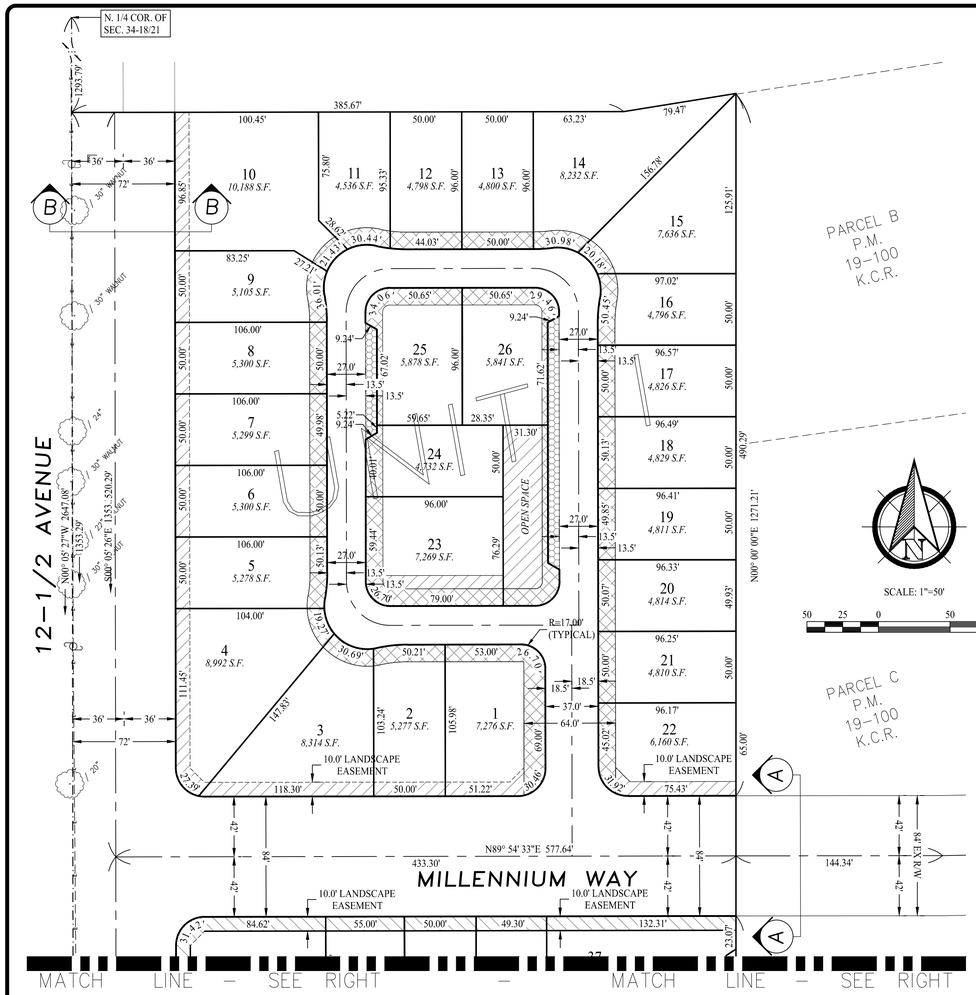
Attachment: Resolution No. 2022-07 (Time Extension 2022-03)

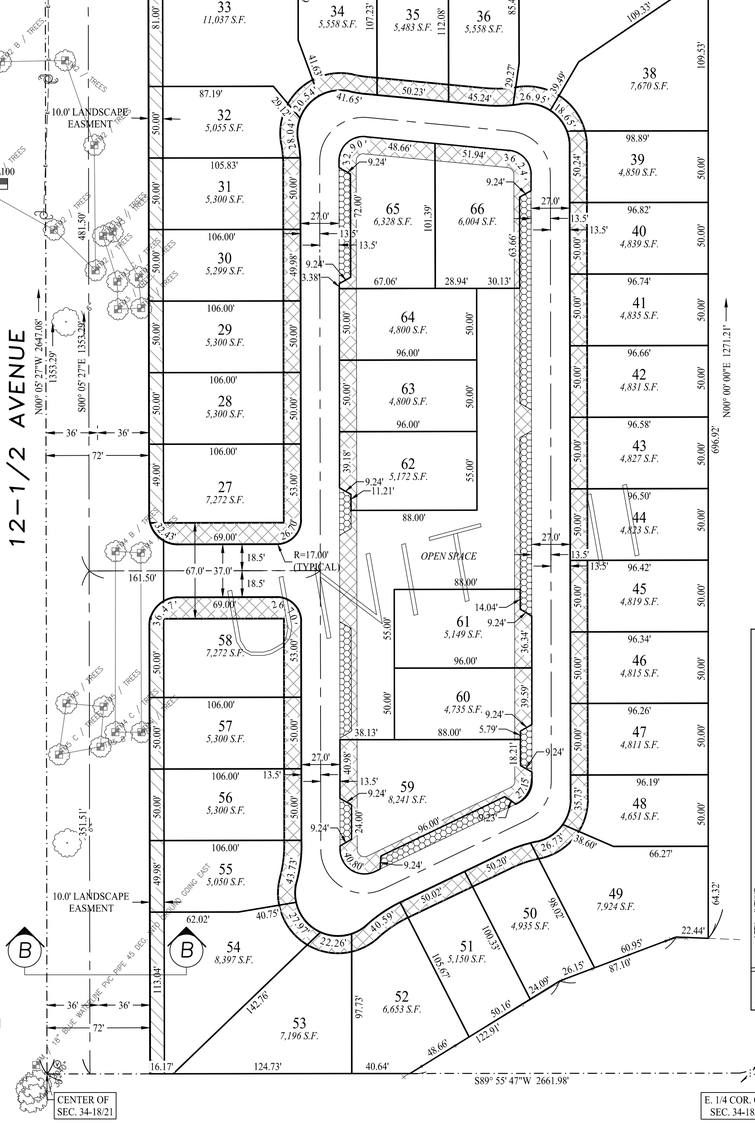
VESTING TENTATIVE SUBDIVISION MAP

THE ENCLAVE

COUNTY TRACT NO. 915

CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA





SCALE: 1"=50'

50 25 0 50 100

LEGEND

- LANDSCAPE EASEMENT
- LANDSCAPE MAINTENANCE EASEMENT
- PARKING SPACE

LEGAL DESCRIPTION

APN: 011-020-046

REAL PROPERTY IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THE OMITTED PARCEL AS SHOWN ON PARCEL MAP RECORDED IN BOOK 19 AT PAGE 100 OF PARCEL MAPS, RECORDS OF KINGS COUNTY, CALIFORNIA.

CONTAINING 14.122 ACRES MORE OR LESS

OWNERS & APPLICANT

ENCLAVE DEVELOPERS, LLC
ATTN.: DAN BAILEY
P.O. BOX 5818
PALM SPRINGS, CA 92263
A.P.N.: 011-020-046

GENERAL INFORMATION

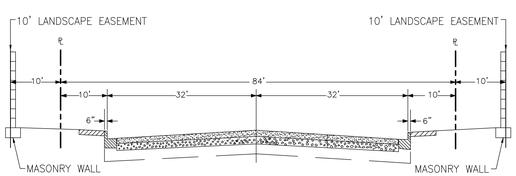
EXISTING ZONING	R-L-5
PROPOSED ZONING	R-L-5
G.P. DESIGNATION	LOW DENSITY RESIDENTIAL
EXISTING USE	VACANT
PROPOSED USE	RESIDENTIAL
SEWER	CITY OF HANFORD
WATER	CITY OF HANFORD
STORM DRAINAGE	PIPELINE TO SLOUGH SOUTH OF PROJECT
A.P.N.	011-020-046

LOT INFORMATION

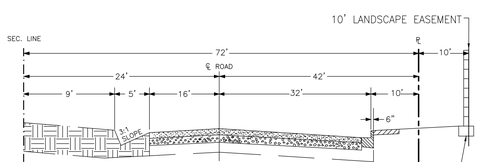
NUMBER OF LOTS:	66
MINIMUM LOT SIZE:	4,536 (LOT 11)
MAXIMUM LOT SIZE:	11,037 (LOT 55)
AVERAGE LOT SIZE:	5,907 S.F.
TOTAL AREA:	14.122 ACRES
LOTS PER ACRE:	4.74 (GROSS), 6.97 (NET)
STREET DEDICATION:	3.04 ACRES
STREET DEDICATION (INT.)	1.54 ACRES

LEGEND

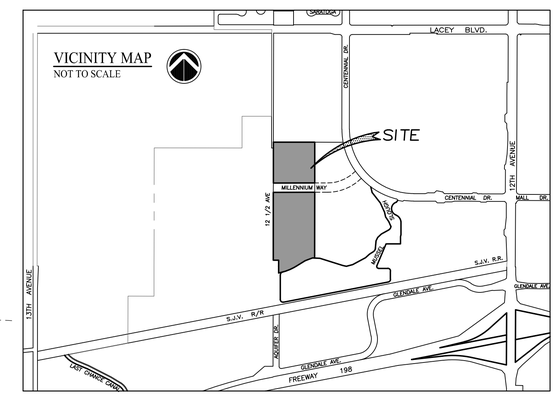
- LANDSCAPE EASEMENT
- LANDSCAPE MAINTENANCE EASEMENT
- PARKING SPACE

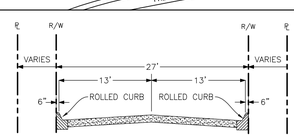


SEC. A–A
MILLENNIUM WAY
PER CITY STD. ST-23



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





TYPICAL 27' INTERIOR STREET

No.	Revisions	Date

ENCLAVE DEVELOPERS, LLC

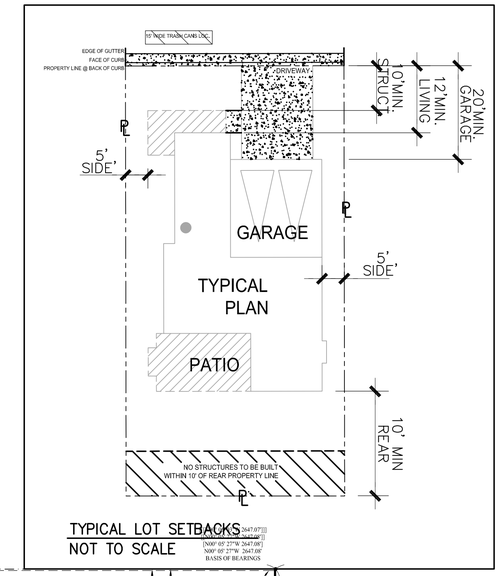
VESTING TENTATIVE SUBDIVISION MAP
COUNTY TRACT No. 915
THE ENCLAVE
50' x 80' LOTS

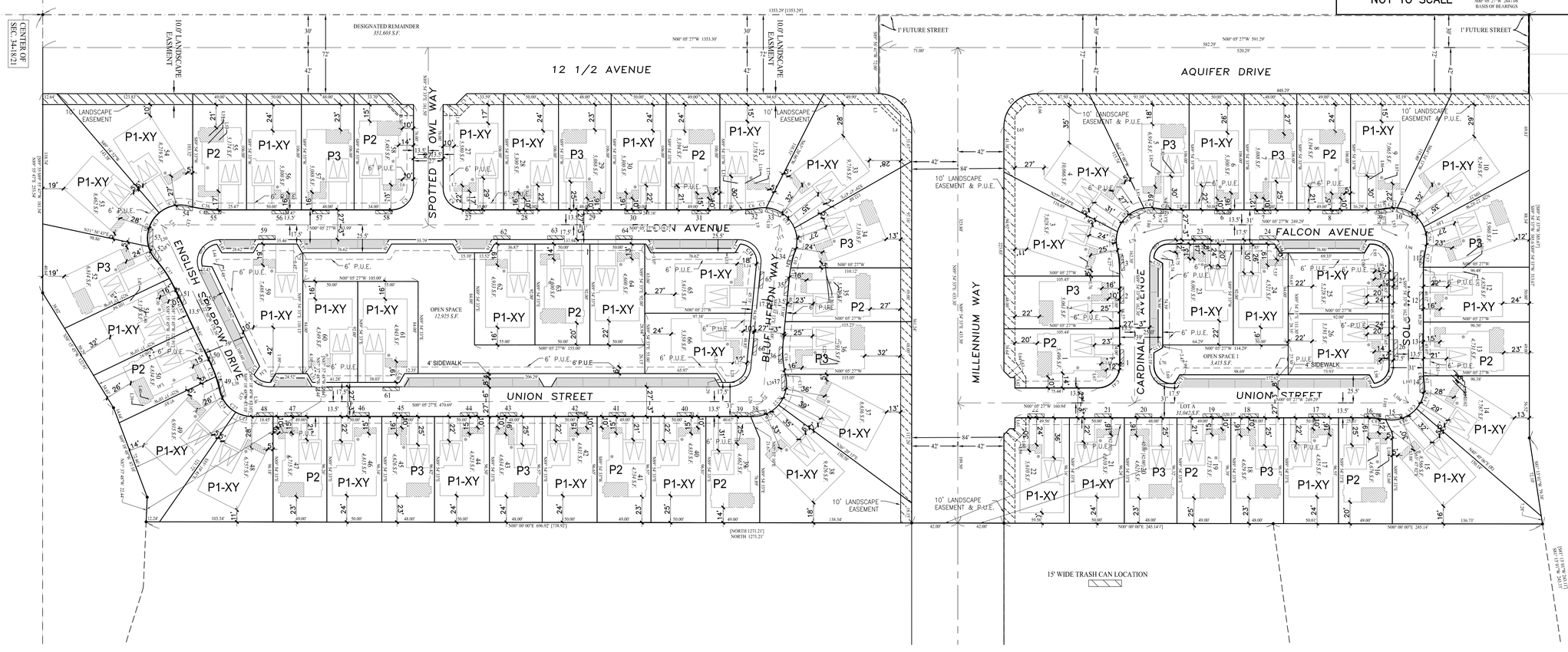
CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

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

Attachment: Attachment 1 - Tentative Tract 915 (Time Extension 2022-03)

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





Architecture + Planning
888.456.5849
ktgy.com

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

HANFORD - 14
HANFORD, CA # 2015-0973

CONCEPTUAL DESIGN
AUGUST 9, 2019

0 25 50 100

CONCEPTUAL SITE PLAN

A1.0

Attachment: Attachment 2 - Planned Unit Development No. 2018-01 (Amendment #1) (Time Extension 2022-03)

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

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

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

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

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

PLANNER: Gabrielle de Silva, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

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

RECOMMENDED MOTION

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

PROJECT DESCRIPTION

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

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

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

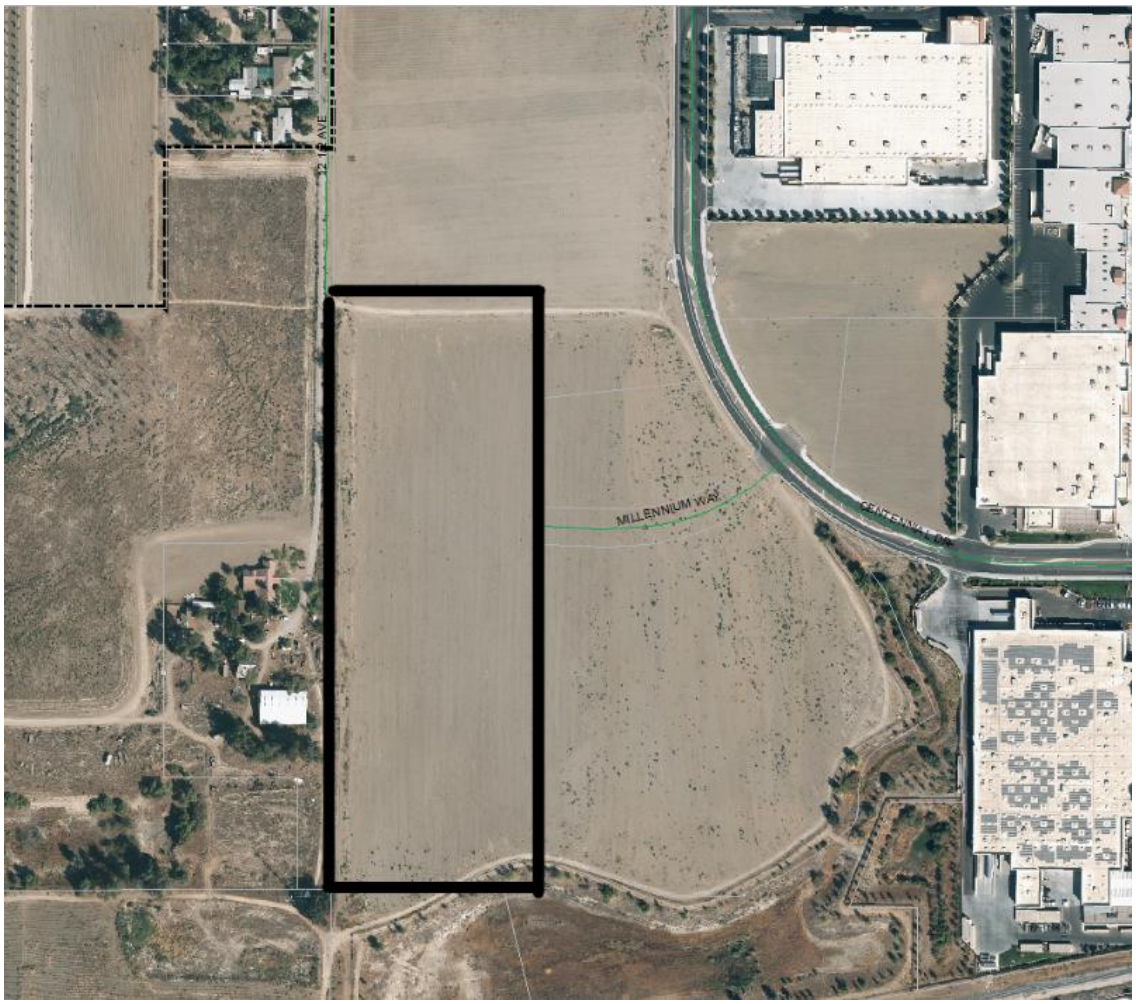
See Planned Unit Development No. 2018-01's proposed elevations and floor plans, attached as **Attachment 2.**

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

BACKGROUND INFORMATION

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

Figure 1:
Land Use



Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

Figure 2:
General Plan Designation
Low-Density Residential

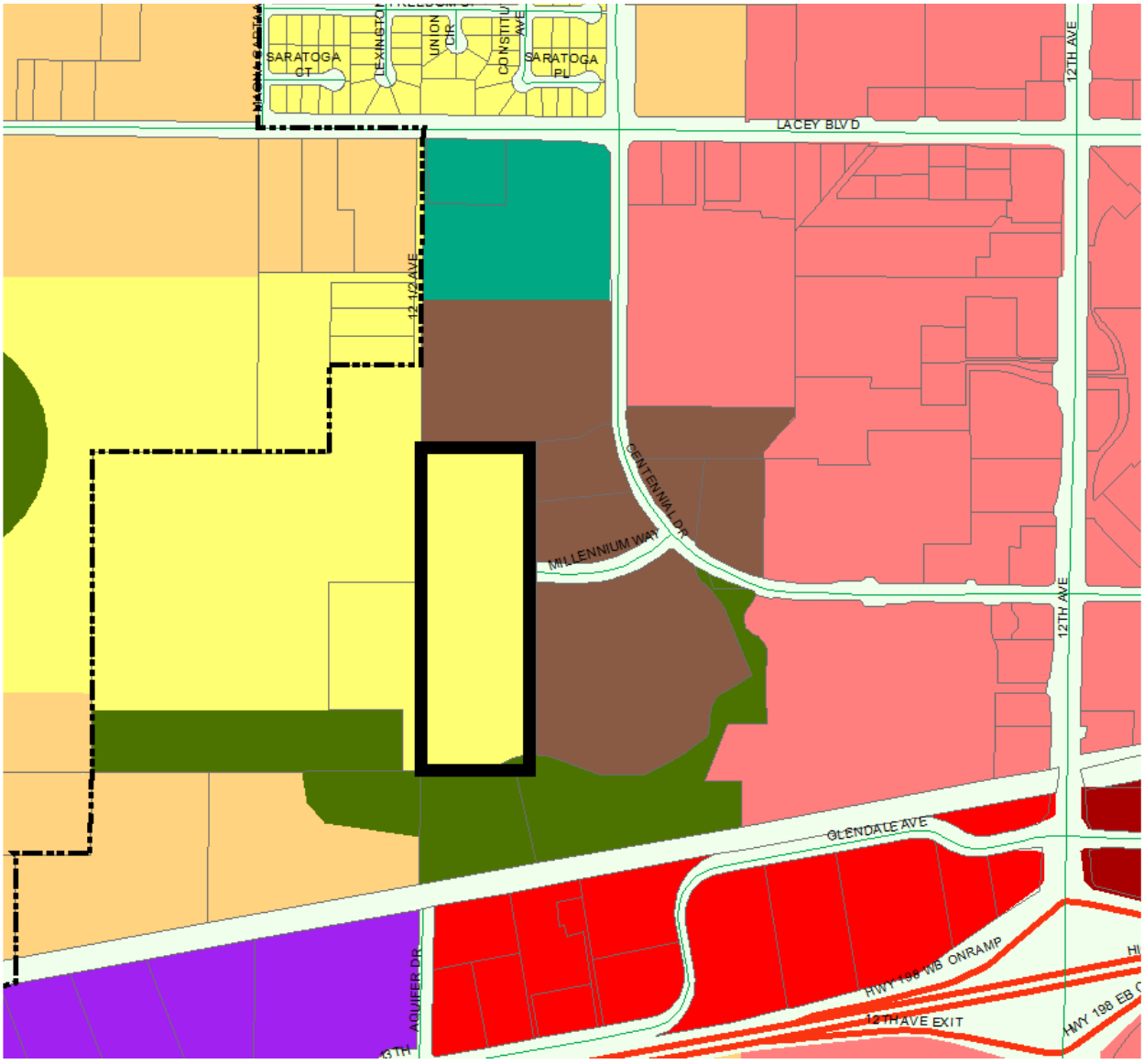
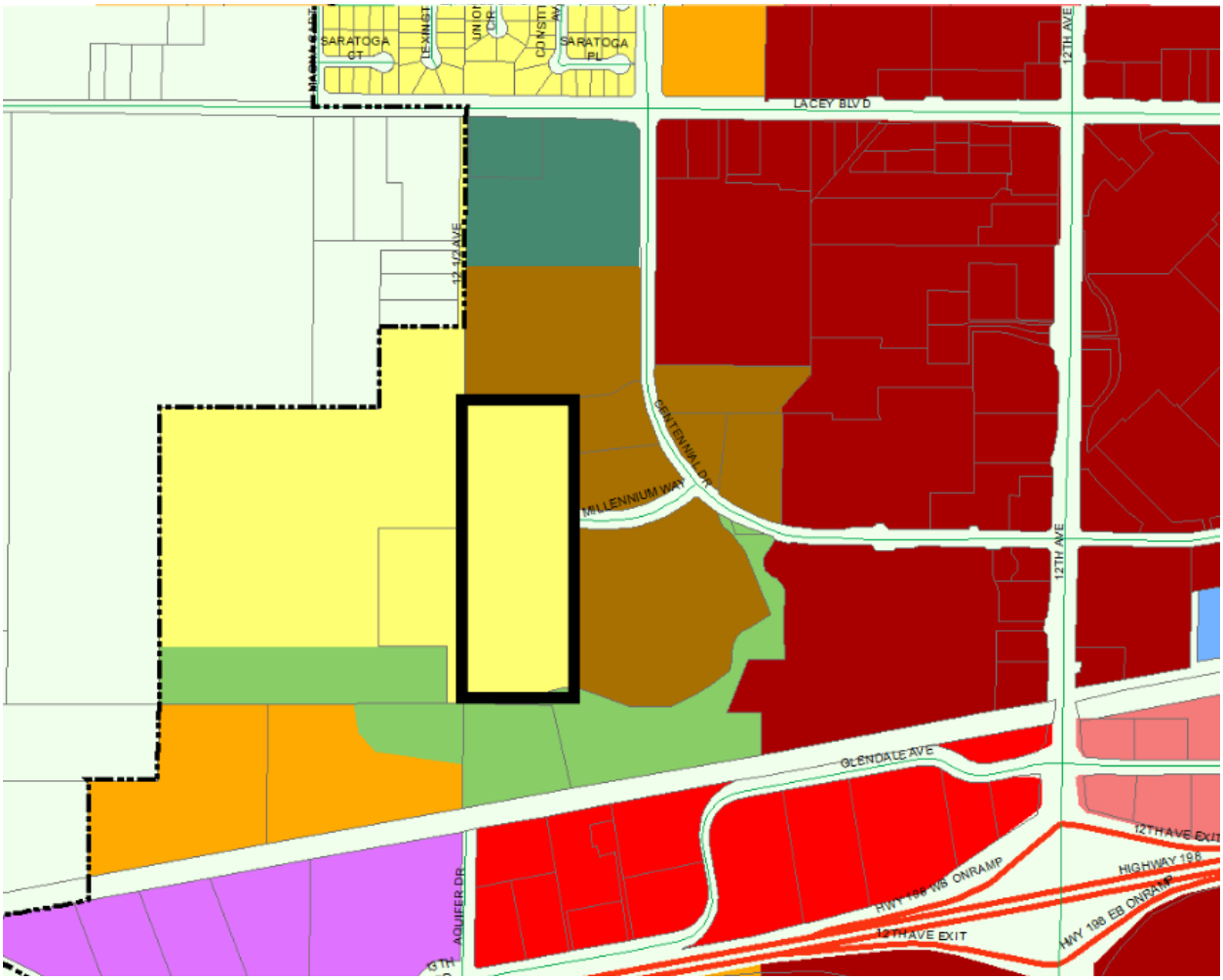


Figure 3:
Zoning Designation
R-L-5 Low-Density Residential



Adjacent Land Use and Zoning:

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

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

PROJECT ANALYSIS

Planned Unit Development No. 2018-01

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

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

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

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

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

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

- To permit a site within more than one zone district to mix the permitted or conditionally permitted land uses of both zones within the site without regard to the zone district boundary;

✓ To permit development intensity greater than would otherwise be permitted by the implementation of the standards of the zone district in which the site is located;

✓ To permit the lot patterns on size, shape, and layout that would not otherwise be permitted by the standards of the zone district in which the site is located;

✓ To permit variations to the standard local street cross-sections;

✓ To permit private streets and gated neighborhoods

- To permit the implementation of the mixed use provisions in the MX-N, MX-C, or MX-D zone districts; and

- To reduce the amount of required parking spaces when spaces are shared among multiple land uses

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

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

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

Lot Area and Density

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

Lot Frontage

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

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

Lot Width

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

Lot Depth

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

Coverage

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

Setbacks

The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one-story high.

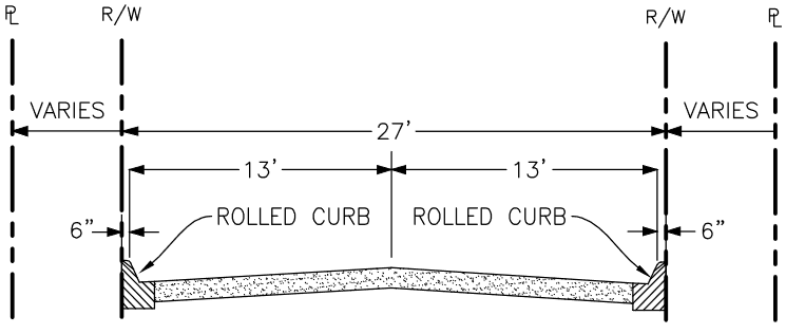
The front building setback area shall be 20 feet for garages, carports, and other non-livable building space. The garage setback is met. The side building setback area shall be five feet from an interior side lot line and 10 feet from a street. Both the interior side and street-side setback are met.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

Street Standard

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

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

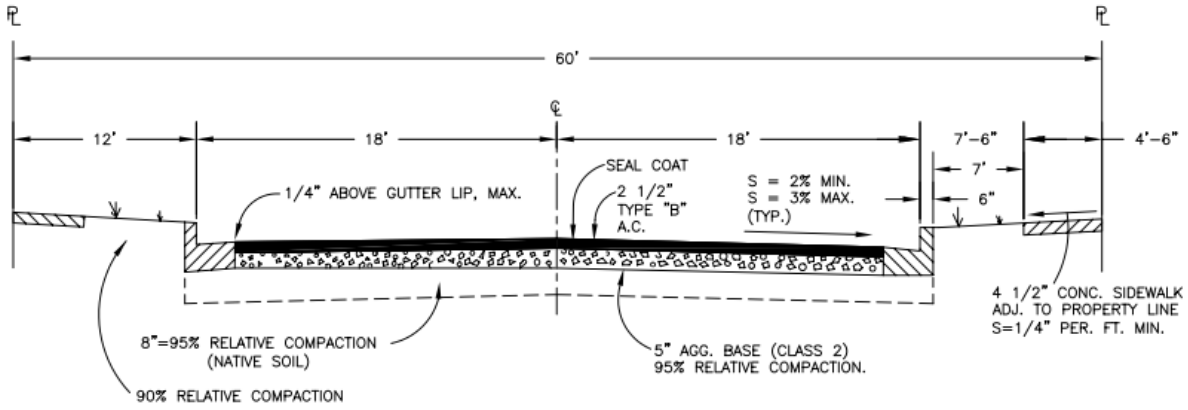
Figure 4
Street Cross Section



TYPICAL 27' INTERIOR STREET

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

Figure 5
Construction Standard ST-32



Off-Street Parking

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

Landscaped Areas

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

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Vesting Tentative Tract 915

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

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

Project Design

Project applicable to: APN 011-020-046

Total Area: 14.29 acres

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

Units per acre: 4.74 dwelling units/gross acre

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

Lot Sizes

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

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

Streets/Circulation

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

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

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

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

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

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

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

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

Easements and Dedications

All easements are required to be designated on the subdivision final map, as required by the utility companies, and where needed for providing service to street lights and landscape improvements, as designated by the Utilities and Engineering Division.

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

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

Backup Parkway Improvements

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

Sewer Improvements

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

Storm Drainage Improvements

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

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Water System

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

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

REQUIRED FINDINGS

Planned Unit Development No. 2018-01

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Setbacks - The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one-story high.

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

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

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

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

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

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

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

Vesting Tentative Tract 915

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

1. Consistency Finding:

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

2. Design Finding:

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

3. Type of Development Finding:

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

4. Density Finding:

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

5. Environmental Finding:

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

6. Public Health Finding:

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

7. Improvements and Access Findings:

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

PRE-CONSULTATION

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

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

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

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Southern California Gas Company

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

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

San Joaquin Valley Air Pollution Control District

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

1. Significance Impact for Annual Criteria Pollutant Emissions – The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 micron or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

2. District Rule 9510 (Indirect Source Review) –District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. If subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project level approval from a public agency. In this case, if not already done, please immediately submit an AIA application to the District to comply with District Rule 9510.

   In the case the Project is subject to Rule 9510, an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at:

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

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) – In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

4. Regulation VIII (Fugitive PM10 Prohibitions) – The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, if applicable prior to commencing any earthmoving activities as described in District Rule 8021- Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm

5. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888 or email SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/ruleslist.htm.

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

   a) Cleaner Off-Road Construction Equipment – this measure is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.

   b) Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

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

c) Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the VMT.

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

- A transit station/top with high-quality, high0frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
- A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
- Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
- Neighborhood designed for walking and cycling

e) Voluntary Emission Reduction Agreement (VERA) – Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions increased through a process that funds and implements emission reduction projects. A VERA can be implemented to address impacts from both construction and operational phases of a project.

The District recommends that a copy of the District's comment letter be provided to the project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please call Georgia Stewart at (559)230-5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20180425."

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

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

Department of Transportation

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

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

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

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

1. A portion of the trips generated by the proposed development would utilize the SR 198 and 12th Avenue interchange. The interchange was recently reconstructed to accommodate the projected traffic demand and to improve the safety and operations of the facility. Caltrans recommends the project contribute its equitable share to the City of Hanford's Regional Traffic Impact Fee program.

2. Per Kings County Regional Bicycle Plan, 12th Avenue appears to be a Class III Bike Route and Centennial Drive appears to be a planned bikeway within the vicinity of the project. In addition, this area has been identified as a potential walking district. Caltrans seeks to reduce vehicle trips and new vehicle miles traveled associated with development and recommends that the project take appropriate measures to minimize or mitigate transportation impacts through smart mobility and multimodal design by improving pedestrian, bike, and transit services and infrastructure."

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

CONSULTATION

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

1. Kings County Department of Public Health

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Kings County Department of Public Health

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

1. Coccidiodes immiti, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

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

PUBLIC COMMENT

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

ENVIRONMENTAL ASSESSMENT

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

RECOMMENDATION

Staff recommends that the Planning Commission:

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

2. Adopt Resolution No. 2018-15, approving Planned Unit Development No. 2018-01.

3. Adopt Resolution No. 2018-16, approving Vesting Tentative Tract 915.

Attachment: Attachment 3 - Orginal PUD and TT Staff Report (Time Extension 2022-03)

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

PROJECT: **Planned Unit Development No. 2018-01 Amendment #1:** A request to amend previously approved Planned Unit Development No. 2018-01, in order to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district.

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

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

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

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

RECOMMENDED MOTION

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

PROJECT DESCRIPTION

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

Notable changes to the project include:

1. The proposal for a rolled curb throughout the subdivision

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

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

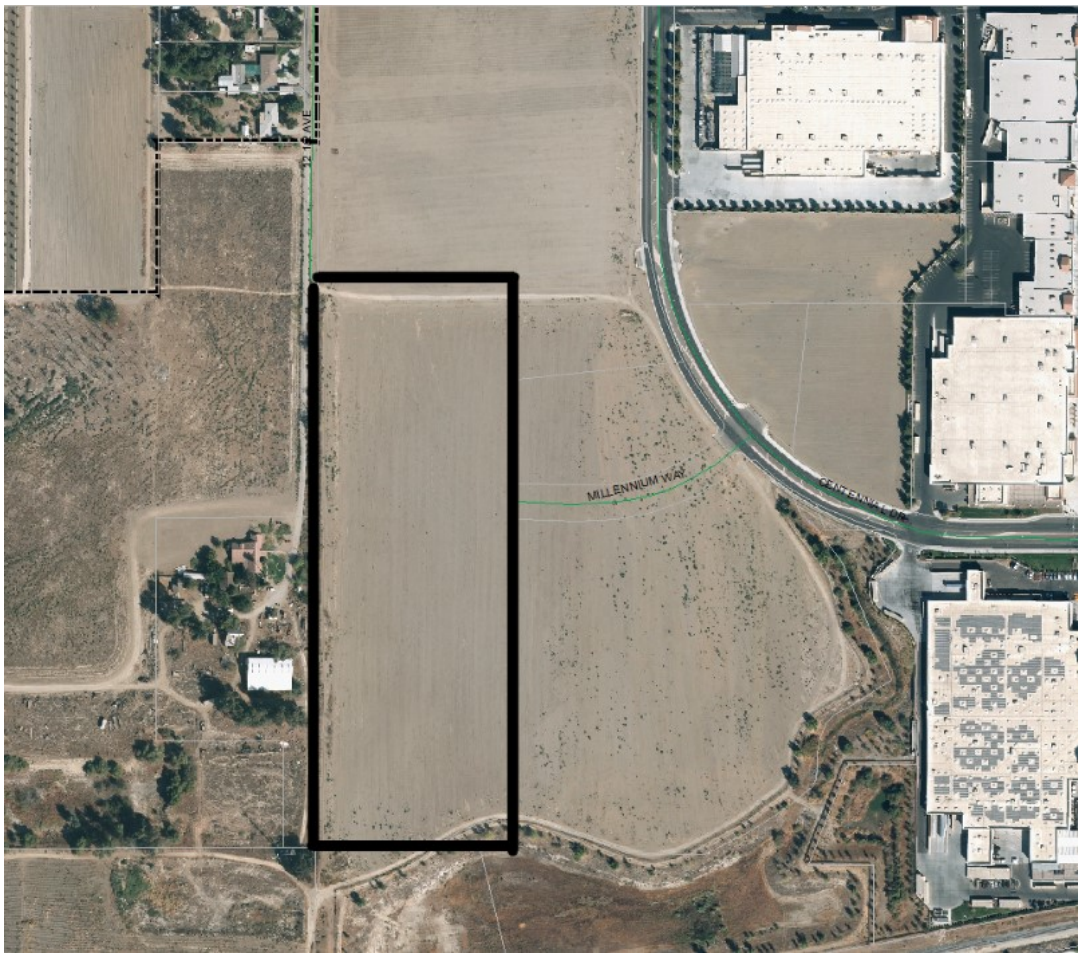
3. Lot configuration changes to interior corner lots – specifically lots 10 – 11, 33 – 34, 37 – 38, and 48 – 49

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

BACKGROUND INFORMATION

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

Figure 1:
Land Use



Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

Figure 2:
General Plan Designation Low-Density Residential

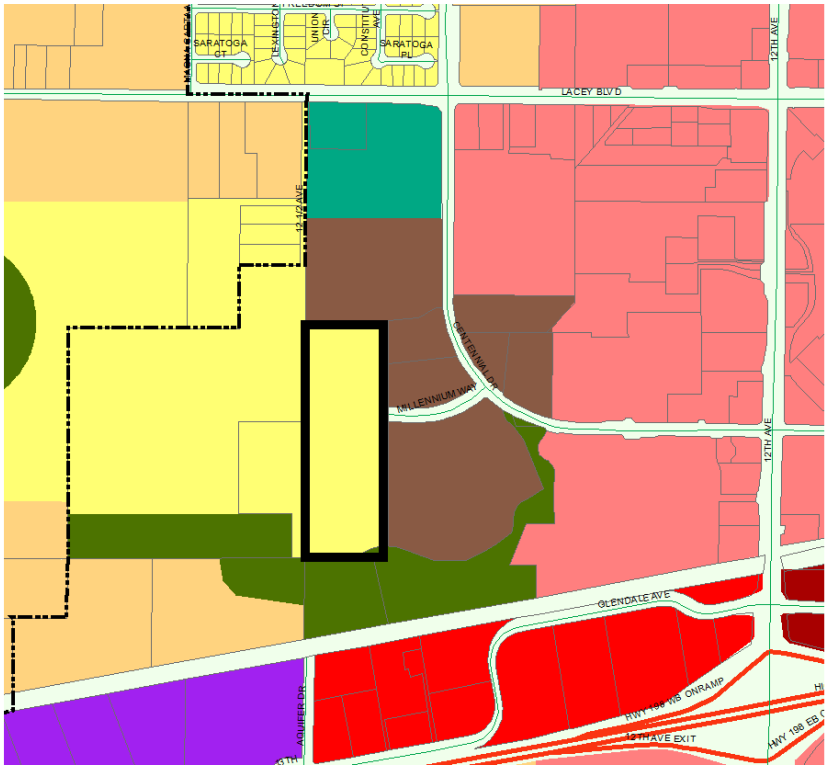
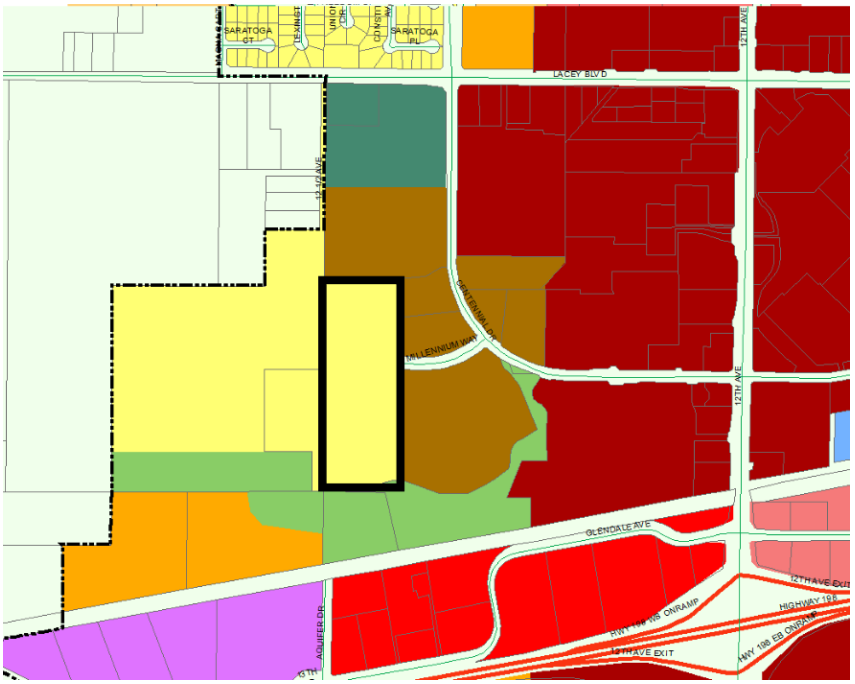


Figure 3:
Zoning Designation R-L-5 Low-Density Residential



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

Planned Unit Development No. 2018-01 (Original)

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

Vesting Tentative Tract 915

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

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

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

PROJECT ANALYSIS

Planned Unit Development No. 2018-01 Amendment #1 is a request to amend previously approved Planned Unit Development No. 2018-01, in order to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district.

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

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

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

- To permit a site within more than one zone district to mix the permitted or conditionally permitted land uses of both zones within the site without regard to the zone district boundary;

✓ To permit development intensity greater than would otherwise be permitted by the implementation of the standards of the zone district in which the site is located;

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

- ✓ To permit the lot patterns on size, shape, and layout that would not otherwise be permitted by the standards of the zone district in which the site is located;
- ✓ To permit variations to the standard local street cross-sections;
- ✓ To permit private streets and gated neighborhoods
- To permit the implementation of the mixed use provisions in the MX-N, MX-C, or MX-D zone districts; and
- To reduce the amount of required parking spaces when spaces are shared among multiple land uses

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

Category	R-L-5 Standard	Original PUD	**Amendment #1**
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)	4,521 square feet – lot 24 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)	31.05 feet curve length – lot 10; minimum 30 feet requested
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots	Requesting minimum 48 feet; and minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth	No deviation requested.
Maximum coverage	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.
Setbacks	Front (livable) – 15 feet Front (garage) – 20 feet	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)
	Rear – 20 feet for one-story with rear along landscape easement.	Rear (one –story) – 10 feet Rear (two-story) – 10 feet	Rear (one –story) – 10 feet Rear (two-story) – 10 feet

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

Lot Area and Density

The applicant proposes to deviate from the standard lot size of the R-L-5 Low-Density residential zone district to allow all lots in the subdivision to be under the 5,000 square-feet requirement. The minimum lot size proposed in the subdivision is 4,521 square feet. The deviation would not result in a density greater than that allowed by the General Plan Low-Density Residential designation. The Low-Density Residential designation is prescribed a density range between two and 10 units per acre by the General Plan. The project proposes 4.74 dwelling units per gross acre.

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

Lot Frontage

The applicant requests to be allowed to reduce the lot frontage to a minimum of 30 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification on the conceptual layout that three refuse bins can be accommodated on site, despite the reduced lot frontage.

Lot Width

The applicant requests to deviate from the required 50-foot lot width on interior lots varies by two feet for subdivision, to a minimum lot width of 48 feet. The majority of lots meet the required lot width for interior lots. The applicant proposes a minimum 53-foot lot width on corner lots. In the R-L-5 Low-Density Residential zone district, the minimum width for corner lots shall be 60 feet.

Lot Depth

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

Coverage

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

Setbacks

The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one-story high.

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

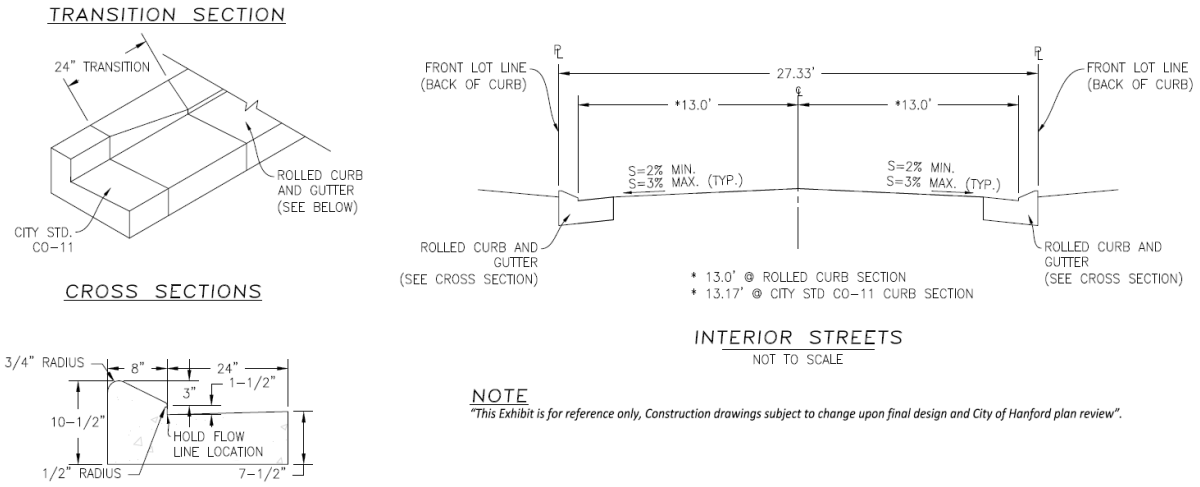
The front building setback area shall be 20 feet for garages, carports, and other non-livable building space. The garage setback is met. The side building setback area shall be five feet from an interior side lot line and 10 feet from a street. Both the interior side and street-side setback are met.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

Street Standard

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

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

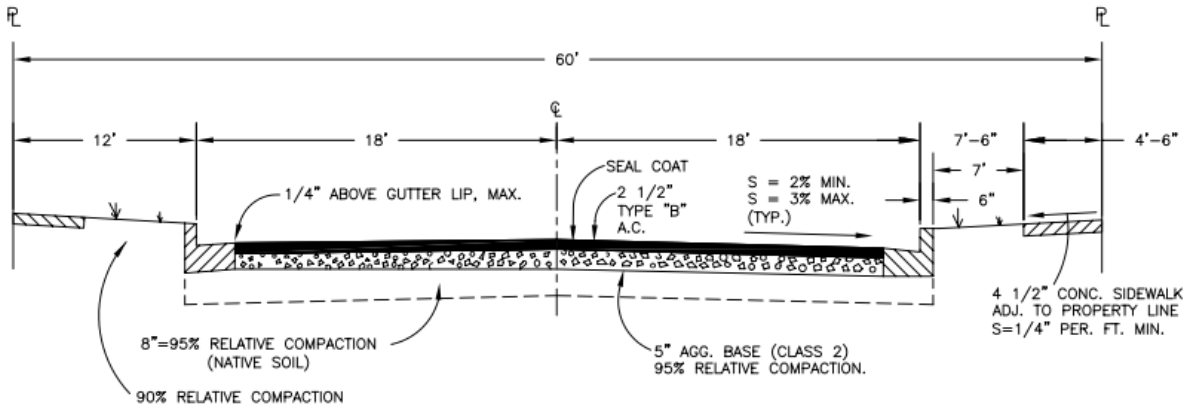
Figure 4
Street Cross Section



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

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

Figure 5
Construction Standard ST-32



Off-Street Parking

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

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Landscaped Areas

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

REQUIRED FINDINGS

Planned Unit Development No. 2018-01 Amendment #1

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

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

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

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

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

   The design of Planned Unit Development No. 2018-01 Amendment #1 is consistent with the objectives of Section 17.82.

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

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

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

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

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

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

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

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

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

   Analysis: <u>Lot Area and Density:</u> The applicant proposes to deviate from the standard lot size of the R-L-5 Low-Density residential zone district to allow all lots in the subdivision to be under the 5,000 square-feet requirement. The minimum lot size proposed in the subdivision is 4,521 square feet. The deviation would not result in a density greater than that allowed by the General Plan Low-Density Residential designation. The Low-Density Residential designation is prescribed a density range between two and 10 units per acre by the General Plan. The project proposes 4.74 dwelling units per gross acre.

   <u>Lot Frontage</u>

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

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

frontage. The applicant has provided verification on the conceptual layout that three refuse bins can be accommodated on site, despite the reduced lot frontage.

Lot Width

The applicant requests to deviate from the required 50-foot lot width on interior lots varies by two feet for subdivision, to a minimum of 48 feet. The majority of lots meet the required lot width for interior lots. The applicant proposes a minimum 53-foot lot width on corner lots. In the R-L-5 Low-Density Residential zone district, the minimum width for corner lots shall be 60 feet.

Lot Depth

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

Coverage

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

Setbacks

The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one-story high.

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

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

Street Standard

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

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

Off-Street Parking

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

Landscaped Areas

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

The deviations proposed under Planned Unit Development No. 2018-01 Amendment #1 are consistent with the purposes of Section 17.82 Planned Unit Developments. The project would provide a stable and desired character by providing enhanced elevations and shared open-space amenities.

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

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

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

PUBLIC COMMENT

Noticing of the project was published in the newspaper on August 2, 2019, and mailed to property owners within 300 feet of the project site on August 1, 2019. No comments have been received as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA), an Initial Study was prepared and Mitigated Negative Declaration No. 2018-06 was adopted on June 26, 2018 for Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915. Due to the changes to the project proposed under Planned Unit Development No. 2018-01 Amendment #1, Addendum No. 1 was prepared. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in Mitigated Negative Declaration No. 2018-06 The addendum is attached as **Attachment 4.**

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

CONDITIONS OF APPROVAL

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

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

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

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

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

RECOMMENDATION

Staff recommends that the Planning Commission:

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

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

Attachment: Attachment 4 - PUD Amendment Staff Report (Time Extension 2022-03)

RESOLUTION NO. 2018-16

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

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

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

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

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

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

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

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

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

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

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

1. Consistency Finding:

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

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

2. Design Finding:

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

3. Type of Development Finding:

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

4. Density Finding:

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

5. Environmental Finding:

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

6. Public Health Finding:

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

7. Improvements and Access Findings:

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

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

ADMINISTRATION DEPARTMENT
Contact the City Attorneys' Office: (559) 584-6656
Concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

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

PLANNING DEPARTMENT
Contact Associate Planner Gabrielle de Silva at (559)585-2578
Concerning questions that you may have on the conditions listed below:

General:

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

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

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

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

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

☒ That development conform to all applicable regulations of Section 17.10 Low-Density Residential for the R-L-5 zone district.

☒ That all conditions of Planned Unit Development No. 2018-01 shall also apply.

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Zoning

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

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

Architectural Conditions:

☒ That the residences within the development be developed in substantial compliance with Planned Unit Development No. 2018-01, attached as **Exhibit C** the architectural renderings, colors, floor plans etc., attached as **Exhibit D.**

☒ That any future changes to the architectural design features must maintain the overall integrity of the elevations approved and not detract from the consistent look and appearance of the development. Any changes shall be determined by the Community Development Director to be consistent with the original approved elevations.

Dwelling Units per Lot (Section 17.10.050)

☒ That not more than one dwelling unit shall be allowed on each lot, unless approved as an

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accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit, in accordance with Section 17.60.030 of the Hanford Municipal Code.

Building Setback Area (Section 17.10.070)

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

☒ The front building setback area shall be 12 feet from the front lot line for livable space, as approved under Planned Unit Development No. 2018-01.

☒ That the front building setback be 20 feet for garages, carports, and other non-livable building space.

☒ That the rear building setback for one- and two-story structures shall be a minimum of 10 feet, as approved under Planned Unit Development No. 2018-01.

☒ That the side building setback area shall be five feet from an interior side lot line and ten feet from a street side property line.

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

Distance between Structures (Section 17.10.080)

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

Height of Structures (Section 17.10.090)

☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

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

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

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

Usable Open Space (Section 17.10.150)

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

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Landscaping (Section 17.10.160)

☒ That landscaping be provided in accordance with Section 17.52 Landscape Standards of the Hanford Municipal Code.

☒ That except for driveways and approved parking areas all yard areas and setback areas visible from the street shall be landscaped with live plant materials and ornamentation common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.

☒ That two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two shall be planted 12 feet (no greater or no less) from the face of the font lot line street curb.

☒ That there shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.

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

☒ That each lot owner within Tentative Tract 915 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and land area along the street-side of their lot. The parkway is defined as that land area located between the street curb and the public sidewalk.

☒ That maintenance for the trees and lawn area may be included in the homeowners association.

Environmental Requirements:

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

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

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

Noise:

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

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

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Rooftop Equipment HMC Section 17.50.100

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

Outdoor Lighting Standards HMC Section 17.50.140

☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.

☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.

☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.

☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.

☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.

☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:

- ☒ Standard window and door awnings
- ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

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

☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

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BUILDING DIVISION

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

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.

2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.

3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.

2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.

3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

4. That all landscaping requires permits and must meet requirements at time of installation.

FIRE DEPARTMENT

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

General Instructions

1. **Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.**

2. All fire protection systems must be installed and operational prior to occupying the building.

3. All permits shall be issued and fees paid prior to scheduling inspections with the Fire Department. To schedule appointments for inspections, please email at grocha@cityofhanfordca.com and dbodiroga@cityofhanfordca.com.

4. Scope of work shall be clearly stated on all plans submitted for permit.

5. All Deferred Submittals shall be listed on the building plan Title Page. All deferred submittals are required to be submitted within 30-days of building permit issuance.

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The following comments are applicable if checked:

1. ☐ No comments.

2. ☒ This project must comply with latest applicable codes.

3. ☐ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.

4. ☐ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.

5. ☒ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Contact the fire department for submittal process.
   - ☐ NFPA 13 System per CFC 903.3.1.1
   - ☐ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)
   - ☒ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)

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

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

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

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

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

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

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

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

14. ☒ Fire hydrant spacing shall be as follows:

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

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

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

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

18. ☐ Existing access roads are sufficient.

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

20. ☒ Access road turning radius for fire apparatus is as follows: Ensure access roads are within the following turning radii, or utilize software to identify that the path of travel is adequate for this project.

a. 20 feet 1 inch inside turning radius
b. 44 feet 6 inch outside radius

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

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

23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
   a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
   b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
   c. Access roads 32 feet in width or more: No fire lanes required.
   Access roads inside the development are 27 feet wide and will require no parking on the outside curbs of the development. Parking will only be allowed in the designated parking spaces identified on the site plan.

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

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

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

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

Size of Address Numbers:

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

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

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

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

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

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

ENGINEERING DIVISION

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

Maps and Plans:

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

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

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

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Easements:

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

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

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

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

Dedications:

1. That 12 ½ Avenue and Millennium Way, located along the property frontage as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all other streets shown on the tentative subdivision map shall be considered as private streets and will be maintained by a homeowner's association (H.O.A) to be established prior to or concurrent with the recording of a final subdivision map.

3. That all proposed landscape and public utility easements, located as shown on the tentative subdivision map including the full private street being identified as a public utility easement shall be dedicated to the City for landscape and/or public utility purposes concurrent with the recording of a subdivision final map, unless modified herein.

Restricted Access:

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

2. That access from the development to the existing private drive on the 12 ½ avenue alignment shall be restricted.

Street Improvements:

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

2. That Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and

Attachment: Attachment 5 - Signed Resolution No. 2018-16 (TT 915) (Time Extension 2022-03)

sidewalk, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required.

a. That all of the improvements on Millennium Way, including landscaping and block walls, must be completed with the first phase of development.
b. If not currently constructed, Millennium Way will need to be constructed with two 12 foot travel lanes and a 4 foot paved shoulder (8 foot shoulder in total) from the east line of the development to Centennial Drive.

3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required.

4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications:
   a. Minimum street width shall be 27 feet.
   b. No Parking shall be allowed on the street, only in off street parking indicated on the tentative map.
   c. H.O.A. to maintain all interior private streets.

5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.
   a. The drive approach to Lot 22 shall be on the North end of its frontage and no more than 16 feet in width so that it shall not interfere with access to Millennium Way.

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

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 12 ½ Avenue and Millennium Way for lots backing onto said streets:

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

   b. Landscaping and irrigation system improvements along the development frontages of 12 ½ Avenue and Millennium Way. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Utilities and Engineer, Parks & Recreation, and Community Development Departments.

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

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

Sewer Improvements:

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

2. That the developer shall extend existing 8 inch diameter sanitary sewer main within Millennium Way to 12 ½ Ave. If Millennium Way is not constructed east of this development, developer will be required to extend and connect sewer system to Centennial Drive. Developer will be entitled to oversizing and a reimbursement agreement for work completed.

3. That the developer shall install a sewer main within 12 ½ avenue oversized to adequately provide flow and to compensate for future areas of development located adjacent to the subdivision.

4. That all sanitary sewer mains and appurtenances constructed within the limits of private streets shall be owned/maintained by the H.O.A.

Storm Drainage Improvements:

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

2. That the developer may be entitled to a refund for storm drainage/basin over-sizing in accordance with City Municipal Code Section 13.04 and any revisions thereof. Developer shall submit competitive bid cost proposals to substantiate costs for storm drain main over-sizing, if applicable, for Public Works Department review and approval prior to beginning construction.

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

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Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the development.

2. That the developer shall extend a minimum 12 inch diameter water main from its current terminus along the Millennium Way property frontage to the west end of the proposed parcel per the City's water master plan. If Millennium Way is not constructed west of this development, developer will be required to extend and connect water system to Centennial Drive. Developer will be entitled to oversizing and a reimbursement agreement for work completed.

3. That the development is subject to a reimbursement memorandum in favor of The City of Hanford and on file in the office of the City Engineer. A refund to the City of Hanford for the installation of water system improvements located within 12 ½ Avenue, which provides a benefit to the developer, shall be paid to the City prior to the recording of a subdivision final map.

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

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of street lighting, decorative block fencing, and landscaping located along the property frontages of 12½ Avenue and Millennium Way located as shown on the tentative subdivision map.

2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision interior street lighting and decorative fencing.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof. Fee payable with each building permit.

4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Fee payable with each building permit.

5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

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6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14 or any revisions thereof. Fee payable with each building permit.

7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16 or any revisions thereof. Fee payable with each building permit.

8. That development is subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable prior to recording of subdivision final map.

9. That development is subject to a 12th Avenue Sanitary Sewer area of benefit district assessment fee as required by City Ordinance No. 92-03 or any revisions thereof, if applicable. Fee shall be payable prior to recording to recording of final subdivision map.

KINGS COUNTY DEPARTMENT OF PUBLIC HEALTH
Contact Troy Hommerding at Troy.Hommerding@co.kings.ca.us
Concerning questions you may have on the below conditions:

1. That coccidiodes immiti, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

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

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

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

Attachment: Attachment 5 - Signed Resolution No. 2018-16 (TT 915) (Time Extension 2022-03)

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

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

Darlene R. Mata, Secretary

Attachment: Attachment 5 - Signed Resolution No. 2018-16 (TT 915) (Time Extension 2022-03)

Exhibit A
Planned Unit Development No. 2018-01

Attachment: Attachment 5 - Signed Resolution No. 2018-16 (TT 915) (Time Extension 2022-03)

Site Summary

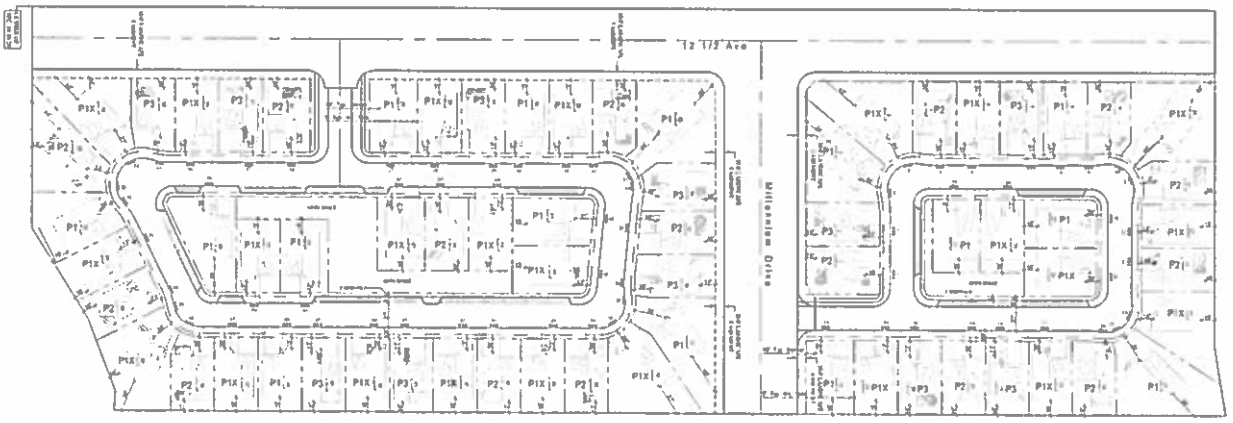
Gross Area:	14.12 ac
Street Dedication:	3.04 ac
Street Dedication (Int.):	1.47 ac
Density:	4.6 du / ac (gross)
	6.8 du / ac (net)

Phase 2

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

Phase 1

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



HANFORD - 14

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

CONCEPTUAL SITE PLAN

HANFORD, CALIFORNIA
KTGY # 20150973
2018-03-22

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

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Exhibit B
Elevations and Floor Plans

Attachment: Attachment 5 - Signed Resolution No. 2018-16 (TT 915) (Time Extension 2022-03)

HANFORD 14 SITE

OWNER / SUBDIVIDER:
Holly Hills Group
PALM SPRINGS, CA

ARCHITECT:
KTGY
IRVINE, CA

VICINITY MAP N.T.S

HANFORD - 14

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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SHEET INDEX

ARCHITECTURAL

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

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 5.12.2017 FLOORSET

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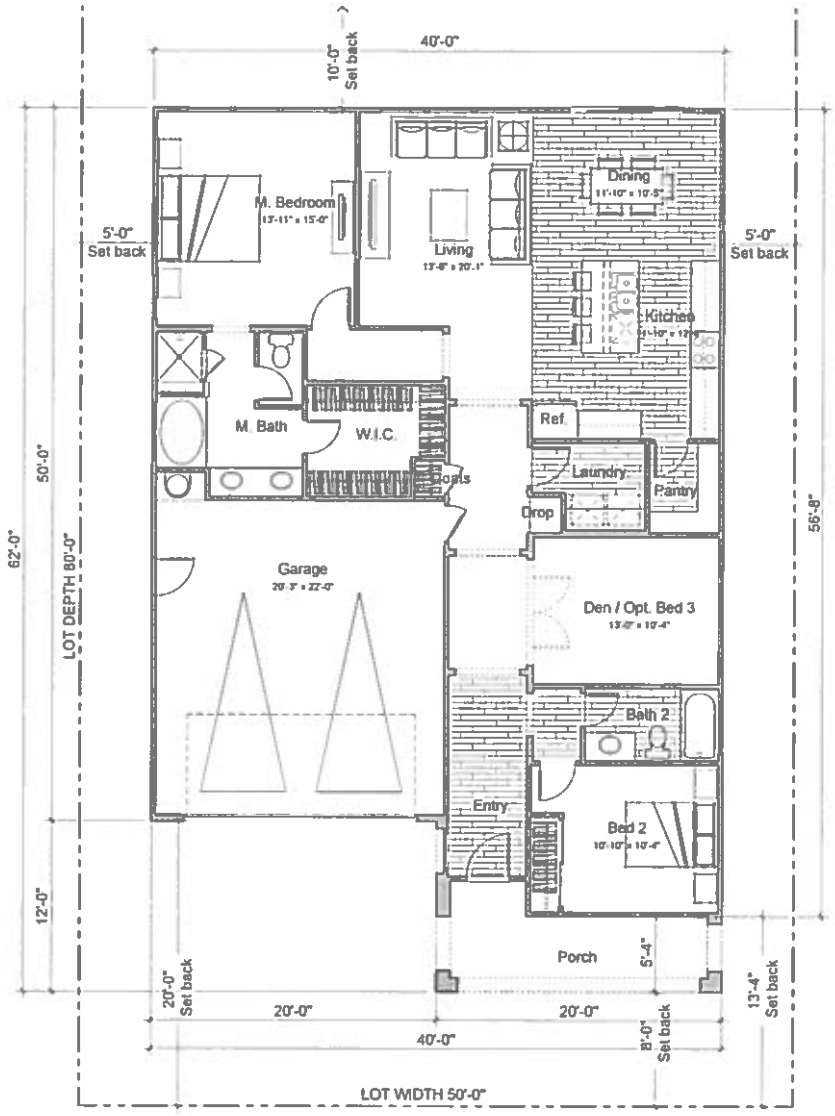

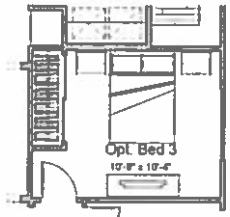

OPTIONAL BED 3

HANFORD - 14

PLAN 1 - FLOOR PLAN

A2.0

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

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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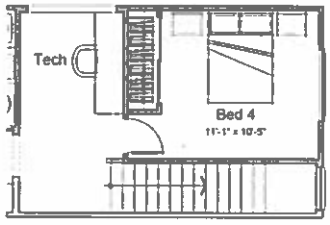

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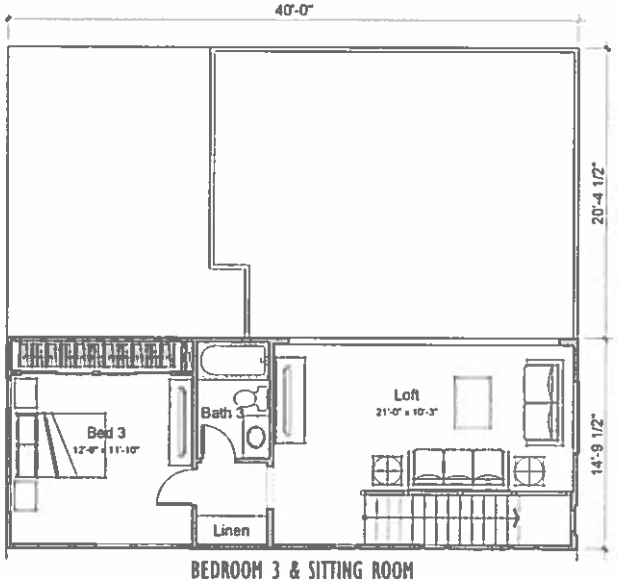
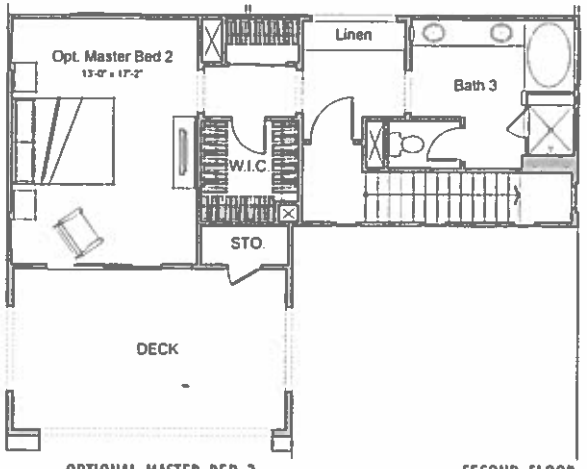
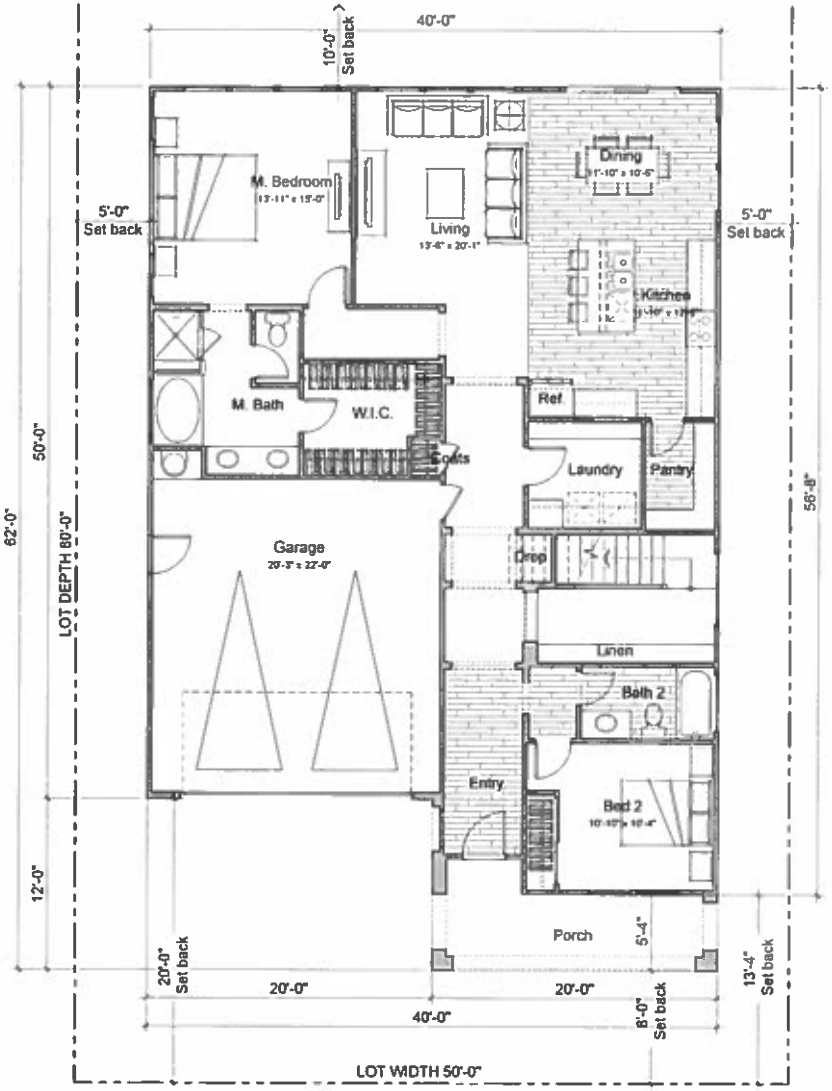


BEDROOM 3 & SITTING ROOM



OPTIONAL MASTER BED 2

SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN IX - FLOOR PLAN A2.1

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

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

HANFORD, CALIFORNIA
KTGY # 20150973

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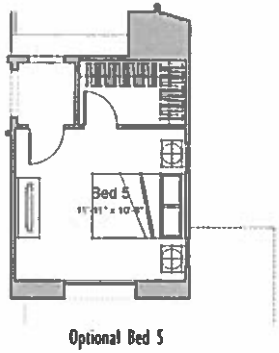
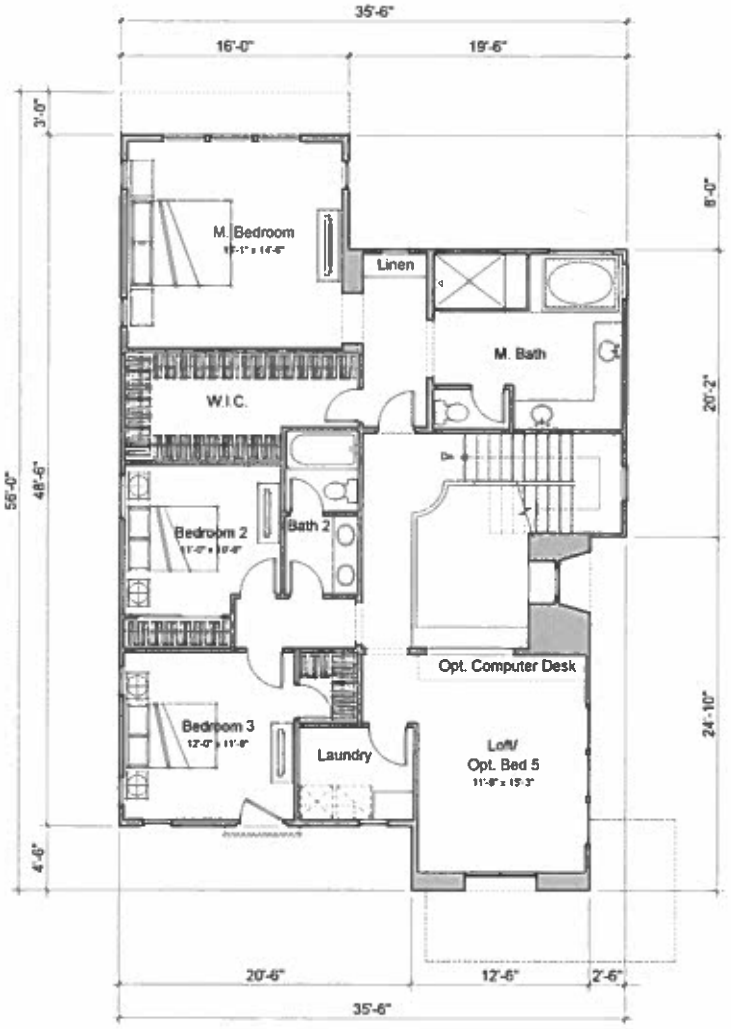
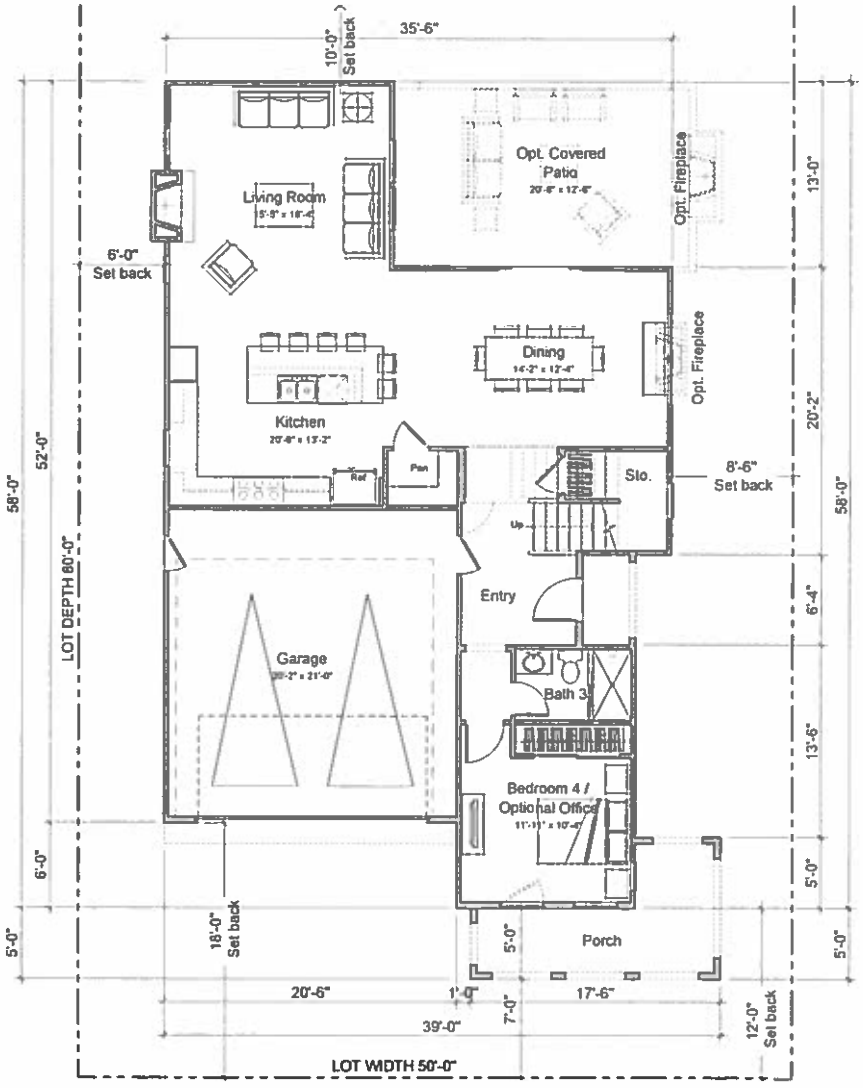


Optional Bed 5



SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN 2 - FLOOR PLAN

SCALE

A2.2

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

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

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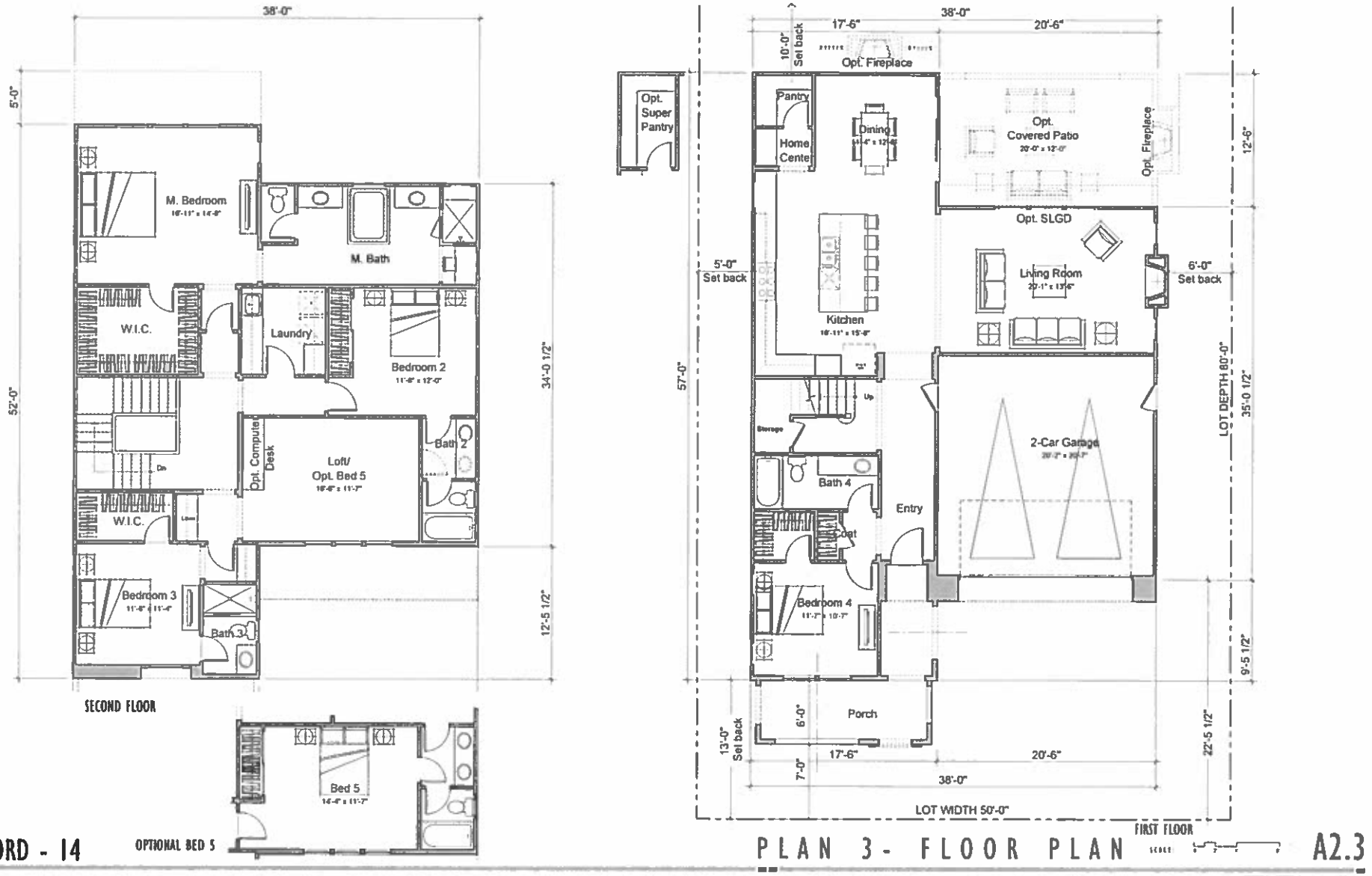

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PLAN 3 - FLOOR PLAN

A2.3

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

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOT[illegible]

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HANFORD - 14

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

PLAN 1 - TUSCAN FARMHOUSE A3.0

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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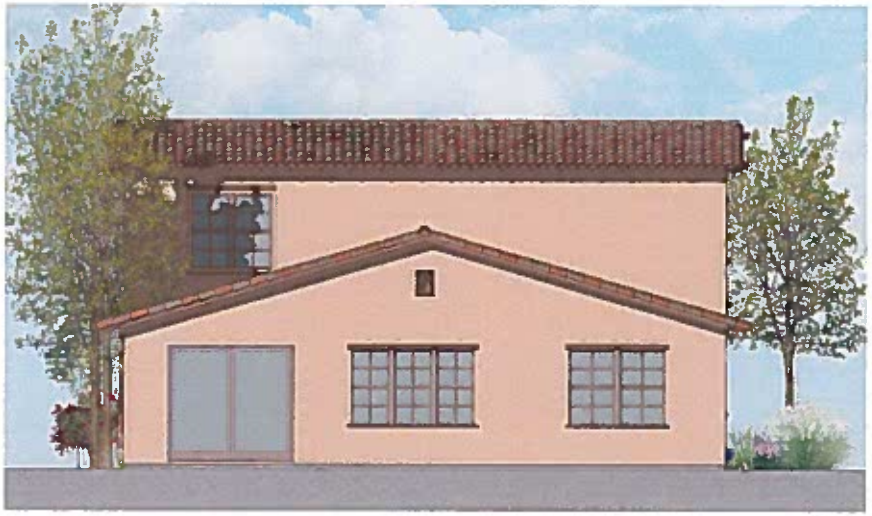
RIGHT



REAR

LEFT

FRONT

HANFORD - 14

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

PLAN 1 - TUSCAN FARMHOUSE A3.1

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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Holly Hills Group
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Palm Springs, CA 92264

PLAN 1 - ADOBE RANCH

A3.2

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KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE

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HANFORD - 14

PLAN 1 - SPANISH - A

A3.3

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

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Holly Hills Group
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PLAN 1 - SPANISH - B

HANFORD, CALIFORNIA
XTGY # 20150973

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A3.4

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

PLAN 1 - SPANISH - C

A3.5

HANFORD, CALIFORNIA
KTGY # 20150973

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HANFORD - 14

PLAN 2 - TUSCAN FARMHOUSE A3.6

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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RIGHT

REAR

LEFT

FRONT

HANFORD - 14

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

PLAN 2 - TUSCAN FARMHOUSE A3.7

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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

HANFORD - 14

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

PLAN 2 - ADOBE RANCH

A3.8

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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Attachment: Attachment 5 - Signed Resolution No. 2018-16 (TT 915) (Time Extension 2022-03)

HANFORD - 14

PLAN 2 - SPANISH

A3.9

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

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

PLAN 3 - TUSCAN FARMHOUSE A3.10

HANFORD, CALIFORNIA
KTGY # 20150973

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RIGHT

REAR

LEFT

FRONT

HANFORD - 14

PLAN 3 - TUSCAN FARMHOUSE A3.11

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

HANFORD, CALIFORNIA
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HANFORD - 14

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

PLAN 3 - ADOBE RANCH

A3.12

HANFORD, CALIFORNIA
KTGY # 20150973

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HANFORD - 14

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

PLAN 3 - SPANISH

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:

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A3.13

Exhibit C
Mitigation Monitoring and Reporting Program

Attachment: Attachment 5 - Signed Resolution No. 2018-16 (TT 915) (Time Extension 2022-03)

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

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project may potentially substantially degrade the existing visual character or quality of the site and its surroundings?	That the project is subject to the appropriate development standards of the Hanford Municipal Code and the approved elevations associated with the Planned Unit Development.	Developer to provide; City to require on site plan and building permits
MM Aesthetics 2	The project could potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That development is subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AGRICULTURE			
MM Agriculture 1.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	That a right-to-farm provision be recorded to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	City to require; Developer to disclose
AIR QUALITY			

MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan? The project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	Project could potentially conflict with or obstruct implementation of the applicable air quality plan? The project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	That the project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 3	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents.	Developer
CULTURAL RESOURCES			

MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	1) That a Burial Treatment Plan be entered into by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe
GEOLOGY AND SOILS			
MM Geology 1:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction.	That the physical development of the project site comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - landslides.	That a geotechnical and soil studies be prepared for the project.	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project site shall comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check	City to require; developer to comply

	topsoil?	and development review process.	
MM Geology 4-6	That the project could be located on a geological unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?	1) That copies of a preliminary soil investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans. 2) that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Department prior to acceptance of the development improvements or issuance of building permits, whichever occurs first 3) - That the developer shall retain the project design engineer to inspect and verify that all grading within the development is competed, in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The new development would be required to comply with applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would ensure impacts related to transport, use, and disposal of hazardous materials would be less than significant.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. Otherwise substantially degrade water quality?	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer	City to require; Developer to provide

		systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site.	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	Developer
MM Hydrology 5-7	The project could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater	That the developer shall: 1. Comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state	Developer

	drainage systems or provide substantial additional sources of polluted runoff.	Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; 2. A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan; 3. The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.	
LAND USE AND PLANNING			
MM Land Use 1:	That the project may conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	That approval of the Planned Unit Development is required in order to develop the site, as proposed under Tentative Tract 915.	City to process variance
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the	Residents and developer; Police

	in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	greatest extend feasible.	to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1:	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to Fire Impact Fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to Police Impact Fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts	That the project will be subject to School Impact Fees	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (School)		
MM Public Facilities 4	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Park)	That the project will be subject to Park Impact Fees	Developer to pay
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? That the project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	That the project is subject to Park Impact Fees.	Developer to pay

TRANSPORTATION AND TRAFFICE			
MM Traffic 1-7	The project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and relevant components of the circulation system. The project could conflict with an applicable congestion management program. The project could conflict with adopted policies, plans, or programs supporting alternative transportation.	1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map. 2. That Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required. 3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required. 4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications: - Minimum street width shall be 27 feet. - No Parking shall be allowed on the street, only in off street parking indicated on the tentative map. - H.O.A. to maintain all interior private streets. 5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.	

		6. The development is subject to a Transportation Impact Mitigation Fee.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	The project site would be required to implement water conservation measures	Developer
MM Utilities 2 and 4:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees;	Developer to pay and provide
MM Utilities 3	Would the project comply with federal, state, and local statures related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer

RESOLUTION NO. 2019-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO PLANNED UNIT DEVELOPMENT NO. 2018-01 AMENDMENT #1 A REQUEST TO AMEND PREVIOUSLY APPROVED PLANNED UNIT DEVELOPMENT NO. 2018-01, IN ORDER TO DEVIATE FROM THE STANDARDS OF THE HANFORD MUNICIPAL CODE SECTION 17.10 TO PERMIT REDUCED LOT SIZES, A REDUCED STREET WIDTH FOR A PRIVATE STREET WITH DEVIATIONS TO THE RESIDENTIAL STREET STANDARD, REDUCED SETBACKS, REDUCED STREET FRONTAGE, AND REDUCED LOT WIDTHS FOR THE DEVELOPMENT PROPOSED UNDER VESTING TENTATIVE TRACT 915 – A 14.29-ACRE, 66-LOT SUBDIVISION IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED EAST OF 12 ½ AVENUE, WEST OF CENTENNIAL DRIVE (APN 011-020-046).

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

WHEREAS, Planned Unit Development No. 2018-01 Amendment #1**:** A request to amend previously approved Planned Unit Development No. 2018-01, in order to deviate from the standards of the Hanford Municipal Code Section 17.10 to permit reduced lot sizes, a reduced street width for a private street with deviations to the residential street standard, reduced setbacks, reduced street frontage, and reduced lot widths for the development proposed under Vesting Tentative Tract 915 – a 14.29-acre, 66-lot subdivision in the R-L-5 Low-Density Residential zone district, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17 of the Hanford Municipal Code; and

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

WHEREAS, the site will be developed, as shown in Planned Unit Development No. 2018-01 Amendment #1 attached as **Exhibit A,** and substantially conform to the elevations and floorplans, attached as **Exhibit B;** and

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

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

WHEREAS, due to the changes to the project proposed under Planned Unit Development No. 2018-01 Amendment #1, Addendum No. 1 was prepared. Staff has evaluated the changes proposed in the addendum to the initial study and determined that the changes proposed would not result in any new or increased environmental impacts that were not identified in Mitigated Negative Declaration No. 2018-06; and

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

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

WHEREAS, That all conditions of approval of Resolution No. 2018-15 and Resolution 2018-16, approving Planned Unit Development No. 2018-01 and Vesting Tentative Tract 915 shall apply, except as amended under Planned Unit Development No. 2018-01 Amendment #1.

WHEREAS, Planned Unit Development 2018-01 Amendment #1 shall be expire with the expiration of Tentative Tract 915; and

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

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

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

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

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

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

   The design of Planned Unit Development No. 2018-01 Amendment #1 is consistent with the objectives of Section 17.82.

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

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

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

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

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

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

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

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

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

   Analysis: Lot Area and Density: The applicant proposes to deviate from the standard lot size of the R-L-5 Low-Density residential zone district to allow all lots in the subdivision to be under the 5,000 square-feet requirement. The minimum lot size proposed in the subdivision is 4,521 square feet. The deviation would not result in a density greater than that allowed by the General Plan Low-Density Residential designation. The Low-Density Residential designation is prescribed a density range between two and 10 units per acre by the General Plan. The project proposes 4.74 dwelling units per gross acre.

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Lot Frontage

The applicant requests to be allowed to reduce the lot frontage to a minimum of 30 feet. Lots in the R-L-5 Low-Density Residential zone district require a minimum 40 feet of frontage. The applicant has provided verification on the conceptual layout that three refuse bins can be accommodated on site, despite the reduced lot frontage. The vehicle track plan confirms that there are

Lot Width

The applicant requests to deviate from the required 50-foot lot width on interior lots varies by two feet for subdivision, to a minimum of 48 feet. The majority of lots meet the required lot width for interior lots. The applicant proposes a minimum 53-foot lot width on corner lots. In the R-L-5 Low-Density Residential zone district, the minimum width for corner lots shall be 60 feet.

Lot Depth

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

Coverage

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

Setbacks

The applicant proposes to allow reduced front and rear setbacks under the planned unit development. The applicant proposes a minimum 12-foot setback to livable space for the subdivision. In the R-L-5 Low-Density Residential zone district, the minimum front-yard setback to livable space is 15 feet. The applicant proposes a minimum 10-foot setback to the rear property line for one- and two-story homes in the subdivision. In the R-L-5 Low-Density Residential zone district, the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one-story high.

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

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

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Street Standard

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

Off-Street Parking

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

Landscaped Areas

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

The deviations proposed under Planned Unit Development No. 2018-01 Amendment #1 are consistent with the purposes of Section 17.82 Planned Unit Developments. The project would provide a stable and desired character by providing enhanced elevations and shared open-space amenities.

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

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

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

1. **Zoning**

   ☒ That all requirements of the R-L-5 Low-Density Residential zone district shall apply, except as modified under Planned Unit Development No. 2018-01 Amendment #1, as follows:

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

Category	R-L-5 Standard	Original PUD	**Amendment #1**
Minimum Lot Size	5,000 square feet	4,536 square feet – lot 11 (minimum)	4,521 square feet – lot 24 (minimum)
Lot Frontage	40 feet	18.65 feet – lot 38 (minimum)	31.05 feet curve length – lot 10; minimum 30 feet requested
Lot Width	50 feet for interior lots and 60 feet for corner lots	Minimum 49.3 feet; minimum 53 feet on corner lots	Requesting minimum 48 feet; and minimum 53 feet on corner lots
Lot Depth	90 feet	No deviation requested – all lots meet the minimum 90 feet lot depth	No deviation requested.
Maximum coverage	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.	Coverage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.
Setbacks	Front (livable) – 15 feet Front (garage) – 20 feet	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)	Front (livable) – 12 feet minimum Front (garage) – 20 feet (no deviation requested)
	Rear – 20 feet for one-story with rear along landscape easement. Increase by 10 feet for buildings over one-story high	Rear (one –story) – 10 feet Rear (two-story) – 10 feet	Rear (one –story) – 10 feet Rear (two-story) – 10 feet No structure – including accessory structures shall be permitted to encroach into the 10 ft. rear-yard setback
	Side (interior) - 5 feet Side (street-side) – 10 feet	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)	Side (interior) – 5 feet (no deviation requested) Side (street side) – 10 feet (no deviation requested)
Patio	17.50.170 Exceptions in building setback	Patios shall be setback 10 feet from the front property line	Patios shall be setback 10 feet from the front property line

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

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

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

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

EXPIRATION

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

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

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

AYES:	Commissioners	DOUGLAS, SANCHEZ, GALVAN, JOHNSTON, PERICO, KEMP VAN EE, PADEN
NOES:	Commissioners	NONE
ABSTAIN:	Commissioners	NONE
ABSENT:	Commissioners	NONE

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

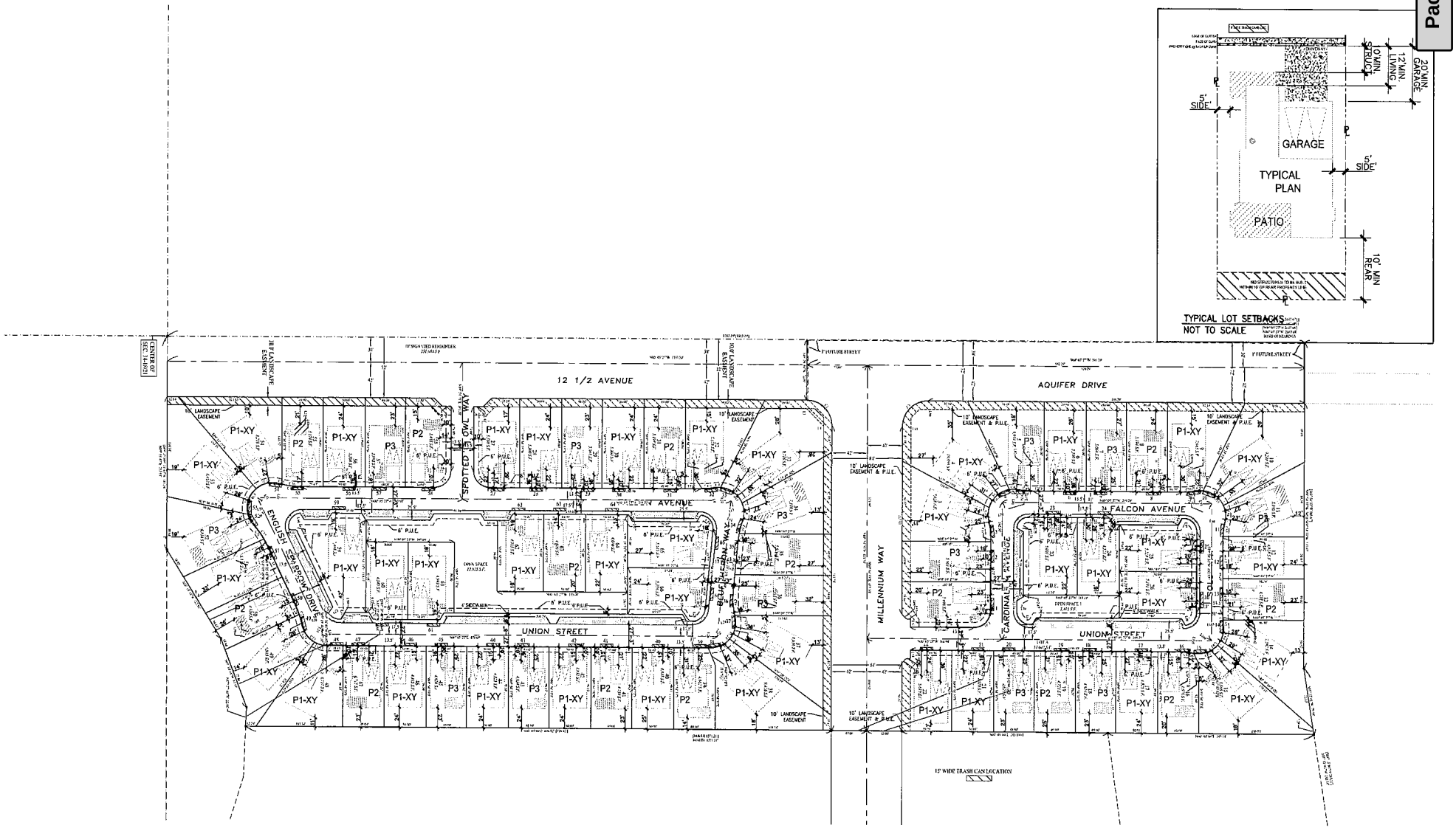
I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 10th day of September 2019.

Darlene R. Mata, Secretary

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

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

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)



ktgy

Architecture + Planning
888.456.5849
ktgy.com

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

HANFORD - 14
HANFORD, CA # 2015-0973

CONCEPTUAL DESIGN
AUGUST 9, 2019

0 25 50 100

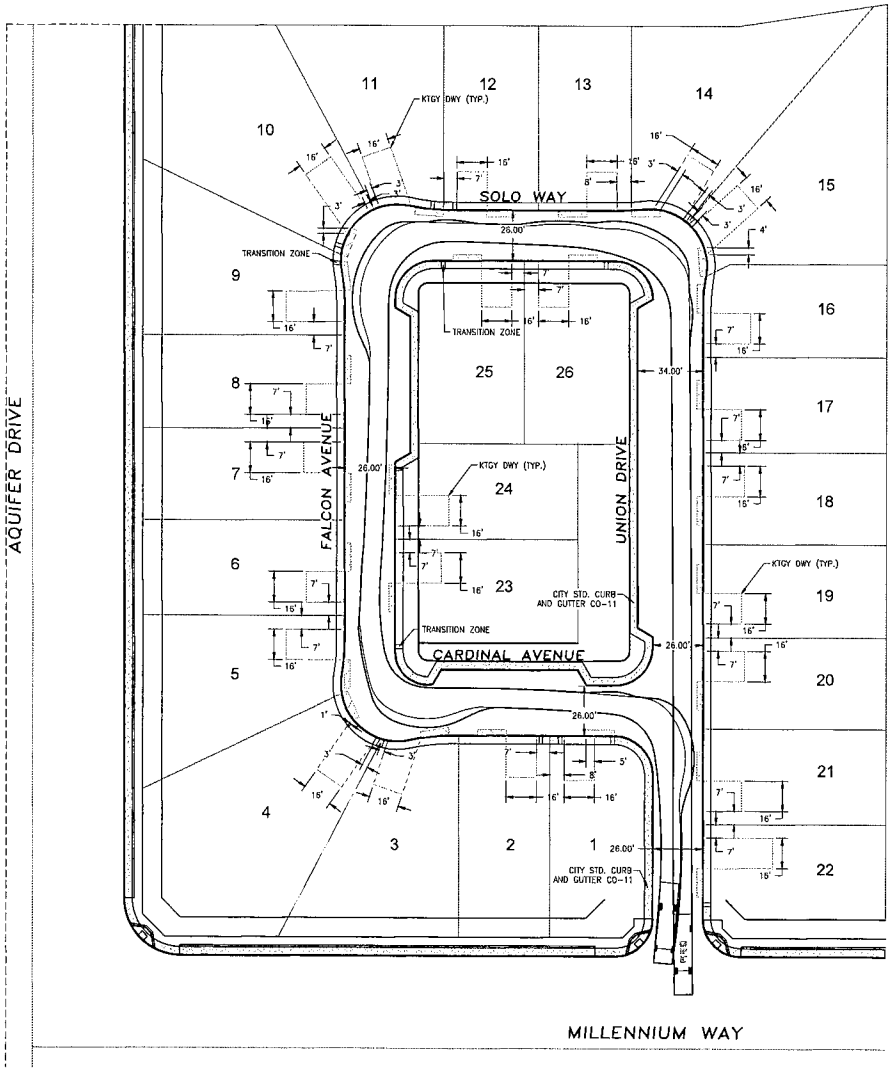
CONCEPTUAL SITE PLAN

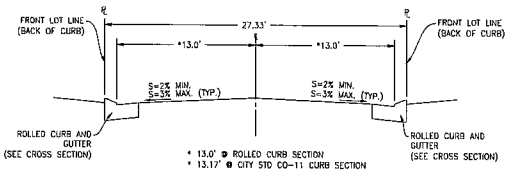
A1.0

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

SCHEMATIC OF SITE PLAN

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

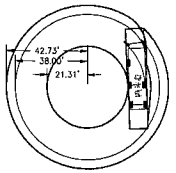




INTERIOR STREETS
NOT TO SCALE

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

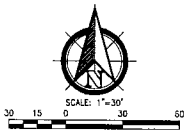
PATH OF TRAVEL



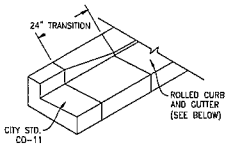
PATH OF TRAVEL: INFORMATION FURNISHED BY THE HANFORD FIRE DEPARTMENT DAVID SUMAYA

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

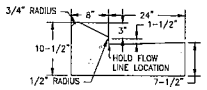
LEGEND
- DESIGNATED REFUSE CAN PICK UP AREA (15' WIDE AND 3' DEEP)
- PORTION OF THE CURB THAT'S CITY STD. CO-11
- TRANSITION SECTION (SEE DETAIL), TYPICALLY 2' IN LENGTH



TRANSITION SECTION



CROSS SECTIONS



No.	Revised	Date
1	CITY STAFF, PLANNING DEPT REVIEW	8/7/2019
2	PLANNING COMMISSION SUBMITTAL	8/15/2019

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

PRELIMINARY
NOT FOR CONSTRUCTION

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

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

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

P:\JOB FILES\0752711 Holly Hills\DWG\0752711_DWY_2019.dwg, 7/18/2019 10:40:00 AM, For Review, Plotted by JTZ

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

Exhibit B
Elevations and Floor Plans

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD 14 SITE

OWNER / SUBDIVIDER:

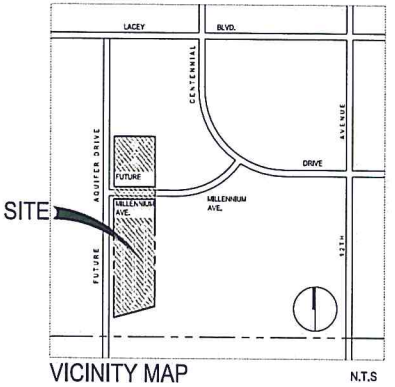
Holly Hills Group

PALM SPRINGS, CA

ARCHITECT:

KTGY

IRVINE, CA



HANFORD - 14

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

Owner/Subdivider:

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.02.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

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

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - 14

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date:
20160803
20170511 1ST SUBMITTAL

10.12.2017 PLOTDATE

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

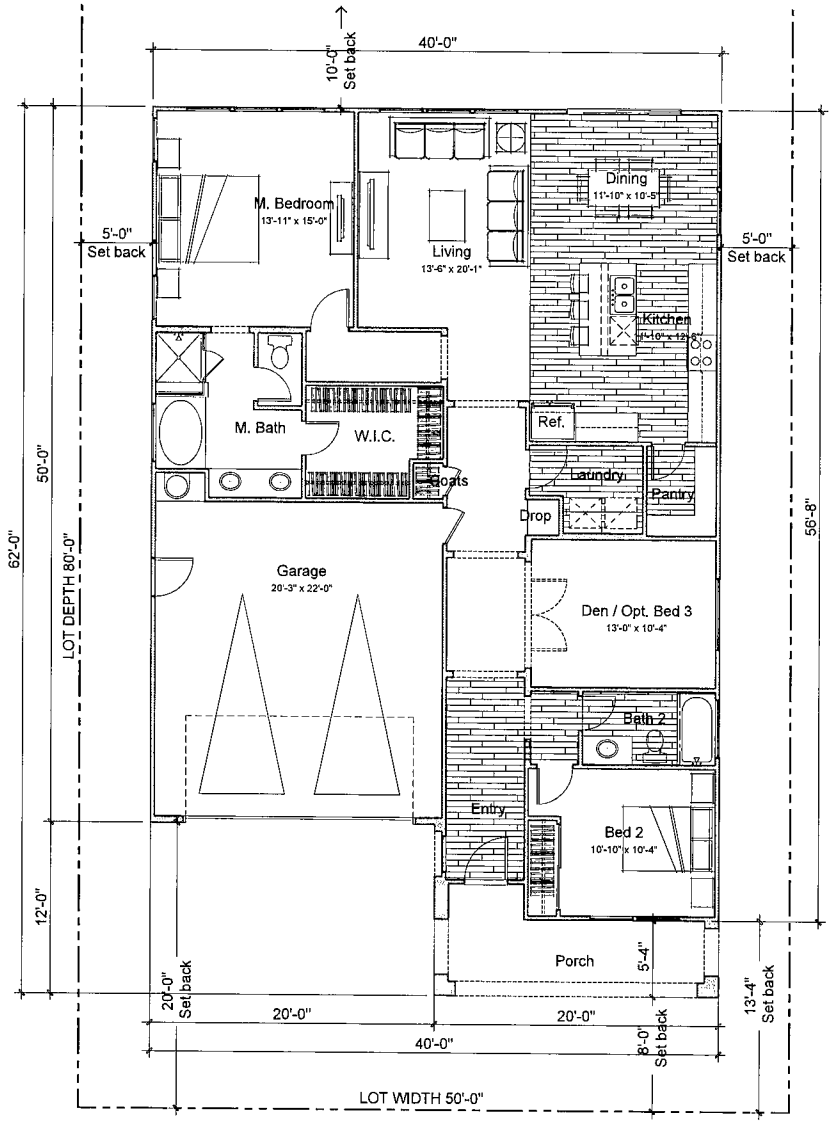
A0.1

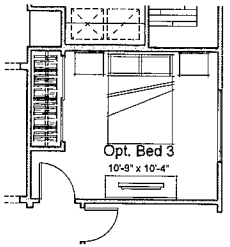
SHEET INDEX

ARCHITECTURAL

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

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)





OPTIONAL BED 3

HANFORD - 14

PLAN 1 - FLOOR PLAN

SCALE: 0 2 4 8

A2.0

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

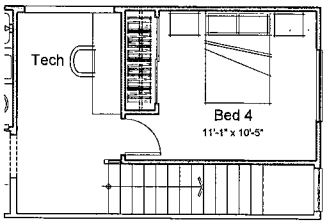
GROSS SF	
FIRST FLOOR	1648 SQ. FT.
TOTAL LIVING	1648 SQ. FT.
GARAGE	468 SQ. FT.

HANFORD, CALIFORNIA
KTGY # 20150973

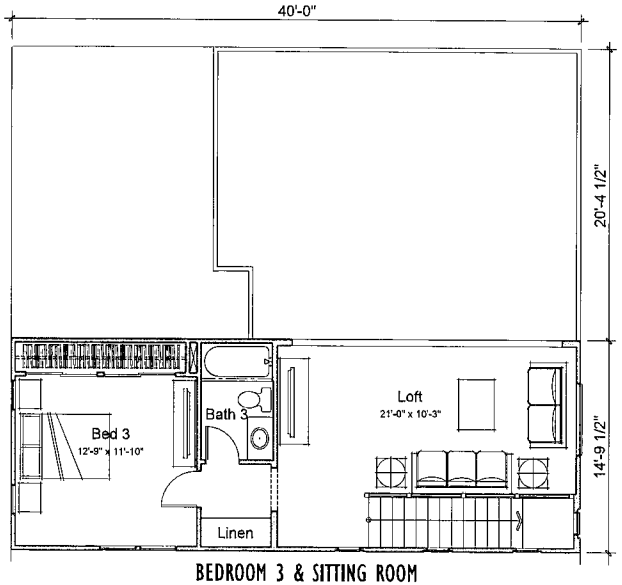
Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

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

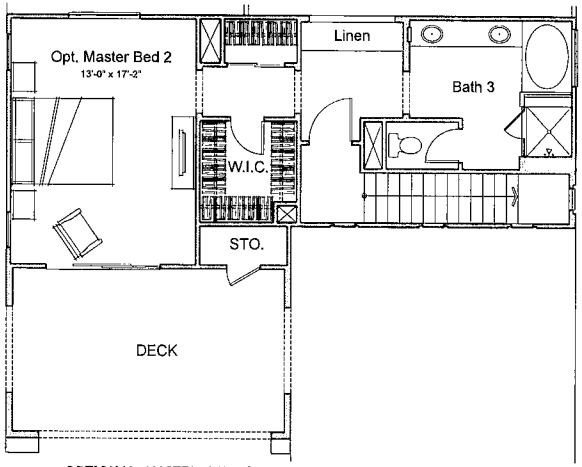
Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)



OPTIONAL BED 4

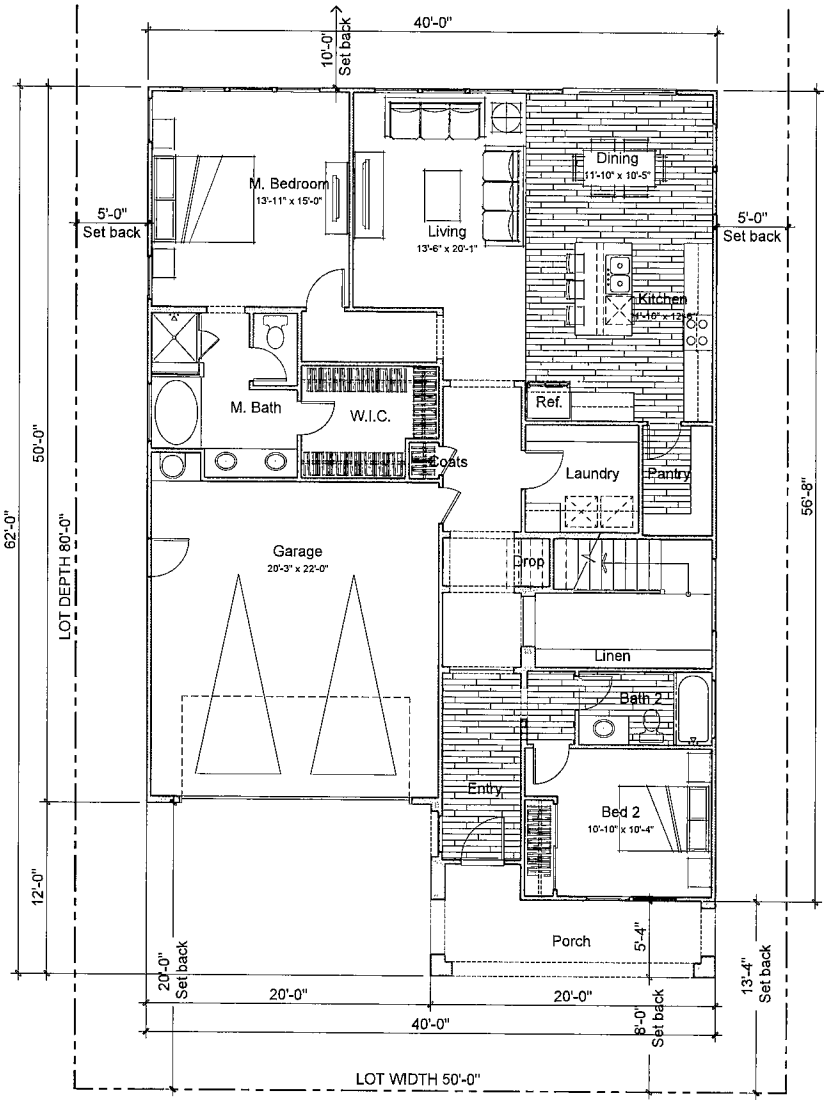


BEDROOM 3 & SITTING ROOM



OPTIONAL MASTER BED 2

SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN IX - FLOOR PLAN

SCALE: 0 2 4 8

A2.1

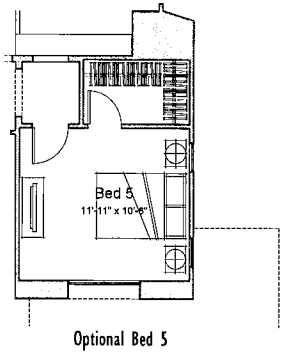
Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

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

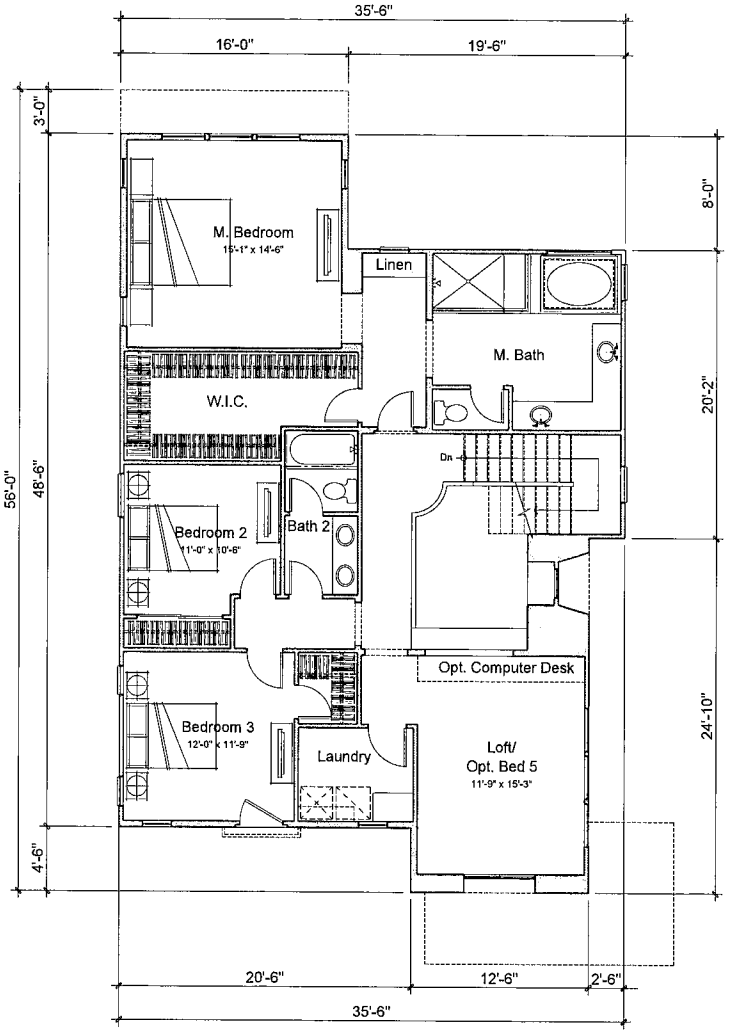
HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 I ST SUBMITTAL

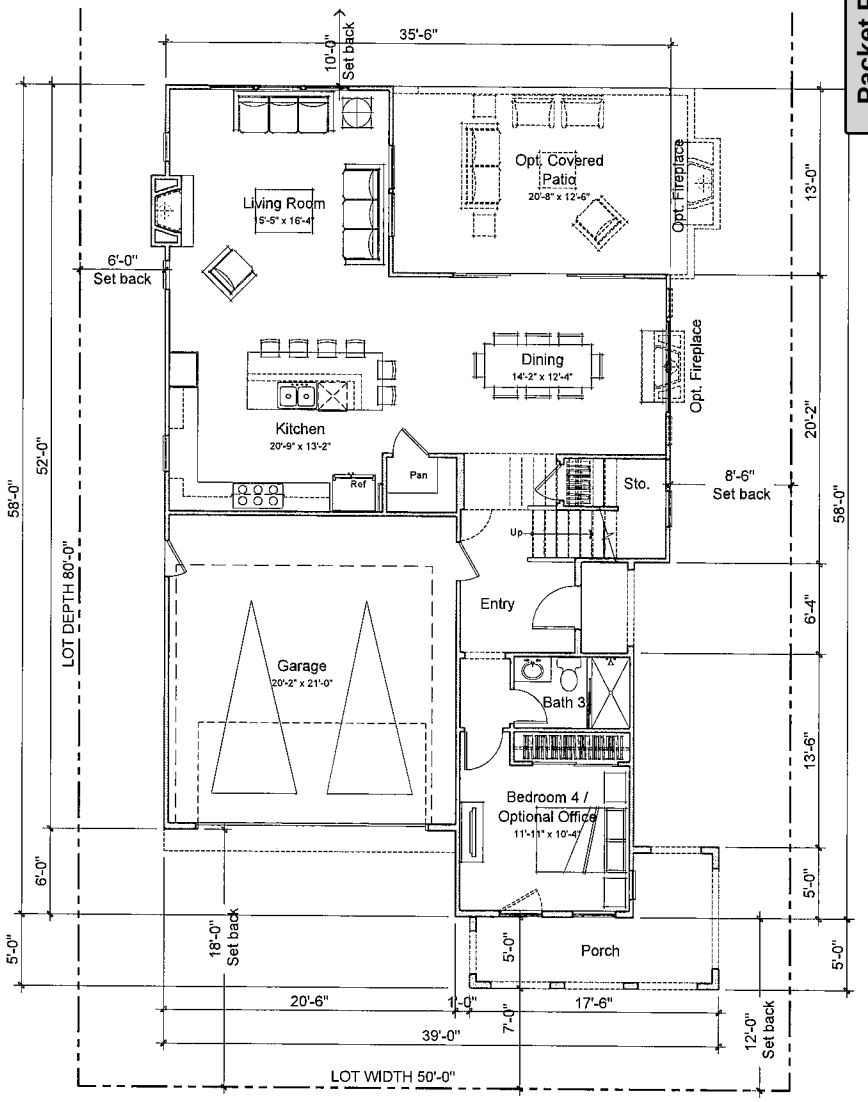
Architecture + Planning
17911 Von Karman Ave.
Irvine, CA 92614
949 851 2133 / ktgy.com



Optional Bed 5



SECOND FLOOR



FIRST FLOOR

HANFORD - 14

PLAN 2 - FLOOR PLAN

SCALE: 0 2 4 8

A2.2

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

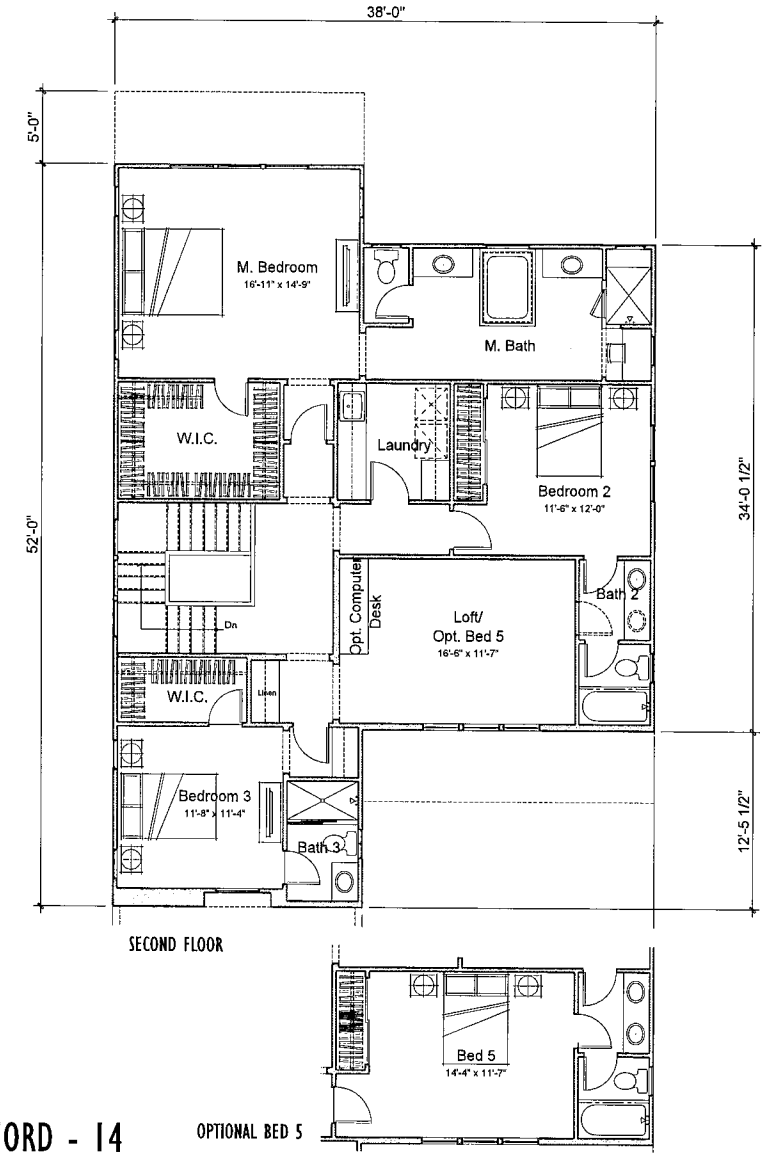
Holly Hills Group
480 E. Bogert Trail
Palm Springs, CA 92264

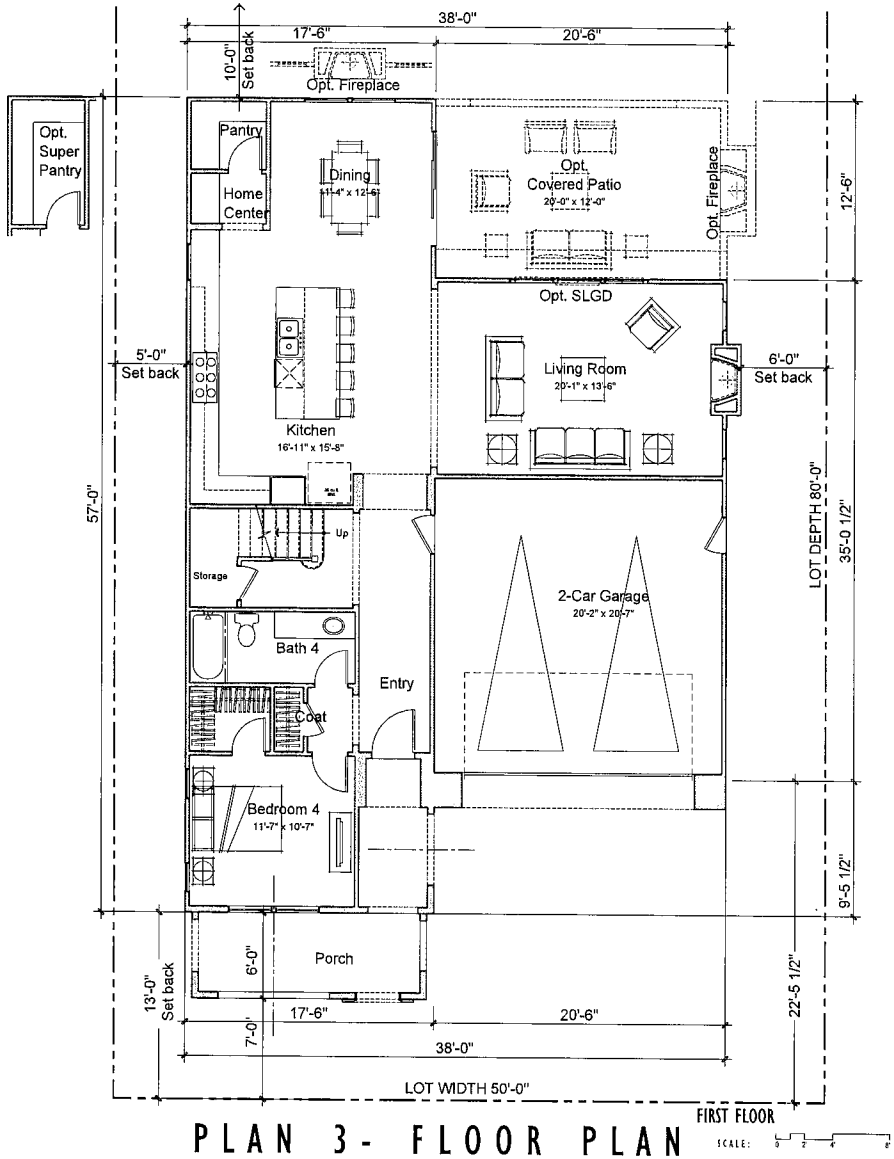
HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1ST SUBMITTAL

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

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)





HANFORD - 14

OPTIONAL BED 5

PLAN 3 - FLOOR PLAN

SCALE: 0 2 4 8

A2.3

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

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

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

HANFORD - I4

PLAN I - TUSCAN FARMHOUSE A3.0

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date:
10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1ST SUBMITTAL

Architecture + Planning
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KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - 14

PLAN 1 - TUSCAN FARMHOUSE A3.1

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
2016.08.03
2017.10.11 | 1ST SUBMITTAL

10.12.2017 REVISED

Architecture + Planning
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Irvine, CA 92614
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KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN I - ADOBE RANCH

A3.2

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date:
10.12.2017 PLOTDATE

2016.08.10
2017.10.11 | 11 SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - 14

PLAN 1 - SPANISH - A

A3.3

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
2016.08.01
2017.10.11 | 1ST SUBMITTAL

10.12.2017 PRICEDATE

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

KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - 14

PLAN 1 - SPANISH - B

A3.4

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
20160603
20171031 | 1ST SUBMITTAL

10.12.2017 PLOTDATE

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

KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN I - SPANISH - C

A3.5

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
2014.08.01
2017.10.11 | 1ST SUBMITTAL

10.12.2017 PLOTDATE

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

KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN 2 - TUSCAN FARMHOUSE A3.6

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date:
2014.08.01
2017.10.11 1 ST SUBMITTAL

10.12.2017 REVISED

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

KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - 14

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

PLAN 2 - TUSCAN FARMHOUSE A3.7

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date: 10.12.2017 PLOTDATE

2016 (E&D)
2017.10.11 | 1ST SUBMITTAL

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

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN 2 - ADOBE RANCH

A3.8

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date:
10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1ST SUBMITTAL

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

KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - 14

PLAN 2 - SPANISH

A3.9

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
2016.08.03
2017.10.11 | 1ST SUBMITTAL

10.12.2017 PLOTDATE

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

KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN 3 - TUSCAN FARMHOUSE A3.10

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date:
10.12.2017 PLOT DATE
2014.08.01
2017.10.11 1 ST SUBMITTAL

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

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN 3 - TUSCAN FARMHOUSE A3.II

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
10.12.2017 PLOTDATE
2016.08.03
2017.10.11 | 1 SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN 3 - ADOBE RANCH

A3.12

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

HANFORD, CALIFORNIA

KTGY # 20150973

Plot Date: 10.12.2017 FLOORPLATE

2016.08.03
2017.10.11 1 ST SUBMITTAL

Architecture + Planning
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Irvine, CA 92614
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KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

HANFORD - I4

PLAN 3 - SPANISH

A3.13

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

HANFORD, CALIFORNIA
KTGY # 20150973

Plot Date:
10.12.2017 PLOTDATE
2016.08.03
2017.10.11 1 ST SUBMITTAL

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

KTGY

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

Exhibit C
Mitigation Monitoring and Reporting Program

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

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

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project may potentially substantially degrade the existing visual character or quality of the site and its surroundings?	That the project is subject to the appropriate development standards of the Hanford Municipal Code and the approved elevations associated with the Planned Unit Development.	Developer to provide; City to require on site plan and building permits
MM Aesthetics 2	The project could potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That development is subject to the applicable provisions of the Hanford Municipal Code, such as section 17.39.030 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AGRICULTURE			
MM Agriculture 1.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	That a right-to-farm provision be recorded to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	City to require; Developer to disclose
AIR QUALITY			

MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the applicable air quality plan? The project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	Project could potentially conflict with or obstruct implementation of the applicable air quality plan? The project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	That the project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 3	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents.	Developer
CULTURAL RESOURCES			

MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	1) That a Burial Treatment Plan be entered into by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe
GEOLOGY AND SOILS			
MM Geology 1:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction.	That the physical development of the project site comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - landslides.	That a geotechnical and soil studies be prepared for the project.	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project site shall comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check	City to require; developer to comply

	topsoil?	and development review process.	
MM Geology 4-6	That the project could be located on a geological unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?	1) That copies of a preliminary soil investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans. 2) that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Department prior to acceptance of the development improvements or issuance of building permits, whichever occurs first 3) - That the developer shall retain the project design engineer to inspect and verify that all grading within the development is competed, in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The new development would be required to comply with applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would ensure impacts related to transport, use, and disposal of hazardous materials would be less than significant.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. Otherwise substantially degrade water quality?	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer	City to require; Developer to provide

		systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site.	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	Developer
MM Hydrology 5-7	The project could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater	That the developer shall: **1.** Comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state	Developer

	drainage systems or provide substantial additional sources of polluted runoff.	Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; **2.** A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan; **3.** The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.	
LAND USE AND PLANNING			
MM Land Use 1:	That the project may conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	That approval of the Planned Unit Development is required in order to develop the site, as proposed under Tentative Tract 915.	City to process variance
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the	Residents and developer; Police

	in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	greatest extend feasible.	to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1:	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to Fire Impact Fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to Police Impact Fees.	Developer to pay
MM Public Facilities 3	The project may result in substantial adverse physical impacts	That the project will be subject to School Impact Fees	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (School)		
MM Public Facilities 4	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Park)	That the project will be subject to Park Impact Fees	Developer to pay
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? That the project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	That the project is subject to Park Impact Fees.	Developer to pay

TRANSPORTATION AND TRAFFICE			
MM Traffic 1-7	The project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and relevant components of the circulation system. The project could conflict with an applicable congestion management program. The project could conflict with adopted policies, plans, or programs supporting alternative transportation.	1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map. 2. That Millennium Way shall be developed as a major collector street in conformance with City Standard ST-23. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, and transitional paving as required. 3. That 12 ½ Avenue shall be developed as a major collector street in conformance with City Standard ST-23. Developer shall be required to construct half-width street improvements and a 12 foot travel lane and a 4 foot paved shoulder (8 foot shoulder in total) along the west boundary of the subdivision fronting 12 ½ avenue. Improvements shall include installation of concrete curb, gutter, and sidewalk, landscaping, masonry block wall, streetlights, striping, signing, paving, and transitional paving as required. 4. That all interior private streets, located as shown on tentative subdivision map, shall be developed as residential streets in conformance with City Standard ST-32, with the following modifications: - Minimum street width shall be 27 feet. - No Parking shall be allowed on the street, only in off street parking indicated on the tentative map. - H.O.A. to maintain all interior private streets. 5. That the access streets to the interior of the subdivision from 12 ½ Avenue and Millennium Way shall be developed in conformance with City Standard ST-32.	

Attachment: Attachment 6 - Resolution 2019-20 (signed) (Time Extension 2022-03)

		6. The development is subject to a Transportation Impact Mitigation Fee.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	The project site would be required to implement water conservation measures	Developer
MM Utilities 2 and 4:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees;	Developer to pay and provide
MM Utilities 3	Would the project comply with federal, state, and local statures related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer

RESOLUTION NO. 2020-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING TIME EXTENSION NO. 2020-04, A REQUEST TO EXTEND THE LIFE OF TENTATIVE TRACT 915 AND PLANNED UNIT DEVELOPMENT NO. 2018-01 FOR 24-MONTHS. THE PROJECT PERTAINS TO PROPERTY LOCATED EAST OF 12 ½ AVENUE, WEST OF CENTENNIAL DRIVE (APN 011-020-046).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on June 9, 2020, by motion of Commissioner PADEN, seconded by Commissioner SNOW, and duly carried, the following resolution was adopted:

WHEREAS, Time Extension No. 2020-04, filed by Enclave Developers, Inc., proposing to extend the life of Tentative Tract 915 and Planned Unit Development No. 2018-01 (Amendment #1) for 24 months, has been reviewed by the Planning Commission of the City of Hanford as an advisory agency, in accordance with Title 16 of the Hanford Municipal Code;

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

WHEREAS, a time extension was requested by the applicant pursuant to City Council Hanford Municipal Code Section 17.70.250 and Section 66463.5(c) of the Subdivision Map Act; and

WHEREAS, in accordance with Section 16.32.090 of the Subdivision Ordinance, a vesting tentative map may be extended for a total time of three years, except when automatically extended, as provided by California Government Code Section 66452.6; and

WHEREAS, in accordance with Section 17.82.100 of the Hanford Municipal Code, when any planned unit development permit that is approved in conjunction with a tentative subdivision map pursuant to Title 16 the planned unit development shall not expire unless the tentative subdivision map also expires, and an extension of the tentative subdivision map or parcel shall be deemed to be an extension of the planned unit development permit; and

WHEREAS, findings were made pursuant to Section 66474 of the Subdivision Map Act and Section 17.82.060 of the Hanford Municipal Code; and

THEREFORE, BE IT RESOLVED, that a two-year time extension for Tentative Tract Map 915 and Planned Unit Development No. 2018-01 (Amendment #1) be approved, in accordance with the existing conditions in Resolution No. 2018-16 and 2019-20 and with the addition of the following conditions:

1. That the new expiration date of Tentative Tract Map 915 be June 26, 2022.

2. That the new expiration date of Planned Unit Development No. 2018-01 (Amendment #1) be June 26, 2022.

3. That all subdivision improvements shall conform to the City of Hanford Construction Standards, Specifications, Ordinances and Policies in effect on the date of the extension approval and shall be subject to fees currently in effect at time of development.

Attachment: Attachment 7 - Resolution 2020-06 (signed) (Time Extension 2022-03)

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford on June 9, 2020 by the following vote:

AYES:	Commissioners	PADEN, SNOW, GALVAN, KEMP VAN EE, SANCHEZ, DOUGLAS
NOES:	Commissioners	NONE
ABSTAIN:	Commissioners	PERICO
ABSENT:	Commissioners	NONE

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 9th day of June, 2020.

Darlene R. Mata, Secretary

Attachment: Attachment 7 - Resolution 2020-06 (signed) (Time Extension 2022-03)

AGENDA
STAFF REPORT

MEETING DATE: 4/12/2022	**AGENDA SECTION:** 3

SUBJECT:
Conditional Use Permit No. 2021-01, a request to convert a former office into a drive-thru dry cleaning business in the MX-D Downtown Mixed Use zone district. The project is located at 255 N. 11th Avenue (APN 012-061-001 and 012-061-002).

See staff report attached.

FISCAL IMPACT:

ATTACHMENTS:
Staff Report - CUP 2021-01 dry cleaners
Resolution No. 2022-08
Attachment 1 - Bergren Site Plan
Attachment 2 - SPR 2020-36 Approval Letter
Attachment 3 - Notice of Exemption No. 2020-52

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, April 12, 2022

PROJECT: **Conditional Use Permit No. 2021-01,** a request to convert a former office into a drive-thru dry cleaning business in the MX-D Downtown Mixed Use zone district.

LOCATION: The project is located at 255 N. 11th Avenue (APN 012-061-001 and 012-061-002).

PLANNER: Mark Manha, Assistant Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-08, approving Conditional Use Permit No. 2021-01.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2022-08, approving Conditional Use Permit No. 2021-01.

PROJECT DESCRIPTION

The project is a request to convert a former office into a drive-thru dry cleaning business located in the MX-D Downtown Mixed Use zone district, as shown in **Attachment 1**. The use of a dry cleaning business with a drive-thru pick-up window requires a conditional use permit in the MX-D Downtown Mixed Use zone district. The other existing structure will be reconstructed into a commercial business. Any proposed use for that building will be evaluated before occupancy to ensure consistency with all regulations of the Hanford Municipal Code.

Project Location

The proposed project is located at 255 N. 11th Avenue (APN 012-061-001 and 012-061-002) (see Figure 1, below).

Entitlement

The applicant has submitted Site Plan Review No. 2020-36 for the project, proposing to convert the former office into a dry cleaning business, construct a drive-thru area, remove the existing residence, construct a new commercial building in place of the residence, construct on-site parking, and perform other associated improvements (see **Attachment 1**). Site Plan Review No. 2020-36 was reviewed by the Site Plan Review Committee. Conditions of approval appear in the approval letter (see **Attachment 2**). All conditions of approval cited in the site plan review approval letter are also conditions of approval for this conditional use permit application.

Parcel Map Waiver

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

A parcel map waiver is required in order to remove the lot lines between the two existing parcels. The parcel map waiver shall be recorded before building permits are finaled.

Figure 1:
Land Use (property outlined in red)

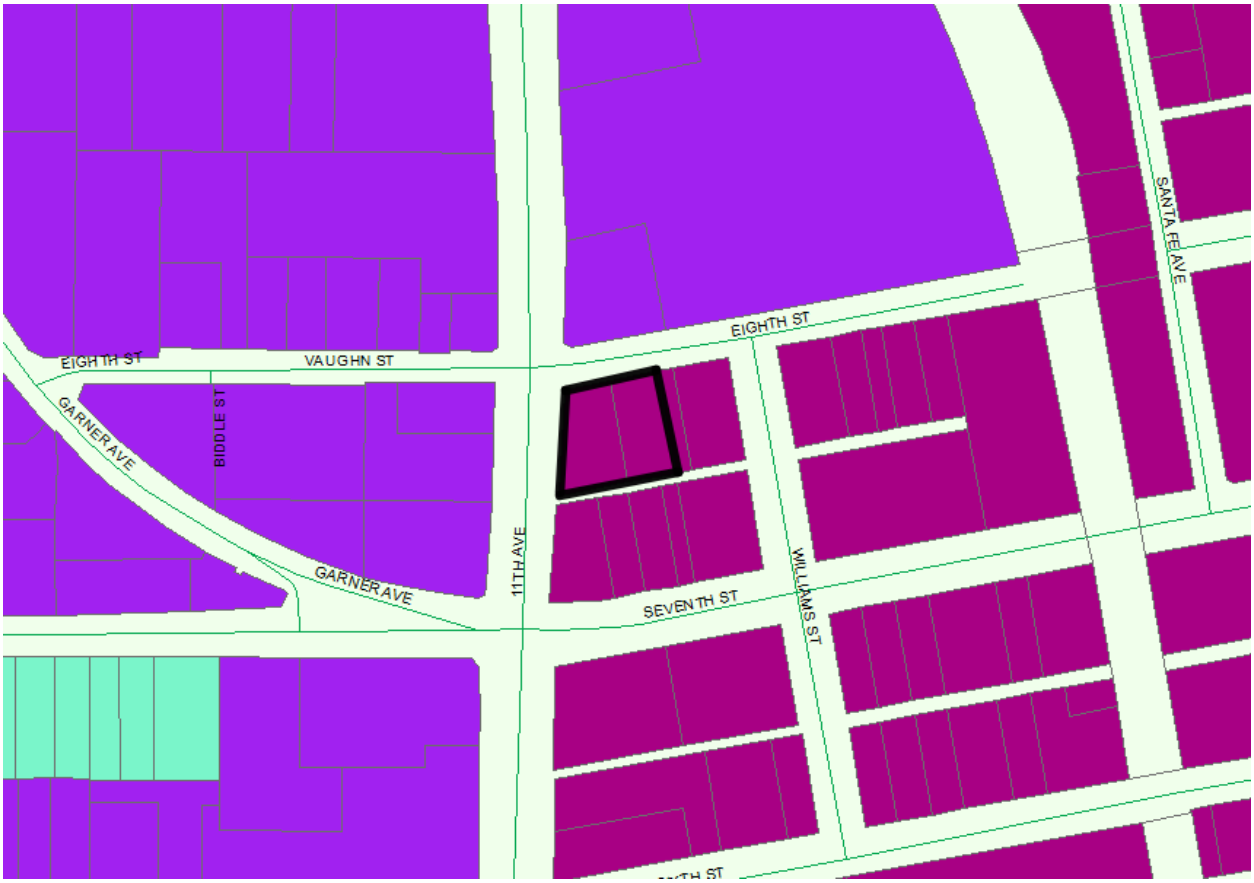
BACKGROUND INFORMATION

General Plan Designation

The General Plan designates the property as Downtown Mixed Use (see Figure 2, below). In accordance with General Plan Policy L70, Hanford shall define the uses allowed in the Downtown Mixed Use land use designation to include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. Vertical and horizontal mixed-use developments are encouraged. The use of this site as a dry cleaning business with a drive-thru pick-up window supports this policy, as it is a service activity similar to other existing permitted uses in the MX-D Downtown Mixed Use zone district.

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

Figure 2:
General Plan Designation (property outlined in bold)
Downtown Mixed Use



Zoning Designation

The property is zoned MX-D Downtown Mixed Use, which corresponds with the General Plan designation (see Figure 3, below). The applicant seeks to allow a dry cleaning business in the MX-D Downtown Mixed Use zone district. According to the Commercial, Office, and Industrial Zone Use Table, presented in Table 17.08.030 of the Hanford Municipal Code, a dry cleaning or laundromat business is permitted by right in the MX-D Downtown Mixed Use zone district. A "dry cleaning or laundromat" business means an establishment providing laundry, dry cleaning, and other related services for individual customers on a pick-up and drop-off basis or where with coin-operated washing and drying machines are available for customer use. However, a drive-thru pick-up window, not in conjunction with a restaurant requires a Conditional Use Permit in the MX-D Downtown Mixed Use zone district (see Figure 4, below). A "drive-thru pick-up window, not in conjunction with a restaurant" means the ancillary use of a window or other opening in the wall of building through which goods or services are provided directly to customers in motor vehicles. Examples of non-restaurant establishments with this ancillary use can include banks, pharmacies, and dry cleaners. The other structure will be reconstructed into a commercial business. Any proposed use for that building will be evaluated before occupancy to ensure consistency with the Hanford Municipal Code.

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

Figure 3:
Zoning Designation (property outlined in bold)
MX-D Downtown Mixed Use

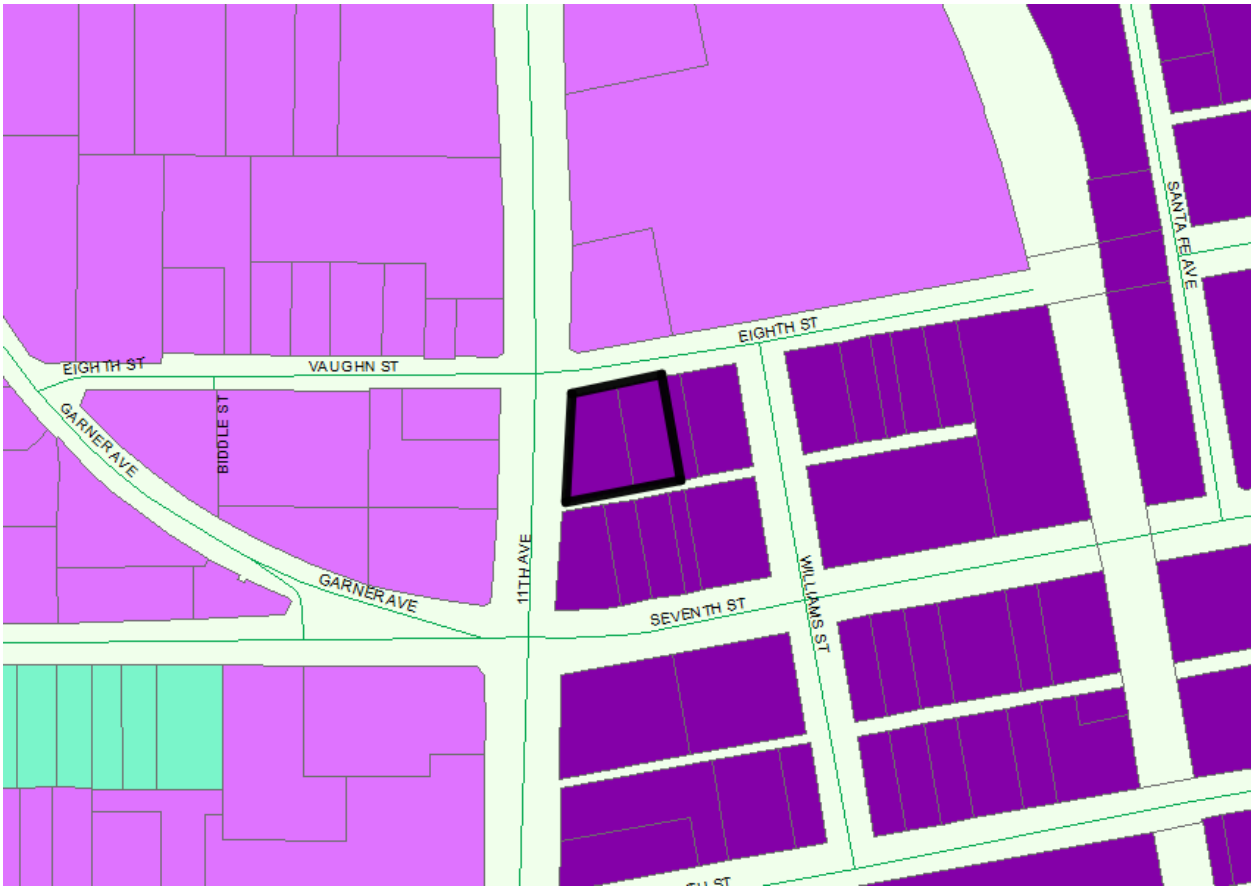


Figure 4:
Land Use Table

Commercial, Office, and Industrial Zone 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)
A5	Drive-thru pick-up window, not in conjunction with a restaurant	P	P	P	P	P	P	C								17.60.070
J11	Dry cleaning or laundromat	P		P	P	P	P	P								

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

PROJECT EVALUATION

Conformance with the standards of the MX-D Downtown Mixed Use zone district

17.28.030 Site Area

In the MX-D Downtown Mixed Use zone district, the minimum site area shall be 5,000 square feet, unless a smaller site is approved with a conditional use permit in accordance with Chapter 17.80. Both existing lots are larger than 5,000 square feet, with a combined size of 24,518 square feet. The property exceeds the site area requirement for the MX-D Downtown Mixed Use zone district.

17.28.040 Lot Dimensions

In the MX-D Downtown Mixed Use zone district, the minimum lot frontage 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 158 feet of street frontage along N. 11th Avenue and 150 feet of street frontage along W. Eighth Street. The property exceeds the lot frontage requirement for the MX-D Downtown Mixed Use zone district.

17.28.050 Coverage

The maximum coverage of the lot shall be determined by the combined building setback area requirements, accessory structure limitations, 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.

17.28.060 Building Setback Area

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

Front-Building Setback

In the MX-D Downtown Mixed Use zone district, there is no required front building setback area. On corner lots, the lot line adjoining the shorter street frontage shall be the front property line. In this case, W. Eighth Street is the shorter side of the corner lot; therefore, the property line adjoining W. Eighth Street is the front. The building setback is 10 feet from the front lot line along W. Eighth Street, which satisfies the requirement for the MX-D Downtown Mixed Use zone district.

Side-Building Setback

The side building setback area shall be zero feet, except where the side lot line abuts an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district, then the side building setback area shall be 15 feet. Since the property is not adjacent to any of the stated zone districts, the side setback area is zero feet. The interior side building setback is zero feet and the street-side building setback along N. 11th Avenue is approximately 10 feet, both of which meet the side setback requirements for the MX-D Downtown Mixed Use zone district.

Rear-Building Setback

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

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-M, R-H, OR, O, PF, AP, or CO zone district, then the rear building setback shall be 15 feet. Since the rear lot line is not adjacent to a public street or any of the stated zone districts, the required rear setback area is zero feet. The building setback is zero feet from the rear lot line, which meets the requirement for the MX-D Downtown Mixed Use zone district.

17.28.070 Distances Between Structures

All distances allowed by the building code are allowed. The project was reviewed by the Building Department during the Site Plan Review process and found to meet all distances allowed by the building code.

17.28.080 Height of Structures

The maximum height of structures in the MX-D Downtown Mixed Use zone district is 100 feet. The proposed dry cleaning and commercial building are single-story structures. There are no changes proposed to the existing building height. The single-story structures do not exceed the zone district height limitations.

17.28.090 Driveways

In the MX-D Downtown Mixed Use zone district, wherever possible, developments shall share driveways to minimize the number of driveways on public streets. New driveways near street corners shall be located a minimum 100 feet from the radius curve of the curb, unless otherwise specifically approved by the City Engineer. Sites with alleys should utilize alley access to minimize driveways on streets to the greatest extent possible. There is an existing driveway along W. Eighth Street, and a driveway on each end of the alley located behind the property. The applicant will ensure the driveways comply with Public Works Standard CO-41 for commercial driveways. The site shall utilize alley access where possible. This satisfies the driveway requirements for the MX-D Downtown Mixed Use zone district.

17.28.100 Off-Street Parking

The applicant proposes to provide 15 parking spaces for the site, one of which will be ADA-accessible. There is 3,264 square feet of building space for the dry cleaning business on site. Section 17.54.040 of the Hanford Municipal Code requires one space per 300 square feet of building space for all service commercial uses. A minimum of 11 parking spaces is required based on the following calculation:

Calculation:

3,264 sq. ft. ÷ 300 sq. ft. = 10.88, which rounds up to 11 parking spaces required

All parking spaces meet the minimum size requirement of 18.5 feet in length and nine feet in width. The project meets the parking requirements for the MX-D Downtown Mixed Use zone district. The future addition to the site in Phase 2 shall meet all parking standards and laws at the time of project review. Site Plan Review shall be required if the future use of the commercial building in Phase 2 requires the construction of additional parking on site.

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

17.28.110 Usable Open Space

In the MX-D Downtown Mixed Use zone district, there is no standard requirement for minimum usable open space. However, conditional uses may be required to provide usable open space as a condition of approval. The applicant is not proposing to provide usable open space. They will not be required to provide usable open space. The site meets the usable open space requirement.

17.28.120 Landscaping

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. All building setback areas and open space areas required by this title that are visible from a public right-of-way shall be landscaped. In all mixed use 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 10 feet. There is existing landscaping adjacent to N. 11th Avenue. One tree is provided every three parking spaces. The applicant is proposing to place 15 feet of landscaping between the parking area and W. Eighth Street. All proposed landscaping meets the requirements for the MX-D Downtown Mixed Use zone district.

17.28.130 Screening, Fences, and Walls

Properties in the MX-D Downtown Mixed Use zone district shall meet the screening, fences, and walls standards of Section 17.28.130, as well as Section 17.50.110 of the Hanford Municipal Code. According to Section 17.50.110, “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 percent (50%) 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.” Any proposed hedge, shrub, fence, or wall placed within the 25 feet corner sight triangle shall be a maximum of either three feet in height, or four feet in height if the upper one foot is 50% or more open to avoid creating a traffic or pedestrian hazard. According to Section 17.16.130, “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 applicant is proposing to construct a block wall seven feet in height along the interior side lot line to separate the drive-thru lane from the existing residences on W. Eighth Street. The project satisfies all screening, fence, and wall regulations for the MX-D Downtown Mixed Use zone district.

17.28.140 Signs

All signage shall meet the standards set in Chapter 17.56 of the Hanford Municipal Code. For permanent building signs, there is a size limit of two sq. ft. per one lineal foot of building frontage up to 100 sq. ft. on primary building frontage, and one sq. ft. per one lineal foot up to 100 sq. ft. on secondary building frontage; signs may only have external illumination or exposed neon illumination. Permanent freestanding signs are not permitted in the MX-D Downtown Mixed Use zone district. There is an existing freestanding pole sign on the premises that will be removed, since the sign is nonconforming. Nonconforming signs and sign structures associated with an activity, business, product, or service that has not been sold, produced, provided, or conducted

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

on the premises for a period of 90 days are prohibited. There has not been any business at this site for over 90 days.

Any new signage requires a separate application and will be evaluated at the time of submittal.

17.28.150 General Provisions and Standards

In the MX-D Downtown Mixed Use zone district, structures and the use of structures or land shall be subject to the requirements and standards prescribed in Chapter 17.50 of the Hanford Municipal Code. Section 17.50.090 states that suitable area shall be provided on-site for collection of trash and recyclable materials for all commercial uses. Refuse storage areas shall be adequately screened from view. The refuse area enclosure shall be designed to meet the minimum recommended dimensional standards as determined by the City Engineer. The applicant proposes to construct a trash enclosure on site, as shown in **Attachment 1**. The Public Works Department has approved the size and location of the proposed trash enclosure.

All requirements of the MX-D Downtown Mixed Use zone district, prescribed by Chapter 17.28 of the Hanford Municipal Code, are satisfied.

In addition to the zoning requirements for all properties in the MX-D Downtown Mixed Use zone district, the project proposes to construct a drive-thru pick-up window.

17.60.070 Drive-thru Pick-up Windows

Properties with drive-thru pick-up windows shall meet the standards set in Section 17.60.070 of the Hanford Municipal Code. Drive-thru requirements were reviewed and mandated as part of the Site Plan Review process. Drive-thru lanes shall be constructed with the necessary vehicle stacking capacity so that vehicles using the drive-thru lane do not overflow into the on-site parking aisles or public streets. The drive-thru lane will provide ample space to avoid overflow into the on-site parking areas or public streets. The location of the drive-thru pick-up window will allow the drive-thru lane exit to wrap back into the general driveway area and eliminate the need for any additional driveways, due to the inability to locate any additional driveways in a location acceptable to the Public Works Department. Per 17.28.090 of the Hanford Municipal Code, driveway standards for properties in the MX-D Downtown Mixed Use zone district encourage properties to share driveways and utilize alley access to minimize the number of driveways on public streets. The drive-thru dry cleaning business meets all of the standards for drive-thru pick-up windows located in any permitted zone district.

FINDINGS FOR APPROVAL: CONDITIONAL USE PERMIT NO. 2021-01

Conditional Use Permit No. 2021-01

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 not impair the integrity and character of the MX-D Downtown Mixed Use zone district. The use is consistent with the regulations set forth in

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

Chapter 17.28 of the City of Hanford's Municipal Code for the MX-D Downtown Mixed Use zone district. The use of a dry cleaning business is listed as a permitted use in the MX-D Downtown Mixed Use zone district, as prescribed in the Land Use Table in Section 17.08.030. However, a drive-thru pick-up window, not in conjunction with a restaurant requires a Conditional Use Permit in the MX-D Downtown Mixed Use zone district. There are other drive-thru pick-up windows, not in conjunction with a restaurant in the MX-D Downtown Mixed Use zone 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 proposed dry cleaning business with a drive-thru pick-up window is compatible with existing and future permitted land uses in the MX-D Downtown Mixed Use zone district. The use is consistent with the regulations set forth in the Hanford Municipal Code Section 17.28 for the MX-D Downtown Mixed Use zone district. In accordance with General Plan Policy L70, Hanford shall define the uses allowed in the Downtown Mixed Use land use designation to include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. The use of this site as a dry cleaning business with a drive-thru pick-up window supports this policy, as it is a service activity similar to other existing permitted uses in the MX-D Downtown Mixed Use zone district. There are other drive-thru pick-up windows, not in conjunction with a restaurant in the MX-D Downtown Mixed Use zone district.

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

   ANALYSIS: That in accordance with General Plan Policy L70, Hanford shall define the uses allowed in the Downtown Mixed Use land use designation to include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. Vertical and horizontal mixed-use developments are encouraged. The use of this site as a dry cleaning business with a drive-thru pick-up window supports this policy, as it is a service activity similar to other existing permitted uses in the MX-D Downtown Mixed Use zone district.

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 15303 New Construction or Conversion of Small Structures of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 3**.

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.

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of Chapter 17.28 of the Hanford Municipal Code. The use of this site for a dry cleaning business with a drive-thru pick-up window 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. 2020-36 and the resolution.

PUBLIC COMMENTS

A Notice of Public Hearing for a Conditional Use Permit was noticed in the local newspaper on April 1, 2022 and mailed to property owners within 300 feet of the project site on March 31, 2022. 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 15303 New Construction or Conversion of Small Structures 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 3.**

CONDITIONS OF APPROVAL

The following conditions of approval shall be applied to the use:

Conditional Use Permit No. 2021-01:

1. The future addition to the site in Phase 2 shall meet all applicable standards and laws at the time of project review. Site Plan Review shall be required if the future use of the commercial building in Phase 2 requires the construction of additional parking on site.

2. Any change of use from the dry cleaning business that utilizes the drive-thru may require additional stacking spaces and re-evaluation through the site plan review process.

3. The freestanding pole sign on the premises be removed, since the sign is nonconforming. Nonconforming signs and sign structures associated with an activity, business, product, or service that has not been sold, produced, provided, or conducted on the premises for a period of 90 days are prohibited.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-08, approving Conditional Use Permit No. 2021-01.

Applicant/Property Owner:
David Bergren
11602 Elder Ave.
Hanford, CA 93230

Attachment: Staff Report - CUP 2021-01 dry cleaners (CUP 2021-01)

RESOLUTION NO. 2022-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO CONDITIONAL USE PERMIT NO. 2021-01, A REQUEST TO CONVERT A FORMER OFFICE INTO A DRIVE-THRU DRY CLEANING BUSINESS IN THE MX-D DOWNTOWN MIXED USE ZONE DISTRICT. THE PROJECT IS LOCATED AT 255 N. 11TH AVENUE (APN 012-061-001 AND 012-061-002).

At a regular meeting of the City of Hanford Planning Commission duly called and held on April 12, 2022 on motion of Commissioner , seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, Conditional Use Permit No. 2021-01, a request to convert a former office into a drive-thru dry cleaning business in the MX-D Downtown Mixed Use 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 255 N. 11th Avenue (APN 012-061-001 and 012-061-002); 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 15303 New Construction or Conversion of Small Structures 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 not impair the integrity and character of the MX-D Downtown Mixed Use zone district. The use is consistent with the regulations set forth in Chapter 17.28 of the City of Hanford's Municipal Code for the MX-D Downtown Mixed Use zone district. The use of a dry cleaning business is listed as a permitted use in the MX-D Downtown Mixed Use zone district, as prescribed in the Land Use Table in Section 17.08.030. However, a drive-thru pick-up window, not in conjunction with a restaurant requires a Conditional Use Permit in the MX-D Downtown Mixed Use zone district. There are other drive-thru pick-up windows, not in conjunction with a restaurant in the MX-D Downtown Mixed Use zone 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;

Attachment: Resolution No. 2022-08 (CUP 2021-01)

ANALYSIS: That the proposed dry cleaning business with a drive-thru pick-up window is compatible with existing and future permitted land uses in the MX-D Downtown Mixed Use zone district. The use is consistent with the regulations set forth in the Hanford Municipal Code Section 17.28 for the MX-D Downtown Mixed Use zone district. In accordance with General Plan Policy L70, Hanford shall define the uses allowed in the Downtown Mixed Use land use designation to include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. The use of this site as a dry cleaning business with a drive-thru pick-up window supports this policy, as it is a service activity similar to other existing permitted uses in the MX-D Downtown Mixed Use zone district. There are other drive-thru pick-up windows, not in conjunction with a restaurant in the MX-D Downtown Mixed Use zone district.

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

   ANALYSIS: That in accordance with General Plan Policy L70, Hanford shall define the uses allowed in the Downtown Mixed Use land use designation to include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. Vertical and horizontal mixed-use developments are encouraged. The use of this site as a dry cleaning business with a drive-thru pick-up window supports this policy, as it is a service activity similar to other existing permitted uses in the MX-D Downtown Mixed Use zone district.

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 15303 New Construction or Conversion of Small Structures 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 17.28 of the Hanford Municipal Code. The use of this site for a dry cleaning business with a drive-thru pick-up window 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. 2020-36 and the resolution.

THEREFORE, BE IT RESOLVED that Conditional Use Permit No. 2021-01 be approved, subject to the conditions of approval for Site Plan Review No. 2020-36, attached as **Exhibit B**, and the conditions below:

1. The future addition to the site in Phase 2 shall meet all applicable standards and laws at the time of project review. Site Plan Review shall be required if the future use of the commercial building in Phase 2 requires the construction of additional parking on site.

Attachment: Resolution No. 2022-08 (CUP 2021-01)

2. Any change of use from the dry cleaning business that utilizes the drive-thru may require additional stacking spaces and re-evaluation through the site plan review process.

3. The freestanding pole sign on the premises be removed, since the sign is nonconforming. Nonconforming signs and sign structures associated with an activity, business, product, or service that has not been sold, produced, provided, or conducted on the premises for a period of 90 days are prohibited.

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.

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

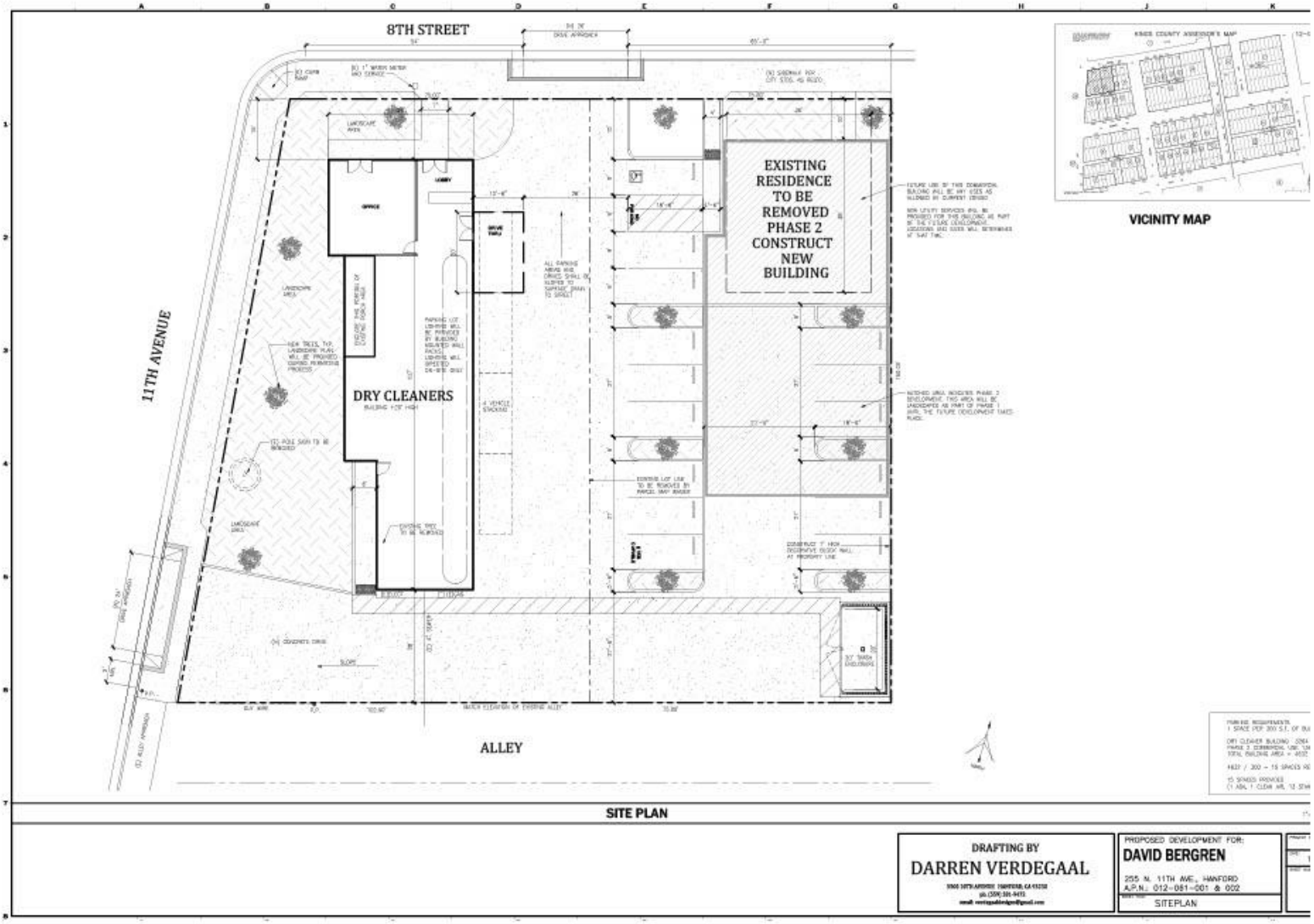
STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, **Mary E. Beatie**, 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 12th day of April 2022.

Mary E. Beatie, Secretary

Exhibit A
Site Plan

Attachment: Resolution No. 2022-08 (CUP 2021-01)



Attachment: Resolution No. 2022-08 (CUP 2021-01)

Exhibit B
Site Plan Review Approval Letter – Conditions of Approval

Attachment: Resolution No. 2022-08 (CUP 2021-01)

City of HANFORD
CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET

MAYOR
DIANE SHARP
VICE-MAYOR
KALISH MORROW
COUNCIL MEMBERS
AMANDA SALTRAY
FRANCISCO RAMIREZ
ARTHUR BRIENO
CITY MANAGER
MARIO CIFUENTEZ II
CITY ATTORNEY
ROBERT M. DOWD

DATE: March 9, 2022

PROJECT: Site Plan Review 2020-36 (502-1137) Revision 2

APPLICANT: David Bergren

LOCATION: 255 N. 11th Ave. (APN 012-061-001, -002)

PROPOSAL: Dry cleaners

ZONING: MX-D Downtown Mixed Use

SITE PLAN REVIEW COMMITTEE REVIEW DATE: November 18, 2020; January 27, 2021

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

March 9, 2022
DATE

Attachment: Resolution No. 2022-08 (CUP 2021-01)

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. 2020-52**

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. 2020-36 Revision 2 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. 2022-08 (CUP 2021-01)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: November 18, 2020; January 27, 2021
SITE PLAN NUMBER: 2020-36 (FILE 502-1137) REVISION 2
CONTACT: Mark Manha, Assistant Planner: (559) 585-2583

General Plan Designation: Downtown Mixed Use

Zoning: MX-D Downtown Mixed Use

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.

Correction(s):

- None.

Required Entitlements:

- Conditional Use Permit
- Parcel Map Waiver to merge the lots

MX-D Downtown Mixed Use - all checked comments shall apply

General:

☒ 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.

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

☒ That the site be developed according to the approved site plan, titled Site Plan Review No. 2020-36 Revision 2 with minor modifications to be approved by the Community Development Department.

☒ 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. The future addition to the site in Phase 2 shall meet all applicable standards and laws at the time of project review, including, but not limited to, parking requirements and trash enclosure requirements.

Attachment: Resolution No. 2022-08 (CUP 2021-01)

☒ That no business, service, or processes that is not part of the main use of the site shall be conducted outside a completely enclosed (or screened) permanently fixed structure.

☒ That mechanical equipment shall be located a minimum of five feet from a rear or side lot line that abuts a R-L, R-M, R-H, OR, O, PF, AP, or CO zone district

☒ That use of the site shall comply with the uses listed as permitted, permitted with an administrative approval, conditionally permitted, or temporarily permitted in the land use table presented in chapter 17.08.

☒ That the Mixed Use Downtown zone district shall be designed to provide and encourage walking within the commercial uses between the commercial uses and the residential uses within the MX-D zone and other nearby residential uses. At a minimum, this shall be accomplished with a minimum six-foot wide pedestrian path of travel between site entrances and the public sidewalk.

Cultural Resources:

☒ 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.

Building Setback Areas: (17.28.060)

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

☒ That there is no front building setback area.

☒ That the rear building setback may be zero feet from the rear lot line.

☒ That the side building setback area shall be zero feet.

Distance between Structures: (Section 17.28.070)

☒ That all distances allowed by the building code are allowed.

Height of Structures: (Section 17.28.080)

☒ That the maximum structure height shall be 100 feet.

Driveways: (Section 17.28.090)

☒ That wherever possible developments shall share driveways to minimize the number of driveways on public streets.

☒ That new driveways near street corners shall be located a minimum 100 feet from the radius curve of the curb, unless otherwise specifically approved by the City Engineer.

☒ That sites with alleys should utilize alley access to minimize driveways on streets to the greatest extent possible.

Attachment: Resolution No. 2022-08 (CUP 2021-01)

Off Street Parking: (Section 17.54)

☒ That a minimum of 11 spaces, one of which shall be ADA-accessible, shall be maintained for the site, based on the ratio 1 space per 300 sq. ft. of building space for all service commercial uses.

Calculation:

3,264 sq. ft. of building space ÷ 300 sq. ft. = 10.88

10.88 rounds up to **11 parking spaces minimum**

☒ That Site Plan Review shall be required if the future use of the commercial building in Phase 2 requires a greater number of parking spaces than exist on site.

☒ That the standard parking space shall not be less than 18.5 feet in length and nine feet in width, exclusive of aisles and access drives (Section 17.54.110 A).

☒ That the maximum number of compact-car parking spaces is limited to 30 percent of the total parking spaces required. A compact parking space shall not be less than 16 feet in length and 8 feet in width, and marked for compact cars (Section 17.54.110 B. and C).

☒ There shall be no more than four compact spaces adjacent to each other.

☒ That parking for bicycles and low-emission vehicles shall be provided in accordance with the latest adopted version of the California Building Code (Section 17.54.190).

☒ In all mixed use 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 stalls. 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.

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

☒ That sufficient room for turning and maneuvering vehicles shall be provided on the site.

☒ That developed parking areas are to be utilized by all vehicles associated with or visiting the site.

☒ That the parking of vehicles on lawn, landscaped areas, or other areas not designed for parking are prohibited.

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

Attachment: Resolution No. 2022-08 (CUP 2021-01)

☒ That parking lot lighting shall be deflected away from adjoining sites so as not to cause glare to such sites.

☒ That no commercial repair work, washing or servicing of vehicles shall be conducted in a parking area.

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

Usable Open Space: (Section 17.28.110)

☒ That there is no standard requirement for minimum usable open space. However, conditional uses may be required to provide usable open space as a condition of approval.

Landscaping: (Section 17.28.120 and 17.52)

☒ That landscaping shall be provided and permanently maintained in a setback area not less than fifteen (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:

Attachment: Resolution No. 2022-08 (CUP 2021-01)

☒ 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.

☒ 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.

☒ That all building setback areas and open space areas required by this title that are visible from a public right-of-way shall be landscaped.

☒ That all areas of a project site not intended for a specific use, including pad sites held for future development, shall be landscaped unless it is determined by the Community Development Director that landscaping is not necessary to fulfill the purposes of this chapter.

Trash Collection Areas: (Section 17.50.090)

☒ That suitable area shall be provided on-site for collection of trash and recyclable materials for all multifamily residential, mixed-use, commercial, office, and industrial uses. Refuse storage areas shall be adequately screened from view. The refuse area enclosure shall be designed to meet the minimum recommended dimensional standards as determined by the City Engineer.

☒ That all uses shall be in compliance with the provisions of Chapter 13.12 of the Municipal Code.

Fences and Walls: (Sections 17.28.130 and 17.50.110)

☐ That a block wall with a minimum height of seven (7) 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 (7) feet minimum in

Attachment: Resolution No. 2022-08 (CUP 2021-01)

height, except as may be modified under site plan review. Such storage shall not be visible above the fence or wall.

☒ 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.

☒ 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.

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.**

Drive-thru Pick-up Windows: (Section 17.60.070)

☒ That all uses with a drive-thru pick-up window shall meet the following standards:

- ☒ Drive-thru lanes shall be located outside of all building setback areas and all required landscaped areas.
- ☒ Drive-thru lanes shall be designed, located, and constructed in a manner that avoids trapping vehicle emissions in a confined space.
- ☒ Drive-thru lanes shall be located a minimum of 50 feet from existing residential uses and from residential zone districts and must be separated from residential areas by buildings, extensively landscaped areas, or decorative block walls.
- ☒ Drive-thru lanes shall be constructed with the necessary vehicle stacking capacity so that vehicles using the drive-thru lane do not overflow into the on-site parking aisles or public streets.
- ☒ Drive-thru lanes shall be shielded in a manner approved by the City to eliminate vehicle headlight glare into adjoining land and on-coming traffic approaching the drive-thru site property.
- ☒ The installation of a drive-thru pick-up window and associated improvements shall not reduce the number of required parking spaces below the minimum zoning requirement for parking upon the drive-thru site property.
- ☒ Drive-thru lanes shall not be located adjacent to outdoor patio or eating areas.

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☒ Drive-thru lanes shall not block or interfere with access to parking lot spaces, and shall function independent of parking lots aisles.

☒ Drive-thru lanes shall not extend onto adjoining property unless the owner of the drive-thru site property obtains a written easement or other irrevocable right from the adjoining landowner to construct improvements upon and use the adjoining property for the drive-thru use including, without limitations, the stacking of vehicles and the right to maintain, repair, replace and remove such improvements. The written document shall be executed by the owner of the drive-thru site property and the owner of the adjoining property and recorded against title to the adjoining property prior to commencement of construction of improvements upon the drive-thru site property.

☒ A use with a single drive-thru lane shall accommodate a minimum of six (6) vehicle stacking spaces per lane with a minimum of four (4) stacking spaces before the ordering speaker and two (2) stacking spaces after the ordering speaker. Each vehicle stacking space in a drive-thru lane shall be a minimum of twenty (20) feet in length.

☐ A use with drive-thru lanes on each side of the store (two (2) lanes) shall accommodate a minimum of four (4) vehicle stacking spaces per lane with a minimum of two (2) stacking spaces before the ordering speaker and two (2) stacking spaces after the ordering speaker in each drive-thru lane. Each vehicle stacking space in a drive-thru lane shall be a minimum of twenty (20) feet in length.

☒ Speaker noise levels measured at the property line shall not exceed applicable City noise standards.

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 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 30 feet.

☒ That the following additional requirements shall apply to outdoor lighting fixtures in the O, PF, and all commercial and mixed use zone districts:

☒ All outdoor fixture lighting shall be a fully shielded fixture and focused to minimize light trespass and glare.

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☒ Outdoor lighting fixtures shall be turned off after close-of-business unless needed for safety or security, in which case the lighting shall be activated by motion sensor devices. Illuminated signs and parking lot lighting are excluded from this requirement.

☒ Lighting for signs, recreational facilities and decorative effects for building and landscape shall be fully shielded fixtures equipped with automatic timing devices and focused to minimize light glare and light trespass.

Dust Control:

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

☒ That any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

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BUILDING DIVISION
SPR 2020-036 (502-1137) (Office to Dry Cleaners)
11-20-2020
255 N 11th Ave

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 Reserved
        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 Reserved
        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**.

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6. That all special inspection reports be submitted to the Building Division prior to final inspection.

7. That all construction shall conform to **the Most Current Edition** (2019) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen.

8. 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.

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

Attachment: Resolution No. 2022-08 (CUP 2021-01)

Hanford Fire Department

Contact Fire Marshal Christy Whittington @ 559-585-2594 or cwhittington@cityofhanfordca.com

concerning questions that you may have on the following conditions.

Site Plan Review: SPR 2020-36

Date: January 26, 2021

Project #: 502-1137

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 call **559-585-2545.**
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 2019 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.*** Please contact the Building department for submittal process.

6. ☐ For automatic sprinkler systems, ***a separate permit must be submitted***. Please contact the Building 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 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

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- 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.

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 Building Department for submittal process.

9. ☐ A hydrant will be required within 50 feet of the Fire Department connection. **Knox FDC Locking Caps** are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.

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:

    - Section 507or as required by appendix C of the 2019 CFC.

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

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19. ☐ Access road turning radius for fire apparatus is as follows:

- 20 feet, 1 inch inside turning radius
- 44 feet, 6 inch outside radius

20. ☐ Additional access roads may be required per CFC 2019 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.

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

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

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

23. ☐ Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING - FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

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:

- **Manual gates** with a chain lock require a **Knox Padlock** to be installed on them; or a **Knox Box** 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. (**See www.knoxbox.com for current models)**

- **Electric Gates** shall be equipped with an electric **Knox Key Switch,** at the gate location.
- 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.

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- 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. If there is an existing Know Box installed, contact the Fire Department to determine if it will suffice.

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 **Building** department for submittal information.

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

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.

33. ☐ Provide a Knox Box for all structures and gates. In accordance to the 2019 CFC 506.1. Location shall be approved by Hanford Fire Department.

34. ☐ Provide premises identification for all structures. Shall be visible from the street. A minimum of four (4) inch numbering on contrasting background. In accordance to the 2019 CFC 505.1

35. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I Hood. In accordance with the California Mechanical Code, and an automatic fire extinguishing system that is listed and labeled for its intended use.

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36. ☐ Insulated liquid carbon dioxide systems used in beverage dispensing applications with more than 100 pounds (45.4kg) of carbon dioxide shall comply with 2019 CFC 5307.3.1

37. ☒ Facility to provide minimum 2A10BC type fire extinguishers. Provide location and number of fire extinguishers to be installed in accordance to CFC 906.

38. ☒ All exiting shall comply with California Fire and Building Code requirements. Requirements shall comply with section 10 of the 2019 CFC 1004.9

39. ☐ Posting of Occupant Load sign shall be provided if room or spaces used for Assembly, Classroom, Dining, or similar purposes having an occupant load of fifty (50) or more persons. Sign shall be placed in conspicuous location and near the main exit in accordance to CFC 1004.9

Attachment: Resolution No. 2022-08 (CUP 2021-01)

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

Utilities Division Comments

PROJECT: SPR 2020-36 (502-1137) 255 N 11th Ave – Dry Cleaner

General:

1. 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.

2. 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.).

3. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition.

Water:

1. 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.

2. 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 shall come off Centennial Drive and shall be bored.

3. That the developer shall furnish and install new water service assemblies as required to serve the project for purposes of fire suppression, domestic consumption, and landscape irrigation purposes, including meters and backflow or detector/check devices as applicable, all in accordance with City Standards.

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

6. That all backflow prevention assemblies shall be tested and approved prior to being placed in service by a certified technician, with a copy of test results being provided to the City Utility Division.

Sewer:

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

Attachment: Resolution No. 2022-08 (CUP 2021-01)

City of Hanford
Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

1. That the developer shall size sewer service lateral(s) to serve the project site in accordance with requirements of the Uniform Plumbing Code, latest edition. (Minimum six-inch lateral size.). All new services shall come off 11th Avenue and shall be bored.

2. That the developer shall furnish and install a floor drain inside any newly constructed Trash Enclosure.

Attachment: Resolution No. 2022-08 (CUP 2021-01)

John Doyel 03/07/22

PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

City of Hanford
Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

Engineering Division Comments

PROJECT: SPR 2020-36 (502-1137) 25s N 11th Ave – Dry Cleaner

General Requirements:

1. 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.

2. 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.

3. That the development is subject to a **$4,200.00** Grading Plan Review fee in accordance with City Resolution No. 10-31 R, or any revisions thereof. Grading Plan Review fee shall be paid prior to issuance of building permits.

4. That the development is subject to Engineering Plan Review and Inspection fee based on the cost of improvements required to be constructed within the public street right of way, in accordance with City Resolution No. 92-58-R, or any revisions thereof. Subject fees shall be payable prior to approval of improvement plans.

3. 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.

Map and Plan Requirements:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" size sheets for all required improvements. The plans shall be prepared by a licensed civil engineer, and shall include a site plan showing all on-site and off-site improvements, including but not limited to, sanitary sewer, storm drainage, and water system infrastructure, refuse enclosure locations, public street & parking lot improvements, landscape & irrigation systems and all other improvements as required by the project conditions of approval and the City of Hanford Standards and Specifications. Plans must be approved by the City of Hanford and any other affected agencies before issuance of building permits.

2. That prior to beginning any construction, or within twenty (20) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division four (4) bond copies of the approved set of

John Doyel — 03/07/22

PUBLIC WORKS DIRECTOR (559) 585-2571 — DATE

Attachment: Resolution No. 2022-08 (CUP 2021-01)

City of Hanford
Department of Public Works
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construction plans, and two (2) 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) bond copy of the approved set of improvement construction plans revised to reflect all field revisions and marked "RECORD DRAWING".

Drainage Requirements:

1. 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.

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

3. That a drainage/site improvement plan for development be prepared by a license civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to approved plan.

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

Curb, Gutter and Sidewalk Requirements:

1. That the existing concrete curbs, gutters and sidewalk located along the 11th Avenue and Eighth Street project frontages 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 and sidewalk installed in conformance with City Standards CO-11 and CO-15. The locations of any such curbs, gutters and sidewalks required to be reconstructed shall be shown on the engineered site improvement plans.

John Doyel — 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 — DATE

Attachment: Resolution No. 2022-08 (CUP 2021-01)

City of Hanford
Department of Public Works
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2. Developer shall install sidewalk along the Eighth Street frontage to the development limits in conformance with CO-15. (7.5 foot width)

Parking Lot Requirements:

1. That the design and construction of the parking lot improvements shall conform to City Standards GE-29 and GE-32.

2. That the driveway providing access to the trash enclosure be constructed to comply with City Std. requirements for structural capacity to handle the refuse trucks.

Driveway Approach:

1. The driveway approaches along 11th Avenue and Eighth Street shall be constructed per City Standard CO-39.

2. All existing drive approaches along Eight street that conflict with the Site Plan are to be removed and replaced with City Standard curb, gutter, and sidewalk.

DEVELOPMENT IMPACT FEES:

1. 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**. (450 sf addition on existing lot).**

A. That the development is subject to a **$857.35 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.

B. That the development is subject to a **$110.97 Water System Impact Fee** in accordance with City Resolution No. 98-54-R or any revisions thereof.

C. That the development is subject to a **$193.77 Wastewater System Impact Fee** in accordance with City Resolution No. 98-55-R or any revisions thereof.

D. That the development is subject to a **$0.00 Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revisions thereof.

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

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

E. That the development is subject to a **$33.71 Fire Protection Impact Fee** in accordance with City Resolution No. 98-52-R or any revisions thereof.

F. That the development is subject to a **$150.71 Police Protection Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

G. That the development is subject to a **$2,280 Refuse and Recycling Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

Attachment: Resolution No. 2022-08 (CUP 2021-01)

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

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

Refuse Division Comments

PROJECT: SPR 2020-36 (502-1137) 25s N 11th Ave – Dry Cleaner

General Requirements:

1. That one 10' x 20' inside clear dimension masonry block refuse enclosure with 6' high perimeter walls shall be constructed in accordance with City Std. GE-35, modified to include installation of 12" x 12" interior concrete curbs and 10' wide/6" thick concrete apron. If enclosure will be used to service restaurants then a separate grease bin container area shall be constructed in accordance with City standard GE-41. The refuse enclosure shall have gates of chain-link fencing with earth-tone color vinyl slats or other approved gate materials. The enclosure shall be architecturally compatible with surrounding buildings, and the location of the enclosure shall be approved by both the Public Works and Community Development Departments.

2. That nothing other than the city refuse bins shall be stored or kept in refuse enclosures.

3. That refuse enclosure gates shall be securely closed except when in use.

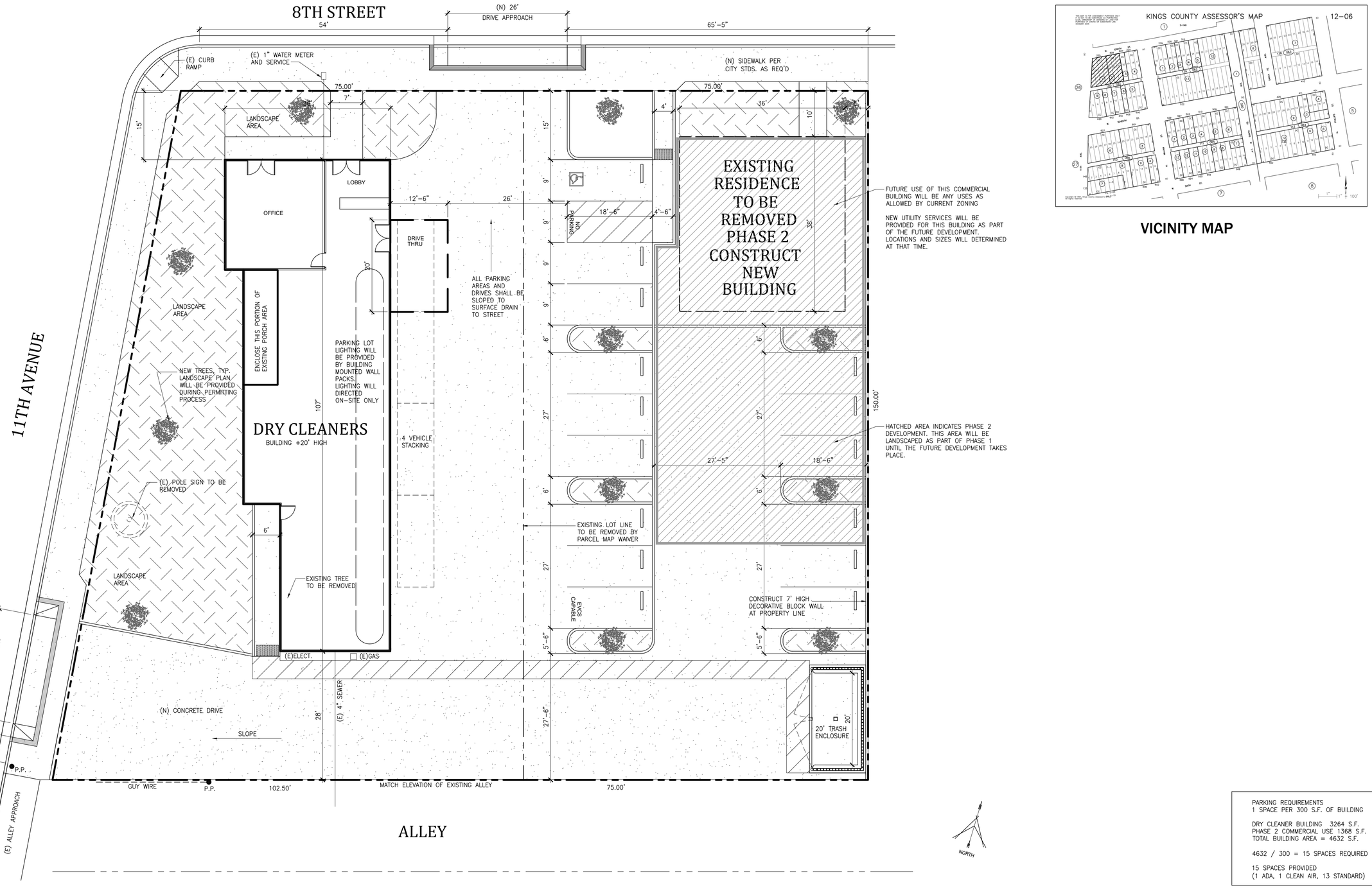
4. That refuse enclosures shall not be located adjacent to combustible construction or beneath windows or non-protected eaves.

5. That the applicant shall participate in all available waste recycling & reuse programs **including the new requirement for food waste separate bin service (if applicable)**.

6. That all onsite vehicle drive aisles and parking lot areas subject to refuse truck use for trash enclosure access shall be constructed in accordance with City Standard GE-32 Industrial Parking Lot pavement requirements to provide an adequate pavement structure section for refuse truck use.

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

Attachment: Resolution No. 2022-08 (CUP 2021-01)



VICINITY MAP

PARKING REQUIREMENTS
1 SPACE PER 300 S.F. OF BUILDING

DRY CLEANER BUILDING 3264 S.F.
PHASE 2 COMMERCIAL USE 1368 S.F.
TOTAL BUILDING AREA = 4632 S.F.

4632 / 300 = 15 SPACES REQUIRED

15 SPACES PROVIDED
(1 ADA, 1 CLEAN AIR, 13 STANDARD)

SITE PLAN

1"=10'-0" | 7K

DRAFTING BY
DARREN VERDEGAAL
5500 10TH AVENUE HANFORD, CA 93230
ph. (559) 381-9472
email: verdegaaldesigns@gmail.com

PROPOSED DEVELOPMENT FOR:
DAVID BERGREN
255 N. 11TH AVE., HANFORD
A.P.N.: 012-061-001 & 002

SHEET TITLE: SITEPLAN

PROJECT NO:
DATE: 1-15-22
SHEET NUMBER: 1
SHT OF

Attachment: Attachment 1 - Bergren Site Plan (CUP 2021-01)

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

MAYOR
DIANE SHARP
VICE-MAYOR
KALISH MORROW
COUNCIL MEMBERS
AMANDA SALTRAY
FRANCISCO RAMIREZ
ARTHUR BRIENO
CITY MANAGER
MARIO CIFUENTEZ II
CITY ATTORNEY
ROBERT M. DOWD

DATE: March 9, 2022

PROJECT: Site Plan Review 2020-36 (502-1137) Revision 2

APPLICANT: David Bergren

LOCATION: 255 N. 11th Ave. (APN 012-061-001, -002)

PROPOSAL: Dry cleaners

ZONING: MX-D Downtown Mixed Use

SITE PLAN REVIEW COMMITTEE REVIEW DATE: November 18, 2020; January 27, 2021

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

March 9, 2022
DATE

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

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. 2020-52**

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. 2020-36 Revision 2 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: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: November 18, 2020; January 27, 2021
SITE PLAN NUMBER: 2020-36 (FILE 502-1137) REVISION 2
CONTACT: Mark Manha, Assistant Planner: (559) 585-2583

General Plan Designation: Downtown Mixed Use

Zoning: MX-D Downtown Mixed Use

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.

Correction(s):

- None.

Required Entitlements:

- Conditional Use Permit
- Parcel Map Waiver to merge the lots

MX-D Downtown Mixed Use - all checked comments shall apply

General:

☒ 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.

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

☒ That the site be developed according to the approved site plan, titled Site Plan Review No. 2020-36 Revision 2 with minor modifications to be approved by the Community Development Department.

☒ 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. The future addition to the site in Phase 2 shall meet all applicable standards and laws at the time of project review, including, but not limited to, parking requirements and trash enclosure requirements.

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☒ That no business, service, or processes that is not part of the main use of the site shall be conducted outside a completely enclosed (or screened) permanently fixed structure.

☒ That mechanical equipment shall be located a minimum of five feet from a rear or side lot line that abuts a R-L, R-M, R-H, OR, O, PF, AP, or CO zone district

☒ That use of the site shall comply with the uses listed as permitted, permitted with an administrative approval, conditionally permitted, or temporarily permitted in the land use table presented in chapter 17.08.

☒ That the Mixed Use Downtown zone district shall be designed to provide and encourage walking within the commercial uses between the commercial uses and the residential uses within the MX-D zone and other nearby residential uses. At a minimum, this shall be accomplished with a minimum six-foot wide pedestrian path of travel between site entrances and the public sidewalk.

Cultural Resources:

☒ 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.

Building Setback Areas: (17.28.060)

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

☒ That there is no front building setback area.

☒ That the rear building setback may be zero feet from the rear lot line.

☒ That the side building setback area shall be zero feet.

Distance between Structures: (Section 17.28.070)

☒ That all distances allowed by the building code are allowed.

Height of Structures: (Section 17.28.080)

☒ That the maximum structure height shall be 100 feet.

Driveways: (Section 17.28.090)

☒ That wherever possible developments shall share driveways to minimize the number of driveways on public streets.

☒ That new driveways near street corners shall be located a minimum 100 feet from the radius curve of the curb, unless otherwise specifically approved by the City Engineer.

☒ That sites with alleys should utilize alley access to minimize driveways on streets to the greatest extent possible.

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Off Street Parking: (Section 17.54)

☒ That a minimum of 11 spaces, one of which shall be ADA-accessible, shall be maintained for the site, based on the ratio 1 space per 300 sq. ft. of building space for all service commercial uses.

Calculation:

3,264 sq. ft. of building space ÷ 300 sq. ft. = 10.88

10.88 rounds up to **11 parking spaces minimum**

☒ That Site Plan Review shall be required if the future use of the commercial building in Phase 2 requires a greater number of parking spaces than exist on site.

☒ That the standard parking space shall not be less than 18.5 feet in length and nine feet in width, exclusive of aisles and access drives (Section 17.54.110 A).

☒ That the maximum number of compact-car parking spaces is limited to 30 percent of the total parking spaces required. A compact parking space shall not be less than 16 feet in length and 8 feet in width, and marked for compact cars (Section 17.54.110 B. and C).

☒ There shall be no more than four compact spaces adjacent to each other.

☒ That parking for bicycles and low-emission vehicles shall be provided in accordance with the latest adopted version of the California Building Code (Section 17.54.190).

☒ In all mixed use 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 stalls. 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.

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

☒ That sufficient room for turning and maneuvering vehicles shall be provided on the site.

☒ That developed parking areas are to be utilized by all vehicles associated with or visiting the site.

☒ That the parking of vehicles on lawn, landscaped areas, or other areas not designed for parking are prohibited.

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

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☒ That parking lot lighting shall be deflected away from adjoining sites so as not to cause glare to such sites.

☒ That no commercial repair work, washing or servicing of vehicles shall be conducted in a parking area.

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

Usable Open Space: (Section 17.28.110)

☒ That there is no standard requirement for minimum usable open space. However, conditional uses may be required to provide usable open space as a condition of approval.

Landscaping: (Section 17.28.120 and 17.52)

☒ That landscaping shall be provided and permanently maintained in a setback area not less than fifteen (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:

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☒ 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.

☒ 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.

☒ That all building setback areas and open space areas required by this title that are visible from a public right-of-way shall be landscaped.

☒ That all areas of a project site not intended for a specific use, including pad sites held for future development, shall be landscaped unless it is determined by the Community Development Director that landscaping is not necessary to fulfill the purposes of this chapter.

Trash Collection Areas: (Section 17.50.090)

☒ That suitable area shall be provided on-site for collection of trash and recyclable materials for all multifamily residential, mixed-use, commercial, office, and industrial uses. Refuse storage areas shall be adequately screened from view. The refuse area enclosure shall be designed to meet the minimum recommended dimensional standards as determined by the City Engineer.

☒ That all uses shall be in compliance with the provisions of Chapter 13.12 of the Municipal Code.

Fences and Walls: (Sections 17.28.130 and 17.50.110)

☐ That a block wall with a minimum height of seven (7) 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 (7) feet minimum in

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height, except as may be modified under site plan review. Such storage shall not be visible above the fence or wall.

☒ 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.

☒ 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.

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.**

Drive-thru Pick-up Windows: (Section 17.60.070)

☒ That all uses with a drive-thru pick-up window shall meet the following standards:

- ☒ Drive-thru lanes shall be located outside of all building setback areas and all required landscaped areas.
- ☒ Drive-thru lanes shall be designed, located, and constructed in a manner that avoids trapping vehicle emissions in a confined space.
- ☒ Drive-thru lanes shall be located a minimum of 50 feet from existing residential uses and from residential zone districts and must be separated from residential areas by buildings, extensively landscaped areas, or decorative block walls.
- ☒ Drive-thru lanes shall be constructed with the necessary vehicle stacking capacity so that vehicles using the drive-thru lane do not overflow into the on-site parking aisles or public streets.
- ☒ Drive-thru lanes shall be shielded in a manner approved by the City to eliminate vehicle headlight glare into adjoining land and on-coming traffic approaching the drive-thru site property.
- ☒ The installation of a drive-thru pick-up window and associated improvements shall not reduce the number of required parking spaces below the minimum zoning requirement for parking upon the drive-thru site property.
- ☒ Drive-thru lanes shall not be located adjacent to outdoor patio or eating areas.

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☒ Drive-thru lanes shall not block or interfere with access to parking lot spaces, and shall function independent of parking lots aisles.

☒ Drive-thru lanes shall not extend onto adjoining property unless the owner of the drive-thru site property obtains a written easement or other irrevocable right from the adjoining landowner to construct improvements upon and use the adjoining property for the drive-thru use including, without limitations, the stacking of vehicles and the right to maintain, repair, replace and remove such improvements. The written document shall be executed by the owner of the drive-thru site property and the owner of the adjoining property and recorded against title to the adjoining property prior to commencement of construction of improvements upon the drive-thru site property.

☒ A use with a single drive-thru lane shall accommodate a minimum of six (6) vehicle stacking spaces per lane with a minimum of four (4) stacking spaces before the ordering speaker and two (2) stacking spaces after the ordering speaker. Each vehicle stacking space in a drive-thru lane shall be a minimum of twenty (20) feet in length.

☐ A use with drive-thru lanes on each side of the store (two (2) lanes) shall accommodate a minimum of four (4) vehicle stacking spaces per lane with a minimum of two (2) stacking spaces before the ordering speaker and two (2) stacking spaces after the ordering speaker in each drive-thru lane. Each vehicle stacking space in a drive-thru lane shall be a minimum of twenty (20) feet in length.

☒ Speaker noise levels measured at the property line shall not exceed applicable City noise standards.

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 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 30 feet.

☒ That the following additional requirements shall apply to outdoor lighting fixtures in the O, PF, and all commercial and mixed use zone districts:

☒ All outdoor fixture lighting shall be a fully shielded fixture and focused to minimize light trespass and glare.

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☒ Outdoor lighting fixtures shall be turned off after close-of-business unless needed for safety or security, in which case the lighting shall be activated by motion sensor devices. Illuminated signs and parking lot lighting are excluded from this requirement.

☒ Lighting for signs, recreational facilities and decorative effects for building and landscape shall be fully shielded fixtures equipped with automatic timing devices and focused to minimize light glare and light trespass.

Dust Control:

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

☒ That any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

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BUILDING DIVISION
SPR 2020-036 (502-1137) (Office to Dry Cleaners)
11-20-2020
255 N 11th Ave

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 Reserved
- 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 Reserved
- 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**.

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6. That all special inspection reports be submitted to the Building Division prior to final inspection.

7. That all construction shall conform to **the Most Current Edition** (2019) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen.

8. 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.

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

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Hanford Fire Department

Contact Fire Marshal Christy Whittington @ 559-585-2594 or cwhittington@cityofhanfordca.com

concerning questions that you may have on the following conditions.

Site Plan Review: SPR 2020-36

Date: January 26, 2021

Project #: 502-1137

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 call **559-585-2545.**
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 2019 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.*** Please contact the Building department for submittal process.

6. ☐ For automatic sprinkler systems, ***a separate permit must be submitted***. Please contact the Building 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 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

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- 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.

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 Building Department for submittal process.

9. ☐ A hydrant will be required within 50 feet of the Fire Department connection. **Knox FDC Locking Caps** are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.

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:

    - Section 507or as required by appendix C of the 2019 CFC.

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

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19. ☐ Access road turning radius for fire apparatus is as follows:

- 20 feet, 1 inch inside turning radius
- 44 feet, 6 inch outside radius

20. ☐ Additional access roads may be required per CFC 2019 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.

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

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

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

23. ☐ Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING - FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

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:

- **Manual gates** with a chain lock require a **Knox Padlock** to be installed on them; or a **Knox Box** 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. (**See www.knoxbox.com for current models)**

- **Electric Gates** shall be equipped with an electric **Knox Key Switch,** at the gate location.
- 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.

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- 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. If there is an existing Know Box installed, contact the Fire Department to determine if it will suffice.

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 **Building** department for submittal information.

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

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.

33. ☐ Provide a Knox Box for all structures and gates. In accordance to the 2019 CFC 506.1. Location shall be approved by Hanford Fire Department.

34. ☐ Provide premises identification for all structures. Shall be visible from the street. A minimum of four (4) inch numbering on contrasting background. In accordance to the 2019 CFC 505.1

35. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I Hood. In accordance with the California Mechanical Code, and an automatic fire extinguishing system that is listed and labeled for its intended use.

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

36. ☐ Insulated liquid carbon dioxide systems used in beverage dispensing applications with more than 100 pounds (45.4kg) of carbon dioxide shall comply with 2019 CFC 5307.3.1

37. ☒ Facility to provide minimum 2A10BC type fire extinguishers. Provide location and number of fire extinguishers to be installed in accordance to CFC 906.

38. ☒ All exiting shall comply with California Fire and Building Code requirements. Requirements shall comply with section 10 of the 2019 CFC 1004.9

39. ☐ Posting of Occupant Load sign shall be provided if room or spaces used for Assembly, Classroom, Dining, or similar purposes having an occupant load of fifty (50) or more persons. Sign shall be placed in conspicuous location and near the main exit in accordance to CFC 1004.9

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

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

Utilities Division Comments

PROJECT: SPR 2020-36 (502-1137) 255 N 11th Ave – Dry Cleaner

General:

1. 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.

2. 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.).

3. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition.

Water:

1. 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.

2. 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 shall come off Centennial Drive and shall be bored.

3. That the developer shall furnish and install new water service assemblies as required to serve the project for purposes of fire suppression, domestic consumption, and landscape irrigation purposes, including meters and backflow or detector/check devices as applicable, all in accordance with City Standards.

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

6. That all backflow prevention assemblies shall be tested and approved prior to being placed in service by a certified technician, with a copy of test results being provided to the City Utility Division.

Sewer:

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

City of Hanford
Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

1. That the developer shall size sewer service lateral(s) to serve the project site in accordance with requirements of the Uniform Plumbing Code, latest edition. (Minimum six-inch lateral size.). All new services shall come off 11th Avenue and shall be bored.

2. That the developer shall furnish and install a floor drain inside any newly constructed Trash Enclosure.

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

John Doyel 03/07/22

PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

City of Hanford
Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

Engineering Division Comments

PROJECT: SPR 2020-36 (502-1137) 25s N 11th Ave – Dry Cleaner

General Requirements:

1. 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.

2. 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.

3. That the development is subject to a **$4,200.00** Grading Plan Review fee in accordance with City Resolution No. 10-31 R, or any revisions thereof. Grading Plan Review fee shall be paid prior to issuance of building permits.

4. That the development is subject to Engineering Plan Review and Inspection fee based on the cost of improvements required to be constructed within the public street right of way, in accordance with City Resolution No. 92-58-R, or any revisions thereof. Subject fees shall be payable prior to approval of improvement plans.

3. 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.

Map and Plan Requirements:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" size sheets for all required improvements. The plans shall be prepared by a licensed civil engineer, and shall include a site plan showing all on-site and off-site improvements, including but not limited to, sanitary sewer, storm drainage, and water system infrastructure, refuse enclosure locations, public street & parking lot improvements, landscape & irrigation systems and all other improvements as required by the project conditions of approval and the City of Hanford Standards and Specifications. Plans must be approved by the City of Hanford and any other affected agencies before issuance of building permits.

2. That prior to beginning any construction, or within twenty (20) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division four (4) bond copies of the approved set of

John Doyel — 03/07/22

PUBLIC WORKS DIRECTOR (559) 585-2571 — DATE

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

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

construction plans, and two (2) 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) bond copy of the approved set of improvement construction plans revised to reflect all field revisions and marked "RECORD DRAWING".

Drainage Requirements:

1. 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.

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

3. That a drainage/site improvement plan for development be prepared by a license civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to approved plan.

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

Curb, Gutter and Sidewalk Requirements:

1. That the existing concrete curbs, gutters and sidewalk located along the 11th Avenue and Eighth Street project frontages 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 and sidewalk installed in conformance with City Standards CO-11 and CO-15. The locations of any such curbs, gutters and sidewalks required to be reconstructed shall be shown on the engineered site improvement plans.

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

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

2. Developer shall install sidewalk along the Eighth Street frontage to the development limits in conformance with CO-15. (7.5 foot width)

Parking Lot Requirements:

1. That the design and construction of the parking lot improvements shall conform to City Standards GE-29 and GE-32.

2. That the driveway providing access to the trash enclosure be constructed to comply with City Std. requirements for structural capacity to handle the refuse trucks.

Driveway Approach:

1. The driveway approaches along 11th Avenue and Eighth Street shall be constructed per City Standard CO-39.

2. All existing drive approaches along Eight street that conflict with the Site Plan are to be removed and replaced with City Standard curb, gutter, and sidewalk.

DEVELOPMENT IMPACT FEES:

1. 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**. (450 sf addition on existing lot).**

A. That the development is subject to a **$857.35 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.

B. That the development is subject to a **$110.97 Water System Impact Fee** in accordance with City Resolution No. 98-54-R or any revisions thereof.

C. That the development is subject to a **$193.77 Wastewater System Impact Fee** in accordance with City Resolution No. 98-55-R or any revisions thereof.

D. That the development is subject to a **$0.00 Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revisions thereof.

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

City of Hanford
Department of Public Works
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E. That the development is subject to a **$33.71 Fire Protection Impact Fee** in accordance with City Resolution No. 98-52-R or any revisions thereof.

F. That the development is subject to a **$150.71 Police Protection Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

G. That the development is subject to a **$2,280 Refuse and Recycling Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

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

Refuse Division Comments

PROJECT: SPR 2020-36 (502-1137) 25s N 11th Ave – Dry Cleaner

General Requirements:

1. That one 10' x 20' inside clear dimension masonry block refuse enclosure with 6' high perimeter walls shall be constructed in accordance with City Std. GE-35, modified to include installation of 12" x 12" interior concrete curbs and 10' wide/6" thick concrete apron. If enclosure will be used to service restaurants then a separate grease bin container area shall be constructed in accordance with City standard GE-41. The refuse enclosure shall have gates of chain-link fencing with earth-tone color vinyl slats or other approved gate materials. The enclosure shall be architecturally compatible with surrounding buildings, and the location of the enclosure shall be approved by both the Public Works and Community Development Departments.

2. That nothing other than the city refuse bins shall be stored or kept in refuse enclosures.

3. That refuse enclosure gates shall be securely closed except when in use.

4. That refuse enclosures shall not be located adjacent to combustible construction or beneath windows or non-protected eaves.

5. That the applicant shall participate in all available waste recycling & reuse programs **including the new requirement for food waste separate bin service (if applicable)**.

6. That all onsite vehicle drive aisles and parking lot areas subject to refuse truck use for trash enclosure access shall be constructed in accordance with City Standard GE-32 Industrial Parking Lot pavement requirements to provide an adequate pavement structure section for refuse truck use.

John Doyel 03/07/22
PUBLIC WORKS DIRECTOR (559) 585-2571 DATE

Attachment: Attachment 2 - SPR 2020-36 Approval Letter (CUP 2021-01)

Notice of Exemption 2020-52

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 2021-01

Project Location – 255 N. 11th Avenue (APN 012-061-001, 012-061-002)

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

Description of Nature, Purpose and Beneficiaries of Project: Conditional Use Permit No. 2021-01, a request to convert a former office into a drive-thru dry cleaning business in the MX-D Downtown Mixed Use zone district.

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

Name of Person or Agency Carrying Out Project: David Bergren

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: 15303 New Construction or Conversion of Small Structures
☐ 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 15303 of the California Environmental Quality Act (CEQA) Guidelines. Section 15303 states that Class 3 exemptions consist of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. This project involves the conversion and reconstruction of less than four existing buildings with minor exterior site modifications not exceeding 10,000 square feet in floor area in an urbanized area.

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

Signature: _____ Date: April 12, 2022 Title: Assistant Planner

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

Attachment: Attachment 3 - Notice of Exemption No. 2020-52 (CUP 2021-01)

AGENDA
STAFF REPORT

MEETING DATE: 4/12/2022	**AGENDA SECTION:** 4

SUBJECT:
Vesting Tentative Tract 934: A request by Precision Civil Engineering, Inc. to subdivide 36.48 acres into 161 and a 66,216 sq. ft. storm drainage basin single-family residential lots in the R-L-5 Low-Density Residential zone district Mitigated Negative Declaration No. 2021-100: An initial study was prepared and it was determined that the project will not result in significant impacts to the environment with the incorporation of mitigation measures; therefore, Mitigated Negative Declaration 2021-100 has been prepared.

See attached staff report.

FISCAL IMPACT:

ATTACHMENTS:
Staff Report - Vesting Tentative Tract 934
Resolution No. 2021-29
Attachment 1 - Exhibit A: Tentative Tract 934
Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program
Attachment 3 - Exhibit C: Conditions of Approval
Initial Study/Mitigated Negative Declaration (Revised March 2022)

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
For Tuesday, April 12, 2022

NOTE: This matter was originally considered by the Planning Commission at its Regular Meeting of December 28, 2021. The Planning Commission took no action on that date in order to allow further study of traffic/vehicle miles traveled impacts pursuant to CEQA. The proposed Initial Study/Mitigated Negative Declaration (IS/MND) was revised to incorporate new substantial evidence. This matter was re-noticed and re-circulated for a 30-day public and agency comment period pursuant to CEQA and the CEQA Guidelines which opened on February 3 and closed at 5:00 p.m. March 4, 2022. One comment was received during the advertised public review period in the form of a letter dated March 4, 2022 from the California Department of Fish and Wildlife, Central Region office, (see Appendix D and responses from Live Oak Associates, Inc.)

A new public hearing notice was published and circulated pursuant to State law for the Planning Commission's regular meeting date of April 12, 2022. This Staff Report remains largely the same as the original Report presented to the Planning Commission on December 28, 2021, except those changes to this Report as a result of the recirculated IS/MND and minor revisions in response to the CDFW letter are shown as follows: **new** text added shown in *highlighted underlined italics*, **deleted** text shown in highlighted ~~strikeout~~.

PROJECT: **Vesting Tentative Tract 934:** A request by Precision Civil Engineering, Inc. to subdivide 36.48 acres into 161 and a 66,216 sq. ft. storm drainage basin single-family residential lots in the R-L-5 Low-Density Residential zone district.

Mitigated Negative Declaration No. 2021-100: An initial study was prepared and it was determined that the project will not result in significant impacts to the environment with the incorporation of mitigation measures; therefore, Mitigated Negative Declaration 2021-100 has been prepared.

LOCATION: The project is located at the southeast corner of 13th Avenue and Grangeville Boulevard (APN 009-050-001 through -005).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Certify Mitigated Negative Declaration No. 2021-100 for the project.
2. Adopt Resolution No. 2021-29, approving Vesting Tentative Tract 934.

RECOMMENDED MOTION

1. I move to certify Mitigated Negative Declaration No. 2021-100 for the project.

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

2. I move to adopt Resolution No. 2021-29, approving Vesting Tentative Tract 934.

PROJECT DESCRIPTION

Vesting Tentative Tract 934

The project is a request by Precision Civil Engineering, Inc. to subdivide 36.48 acres into 161 single-family residential lots and a 66,216 sq. ft. storm drainage basin in the R-L-5 Low-Density Residential zone district. The project surrounds two large-lot single-family residences, which are labeled as "not a part."

See proposed subdivision – **Attachment 1.**

BACKGROUND INFORMATION

Project Location

The project is located at the southeast corner of 13th Avenue and Grangeville Boulevard (APN 009-050-001 through -005).

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

Figure 1 – Aerial

Existing Land Use

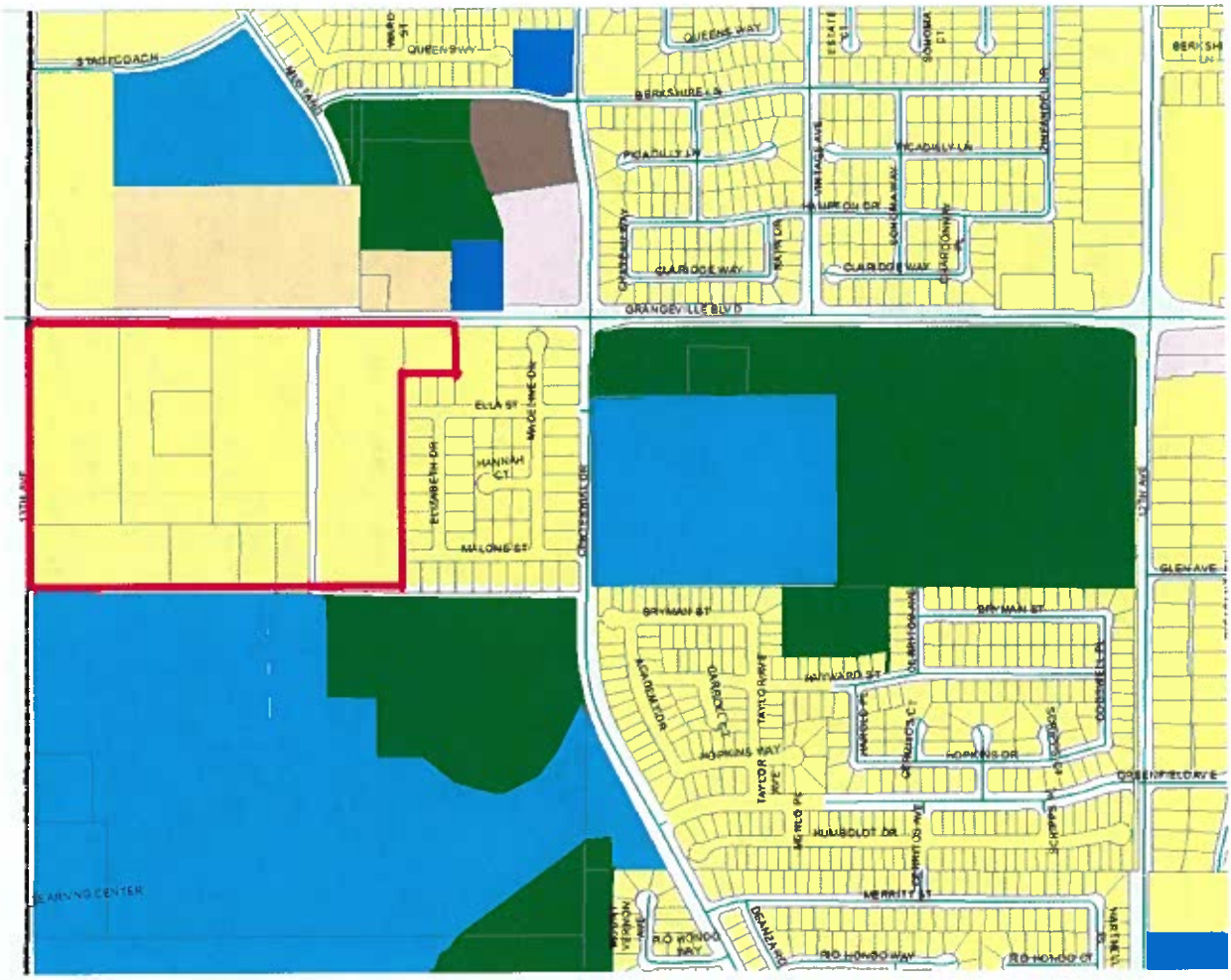
The property is comprised of agricultural land and large-lot single-family residences.

General Plan and Zoning Designation

The site is designated by the General Plan as Low-Density Residential and is zoned R-L-5 Low-Density Residential, in accordance with the General Plan.

Figure 2: General Plan Designation
Low-Density Residential

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)



Low-Density Residential Land Use Designation

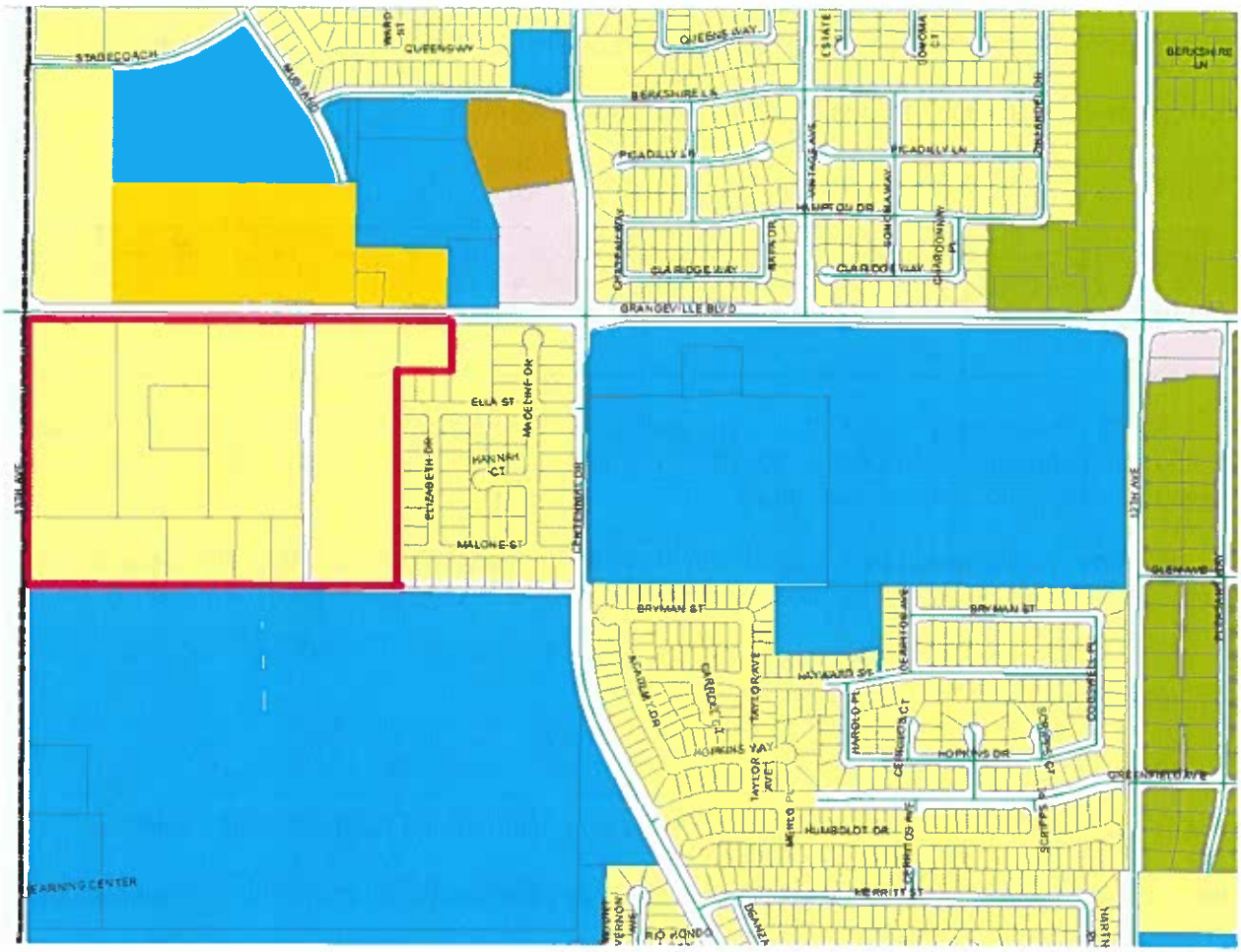
In accordance with the General Plan, the expected density range for Low-Density Residential is two to 10 units per gross acre, with an expected average of four units per gross acre. According to Land Use Policy L31, the purpose of the Low-Density Residential land use designation is to provide mainly 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.

R-L-5 Low-Density Residential Zone District

The property is zoned R-L-5 Low-Density Residential, 5,000 square-foot minimum lot size.

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

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)



PROJECT EVALUATION

Vesting Tentative Tract 934

Vesting Tentative Tract 934 is a request by Precision Civil Engineering, Inc. to subdivide 36.48 acres into 161 single-family residential lots and a 66,216 sq. ft. storm drainage basin in the R-L-5 Low-Density Residential zone district. The project surrounds two large-lot single-family residences, which are labeled as "not a part."

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

APN(s): 009-050-001, 009-050-002, 009-050-003, 009-050-004, and 009-040-005

Total Area: 36.48 gross acres

Number of Lots: 161 residential lots; a shared 66,216 sq. ft. basin (shown as Out lot A)

Number of Dwelling Units: 161 single-family residential dwelling units

Units per acre: 4.375 units per gross acre

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

Potential population increase: 2.98 persons per household x 161 households = 480 persons

Conformance with the R-L Low-Density Residential Zoning

Lot Area

Smallest	Largest	Average	Required in R-L-5
5,069 sq. ft. (Lot 73)	14,671 sq. ft. (Lot 126)	6,403 sq. ft.	5,000 sq. ft.

In the R-L-5 Low-Density Residential zone district, the minimum lot size shall be 5,000 square feet, except as prescribed in Section 17.10.100, which allows lot area less than 5,000 square feet with the application of various standards.

Analysis: The minimum lot size provided in Vesting Tentative Tract 934 is 5,069 square feet, which satisfies the minimum lot size requirement for the R-L-5 Low-Density Residential zone district.

Lot Dimensions

Lot Frontage

In the R-L-5 Low-Density Residential zone district, the minimum lot frontage shall be 40 feet.

Analysis: There is a minimum of 40 feet of lot frontage provided for all lots within the subdivision.

Lot Width

In the R-L-5 Low-Density Residential zone district, there shall be a minimum lot width of 50 feet for interior lots and 60 feet for corner lots.

Analysis: The majority of the lots within the subdivision are 50 feet for interior lots and upwards of 60 feet on corner lots, which satisfies the required lot width on interior and corner lots for the R-L-5 Low-Density Residential zone district.

Lot Depth

In the R-L-5 Low-Density Residential zone district, the lot depth shall be a minimum of 90 feet.

Analysis: The majority of the residential lots provided in Vesting Tentative Tract 934 are upward of 100 feet, which meets and exceeds the lot depth requirement for the R-L-5 Low-Density Residential zone district.

Density

In accordance with the General Plan, the expected density range for Low-Density Residential is two to 10 units per cross acre, with an expected average of four units per gross acre.

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

Analysis: The density provided for Vesting Tentative Tract 934 is 4.375 units per gross acre, which is within the allowable density range for the Low-Density Residential designation.

Dwelling Units per Lot

In the R-L-5 Low-Density Residential zone district, not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory dwelling unit in accordance with Section 17.60.030 (accessory dwelling unit standards) and State law.

Analysis: The lots are planned for single-family residential use. Accessory dwelling units would be permissible with an administrative approval, subject to the conditions set forth in 17.60.030 of the Hanford Municipal Code and State law.

Subdivisions Improvements

Street Improvements

Street improvements will include the following:

- Construction of residential streets within the subdivision to City Street Standard ST-32;

- Development of Grangeville Boulevard as an arterial street along the development frontage of the subdivision and the "Not a Part" portion, in conformance with City Standards ST-17 and ST-20, 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 Grangeville Boulevard, along the entire development frontage, concurrent with the submittal of development improvement plans. Reconstruction of Grangeville Boulevard, along the entire development frontage 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 south side of Grangeville Boulevard, including pavement reconstruction of existing roadway, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required.

    4. Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Grangeville Boulevard in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Grangeville Boulevard. If Developer is unsuccessful, City will attempt to acquire the right-of-way.

Backup Parkway Improvements

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

The developer will design and construct a minimum six-foot high decorative masonry block wall and landscaping/irrigation system improvements along the development frontages of 13th Avenue, Grangeville Boulevard, "K" Street, and "E" Street for lots backing onto said streets.

a. 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.

A 4 1/2-foot-wide meandering detached sidewalk along the development frontages of 13th Avenue and Grangeville Boulevard and a 4 ½ attached adjacent sidewalk along the K and E Street frontages.

Landscaping and irrigation system improvements along the development frontages of 13th Avenue and Grangeville Boulevard shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Works, Parks & Community Services, and Community Development Departments.

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

2. 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.

3. 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.

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.

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 development is required to comply with State of California Water Resources Control Board requirements, specifically related to the National Pollution Elimination System Permit process.

Water System

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

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 shall be extended within Grangeville Boulevard, from the eastern limits of subdivision to 13th Avenue. Improvements shall conform to the City's Water Master Plan.

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

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 streetlights 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 six-foot utility easement will be provided along all residential streets. The Blower's Ditch Easement will be maintained along E and K Street, as shown on the Tentative Map.

All proposed streets and street extensions, 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. All proposed landscape public utility easements.

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.

Assessment District

The developer will 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 13th Avenue and Grangeville Boulevard, "K" Street, and "E" Street, located as shown on the tentative subdivision map.

FINDINGS FOR APPROVAL

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. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 934. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 4.375 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That an initial study was conducted and subsequently revised *following the public hearing initially conducted at a regular meeting of the Planning Commission on December 28, 2021*. On the basis of the *revised* 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. 2021-100 has been prepared for the project. The *revised* initial study, Mitigated Negative Declaration No. 2021-100 and mitigation measures required of development are attached **(Attachment 2).**

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 934 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

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

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

ENVIRONMENTAL ASSESSMENT

That an initial study was conducted and subsequently revised *following the public hearing initially conducted at a regular meeting of the Planning Commission on December 28, 2021*. On the basis of the *revised* 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. 2021-100 has been prepared for the project. The *revised* initial study, Mitigated Negative Declaration No. 2021-100 and mitigation measures required of development are attached **(Attachment 2).**

PRE-CONSULTATION

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

1. Consultation from Michael Wilson with AT&T (Received July 23, 2021).
2. Consultation from Renee Creech with the Hanford Joint Union High School District (Received July 26, 2021).
3. Consultation from Samantha McCarthy, Cultural Specialist II with the Santa Rosa Rancheria Tachi-Yokut Tribe (Received July 27, 2021).
4. Consultation from Chad Curran with Pacific Gas and Electric Company (Received July 27, 2021).
5. Consultation from Oscar Gonzalez with Kings Area Rural Transit (Received July 29, 2021).
6. Consultation from Brian Clements, Director of Permit Services with the San Joaquin Valley Air Pollution Control District (Received August 11, 2021).

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

AT&T:

Consultation was received from Michael Wilson with AT&T on July 22, 2019, stating, "New subdivision to feed fiber in joint trench. AT&T will provide redlines to developer. Any relocation conditions should be relayed to me by developer or city (Grangeville aerial-to-aerial, I expect)."

Staff Analysis: The comment was forwarded to the Engineering Division to be incorporated in the Project's conditions of approval.

Renee Creech:

Consultation was received from Renee Creech with the Hanford Joint Union High School District

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on July 26, 2021, stating, "This project is another housing development in our school boundary that is already impacted. This causes issues for traffic, transportation, and classroom housing of students and staff."

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

Consultation was received from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe on July 27, 2021 providing the following, "The Tribe's concerns are that cultural materials and or human remains could be disturbed during this project. Therefore, the Tribe is requesting to add mitigation measures to the Conditional Use Permit regarding this project. The Tribe is also requesting that an archaeological survey be done, as well as an archaeological record search through the CHRS center and a SLF search with the NAHC."

Staff Analysis: An archaeological survey and archaeological record search was conducted – the contents of the study are considered confidential and are not attached to the initial study

After discussion with the Tribe, mitigation measures were identified, as follows:

- 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.

- Prior to ground disturbing activities, construction staff shall receive a cultural presentation by the Santa Rosa Rancheria regarding cultural resources and laws and regulations for the discovery of cultural resources and human remains.

- A Native American shall be present on ground disturbing activities.

- That a Burial Treatment Plan be entered in to by the applicant/property owner prior to any earth disturbing activities.

- A curation agreement shall be signed with the Santa Rosa Rancheria.

CHRIS Record Search

The Southern San Joaquin Information Center (SSJIC) conducted a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding area

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(0.5-mile radius, "Project Area") on September 13, 2021 (Confidential). The results indicate that the Project Area had been partly surveyed previously and that one (1) cultural resource, the historic Last Chance Ditch (CA-KIN-191H) crossed through it. Based on the map provided, the cultural resource is not located on the Project site.

SLF NAHC Record Search

A NAHSC Sacred Lands Files search was conducted on October 4, 2021. The search results were negative and did not indicate any known sacred sites or tribal cultural resources within the Project Area.

Phase I Survey

A Phase I cultural resources survey for the Project area was conducted by ASM Affiliates on September 14. 2021. No historical or archaeological resources of any kind were discovered within the Project Area. In addition, the previously recorded historical Last Chance Ditch was found to be abandoned and filled-in. Based on the proximity of the Project site to the Last Chance Ditch, the survey considers the site to be archaeologically sensitive. Following the suggestions of the Santa Rosa Rancheria Tachi Yokut Tribe, the survey recommends the aforementioned mitigation measures.

PG&E

Consultation was received from Chad Curran with PG&E, providing the following:

Thank you for submitting the 20-133 Tentative Map No.934 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/buildingandrenovation/overview/overview.page.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

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Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Staff Analysis: Such requirements shall be incorporated in the Project's Conditions of Approval.

Kings Area Rural Transit (KART)

Consultation was received from Oscar Gonzalez with KART, providing the following, "KART would like consideration for a bus stop 12' x 7' – sidewalk 7' wide from curb to sidewalk slab. At 12' x 7', we can fit a sign, bench, and trash can.

Staff Analysis: Such requirement has been included as a Condition of Approval of the project.

San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD)

Consultation was received from Brian Clemens with the SJVUAPCD, providing the following:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the City of Hanford (City). The project consists of a 161 single-family residential development (Project). The Project is located at Southeast Corner of 13th Avenue and West Grangeville Boulevard, in Hanford, CA (APN 009-050-001 through -005).

Project Scope

The Project consists of subdividing 36.48 acres into 161 single-family residential lots in the R-L-5 Low-Density Residential zone district.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants would 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).

Other potential significant air quality impacts related to Toxic Air Contaminants (see information below under Health Risk Assessment), Ambient Air Quality Standards, Hazards and Odors, may require assessments and mitigation. More information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at:
https://www.valleyair.org/transportation/GAMAQI.pdf

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The District offers the following comments:

1) Project Related Criteria Pollutant Emissions

The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions. The additional environmental review of the Project's potential impact on air quality should consider the following items:

1a) Construction Emissions:

The District recommends that the City consider the use of the cleanest reasonably available off-road construction practices (i.e. eliminating unnecessary idling) and 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 as a mitigation measure to reduce Project related impacts from construction related exhaust emissions.

1b) Project Related Operational Emissions:

Emissions from stationary sources and mobile sources should be analyzed separately. For reference, the District's annual criteria thresholds of significance for operational emissions are listed above.

1c) Recommended Model:

Project related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using CalEEMod (**Cal**ifornia **E**mission **E**stimator **Mod**el), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Voluntary Emission Reduction Agreement

If the Project is expected to have a significant impact, the District recommends the environmental document/assessment also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project. A VERA is a mitigation measure by which the project proponent provides pound-for pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate Project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-specific regional impacts on air quality can be fully mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District

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certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-specific regional emissions have been mitigated to less than significant. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the Draft EIR includes an assessment of the feasibility of implementing a VERA.

3) Health Risk Screening/Assessment

Located southeast of the Project, there is a sensitive receptors (i.e. Sierra Pacific High School). The Health Risk Assessment should evaluate the risk associated with sensitive receptors in the area and mitigate any potentially significant risk to help limit emission exposure to sensitive receptors.

A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TACs) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TACs are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. List of TACs identified by OEHHA/CARB can be found at: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants

The District recommends the development project(s) be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed.

   For your convenience, the District's prioritization calculator can be found at: http:www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.

ii) The District recommends a refined HRA for development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that development project applicants contact the District to review the proposed modeling protocol. A development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the Districts significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that development projects which result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

- HRA AERMOD model files

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- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- Contacting the District by phone for assistance at (559) 230-6000; or
- Visiting the Districts website (Modeling Guidance) at: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

4) Ambient Air Quality Analysis

An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. For development projects the District recommends that an AAQA be performed for the project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.

5) Vegetative Barriers and Urban Greening

The Project is located in a primarily rural area. However, there is a church approximately 1,700 feet west of the Project and the nearest school (Sierra Pacific High School) is located approximately 1,500 feet southeast of the Project. The District suggests the City of Hanford consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (i.e. school).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought resistant low maintenance greenery.

6) Solar Deployment in the Community

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City of Hanford consider the feasibility of incorporating solar power systems, as an emission reduction strategy for this Project.

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7) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm

8) Charge Up! Electric Vehicle Charger

To support further installation of electric vehicle charging equipment and development of such infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of this incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District suggests that the City and Project proponent consider the feasibility of installing electric vehicle chargers for this Project.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

9) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic For example, *Regulation II – Permits* encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

9a) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 50 residential units. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

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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

9b) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be 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 Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

The application for both the Construction Notification and Dust Control Plan can be found online at: https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

10) Other District Rules and Regulations

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

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

11) District Comment Letter

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

Staff Analysis: The District's comments are addressed in the initial study, and as follows:

The impact assessment for air quality focuses on potential effects the Project might have on air quality within the Hanford region. The SJVAPCD has established thresholds of significance for determining environmental significance. These thresholds separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of Project operations. Impacts will be evaluated both on the basis of CEQA Appendix G criteria and

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SJVAPCD significance criteria. The impacts to be evaluated will be those involving construction and operational emissions of criteria pollutants. The SJVAPCD has established thresholds for certain pollutants shown in Table 6.

Table 6

SJVAPCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
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

Source: SJVAPCD 2020

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as CEQA and NEPA documents, pre-project planning, compliance with local air quality rules and regulations, etc.

Short-Term Impacts

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust and exhaust pollutants generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture. Exhaust pollutants are the non-useable gaseous waste products produced during the combustion process. Engine exhaust contains CO, HC, and NOx pollutants which are harmful to the environment.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the Project area and may require frequent washing during the construction period.

PM10 emissions can result from construction activities of the Project. The SJVAPCD has determined that compliance with Regulation VIII and other control measures will constitute sufficient mitigation to reduce PM10 impacts to a level considered less-than significant for most development projects. Even with implementation of District Regulation VIII and District Rule 9510, large development projects may not be able to reduce project specific construction impacts below District thresholds of significance.

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Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or offsite. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this Project, construction emissions were estimated using CalEEMod Model defaults for construction equipment.

Table 7 shows the CalEEMod estimated construction emissions that would be generated from construction of the Project. Results of the analysis show that emissions generated from construction of the Project will not exceed the SJVAPCD emission thresholds.

Table 7

Project Construction Emissions (tons/year)

Summary Report	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$	CO2e
Project Construction Emissions (tons)	2.81	3.09	2.79	0.01	0.66	0.34	497.88
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

Long-Term Emissions

Long-Term emissions from the Project would be generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as lawn maintenance equipment.

Localized Operational Emissions – Ozone/Particulate Matter

Significance criteria have been established for criteria pollutant emissions as documented in Section 3.1. Operational emissions have been estimated for the Project using the CalEEMod Model and detailed results are included in Appendix A of the Initial Study.

Results of the CalEEMod analysis are shown in Table 8. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants.

Table 8

Project Operational Emissions (tons/year)

Summary Report	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$	CO2e
Project Opeational Emissions	7.89	1.63	2.17	0.02	1.66	0.47	2063.63
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

As noted previously, the Project will be subject to the SJVAPCD's Regulation VIII-Fugitive PM10 Prohibitions. Regulation VIII is comprised of District Rules 8011 through 8081, which are designed

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to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Localized Operational Emissions – Carbon Monoxide

The SJVAPCD is currently in unclassified/attainment for Federal standards and attainment for State standards for CO. An analysis of localized CO concentrations is typically warranted to ensure that standards are maintained. Segment counts in the immediate vicinity of the Project site along 13th Avenue and Grangeville Boulevard were obtained from the City of Hanford traffic counts which are typically updated every three years. Daily traffic counts along 13th Avenue and Grangeville Boulevard (see appendices) were adjusted to reflect 2021 and 2042 traffic and conditions. Adjusted counts were then compared to the Modified HCM-Based Level of Service (LOS) Tables (Florida Tables). Results of this analysis demonstrates that adjacent roadway segment will operate at LOS 'D' or better through the Year 2042. As a result, the overall CO concentrations at roadways and intersections in the study area would be less than significant.

Localized Operational Emissions – Toxic Air Contaminants (TAC)

The SJVAPCD's Guidance Document, Guidance for Assessing and Mitigating Air Quality Impacts – 2015, identifies the need for projects to analyze the potential for adverse air quality impacts to sensitive receptors. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the proposed Project is a Type B project in that it may potentially place sensitive receptors in the vicinity of existing sources. Type A projects would potentially place new toxic sources in the vicinity of existing receptors. Considering the components of the Project and the Source Categories provided in Table 4, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources.

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

TABLE 4

Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities*

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads [1]	- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). - Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. - Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

1: The recommendation to avoid siting new sensitive land uses within 500 feet of a freeway was identified in CARB's Air Quality and Land Use Handbook published in 2005. CARB recently published a technical advisory to the Air Quality and Land Use Handbook indicating that new research has demonstrated promising strategies to reduce pollution exposure along transportation corridors.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. Since the Project is not located within the recommended buffer distances associated with the sources found in Table 4, a health risk assessment is not needed at this time. As noted above, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources.

Localized Operational Emissions – Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor.

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For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the SJVAPCD. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The Project will not generate odorous emissions given the nature or characteristics of the Project. The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant.

Localized Operational Emissions – Naturally Occurring Asbestos (NOA)

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Construction of the Project may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021. Compliance with Rule 8021 would limit fugitive dust emissions from construction, demolition, excavation, extraction, and other earthmoving activities associated with the Project.

Indirect Source Review

The Project is subject to the SJVAPCD's ISR program, which is also known as Rule 9510. Rule 9510 and the Administrative ISR Fee Rule (Rule 3180) are the result of state requirements outlined in the California Health and Safety Code, Section 40604 and the State Implementation Plan (SIP). The purpose of the SJVAPCD's ISR program is to reduce emissions of NOx and PM10 from new projects. In general, new development contributes to the air-pollution problem in the Valley by increasing the number of vehicles and vehicle miles traveled.

Utilizing the ISR Fee Estimator calculator available on the SJVAPCD website, it was determined that the Project's total cost for emission reductions is $126,272.64 without implementation of

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emission reduction measures. The ISR Fee Estimator worksheets are included in the appendices. The fee noted above may be reduced dependent upon the formal ISR review process.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?*

Less than Significant Impact. The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. KCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Hanford 2035 General Plan. The Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

b) *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?*

Less than Significant Impact. The Kings County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM10, and nonattainment for Federal and State standards for PM2.5. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed in Section 4.1.1, the Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project is not characterized as cumulatively insignificant when project emissions fall below thresholds of significance. As discussed in Section 3.1, the SJVAPCD has

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established thresholds of significance for determining environmental significance which are provided in Table 6.

As discussed above, results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, no mitigation is needed.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Project is a Type B Project in that it may potentially place sensitive receptors in the vicinity of existing sources. The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. As noted above, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources. Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Short-Term Impacts

The annual emissions from the construction phase of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 7. Therefore, construction emissions associated with the Project are considered less than significant.

Long-Term Impacts

Long-Term emissions from the Project are generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. Table 8 summarizes the Project's operational impacts by pollutant. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants. Therefore, operational emissions associated with the Project are considered less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and

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- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project will not generate odorous emissions given the nature or characteristics of the Project.

Based on the assessment above, the Project will not generate potential odorous emissions or attract receivers and other sensitive receptors near existing odor sources. Therefore, no mitigation is needed.

1.1.1 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Air Quality related mitigation measures as identified in the Mitigation Monitoring and Reporting Program dated October 18, 2021.

PUBLIC COMMENTS

Noticing of the project was published in the newspaper on November 19, 2021 and mailed to property owners within 300 feet of the project site on November 18, 2021. 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 19 through December 9, 2021.

One public comment has been received by Thomas and Kathryn Enloe – **Attachment 3.**

Two additional public comments were received after the December 14, 2021, agenda packet had been published. They were distributed at the Planning Commission dais December 14, 2021, and are attached hereto: George Robles – **Attachment 4**
Kevin and Liza Robertson – **Attachment 5**

RECIRCULATION OF REVISED IS/MND AND PUBLIC COMMENTS

Re-noticing of the project and a new 30-day public review and comment period was re-published in the local newspaper on February 3, 2022. A new Notice of Intent to Adopt an IS/MND and the revised IS/MND including new substantial evidence to support a finding of no significant impact to traffic related to vehicle miles traveled was circulated to interested State Responsible and Trustee Agencies for a 30-day public review and comment period through the State Office of Planning and Research Clearinghouse (State Clearinghouse) pursuant to CEQA and the State CEQA Guidelines beginning on February 3, 2022 and ending on March 4, 2022.

Notice of the Project and Intent to Adopt an IS/MND was also mailed to property owners within 300 feet of the project site on February 3, 2022, and emailed to other interested parties, for the same 30-day public review and comment period.

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One comment letter dated March 4, 2022 was received from the California Department of Fish and Wildlife. The letter is included in its entirety in ***Appendix D*** *of the IS/MND along with responses provided by Live Oak Associates, Inc. (LOA), a qualified local biological consulting firm. Responses from LOA have recommended more effective mitigation measures to replace those in the original IS/MND. The more effective mitigation measures are not subject to recirculation pursuant to CEQA Guidelines 15073.5(c)(1.) and allow the original "Less than Significant" conclusion if they are adopted.*

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Certify *revised* Initial Study/Mitigated Negative Declaration No. 2021-100 for the project.

2. Adopt Resolution No. 2021-29, approving Vesting Tentative Tract 934.

Applicant:
Precision Engineering
1234 "O" Street
Fresno, CA 93711

Owner:
Lennar Homes of California, Inc.
8080 N Palm, Suite #110
Fresno, CA 93711

Attachment: Staff Report - Vesting Tentative Tract 934 (Vesting TT 934)

RESOLUTION 2021-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING VESTING TENTATIVE TRACT 934, A REQUEST BY LENNAR HOMES OF CALIFORNIA TO SUBDIVIDE 36.48 ACRES INTO 161 SINGLE-FAMILY RESIDENTIAL LOTS AND A SHARED 66,216 SQ. FT. BASIN IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED AT THE SOUTHEAST CORNER OF 13TH AVENUE AND GRANGEVILLE BOULEVARD (APN 009-050-001 THROUGH -005).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on April 12, 2022, by motion of Commissioner , and seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, Tentative Subdivision Map No. 934, **Exhibit A**, filed by Precision Engineering on behalf of Lennar Homes of California, a request to subdivide36.48 acres into 161 single-family residential lots and a 66,216-sq.-ft.-basin in the R-L-5 Low-Density Residential zone district, 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 southeast corner of 13th Avenue and Grangeville Boulevard (APN 009-050-001 through -005); and

WHEREAS, all notices related to conducting public hearings were prepared and published in compliance with State Government Code; and

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2021-100, 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

WHEREAS, in response to concerns raised by the California Department of Fish & Wildlife in a letter dated March 4, 2022, an investigative study was performed for the Project by Live Oak Associates, Inc., a qualified biological consulting firm, recommending biological Mitigation Measures more effective than and suitable to replace the mitigation measure previously proposed in the Mitigation Monitoring and Reporting Program contained in the IS/MND; 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

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby finds:

1. Pursuant to Section 15074.1 of the State CEQA Guidelines, the biological mitigation measures recommended by Live Oak Associates, Inc. are responsive to concerns raised by California Department of Fish and Wildlife and are equivalent to and more effective than the biological mitigation recommended in the Mitigation Monitoring and Reporting Program contained in the IS/MND and shall replace them; and

2. Said recommended biological measures meet the requirements of Section 15073.5(c)(1) of the State CEQA Guidelines making recirculation of the IS/MND unnecessary; and

Attachment: Resolution No. 2021-29 (Vesting TT 934)

3. No significant environmental impacts would result from the proposed project with the incorporation of all recommended mitigation measures contained in a Mitigation Monitoring and Reporting Program, attached as **Exhibit B,** and

4. The Mitigation Monitoring and Reporting Program contained in **Exhibit B** is hereby adopted; and

5. The Mitigated Negative Declaration No. 2021-100 was prepared consistent with CEQA and City of Hanford Environmental Guideline and is hereby approved.

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, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

   ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

   ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 934. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

   ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 4.375 dwelling units per gross acre.

5. Environmental Finding:

Attachment: Resolution No. 2021-29 (Vesting TT 934)

ANALYSIS: That an initial study was conducted. On the basis of the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2021-100 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 934 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 934, **Exhibit A,** subject to the conditions of approval, attached as **Exhibit C,** and the following:

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

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

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

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

I, **MARY E. BEATIE,** Interim 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 **12h** day of **April, 2022.**

Attachment: Resolution No. 2021-29 (Vesting TT 934)

Mary E. Beatie, Interim Community Development Director
Interim Secretary of the Planning Commission

Attachment: Resolution No. 2021-29 (Vesting TT 934)

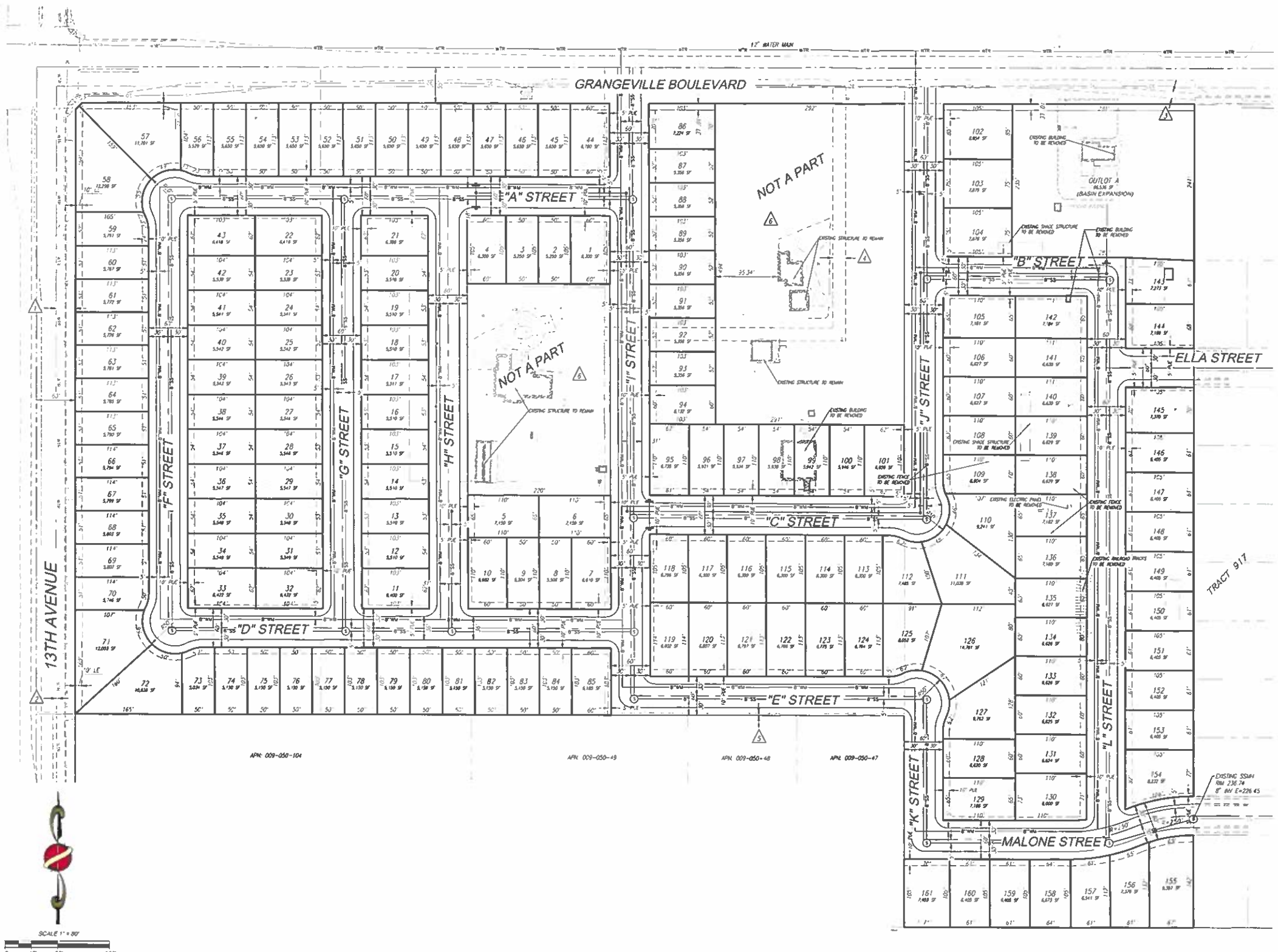
Exhibit A:
Vesting Tentative Tract 934

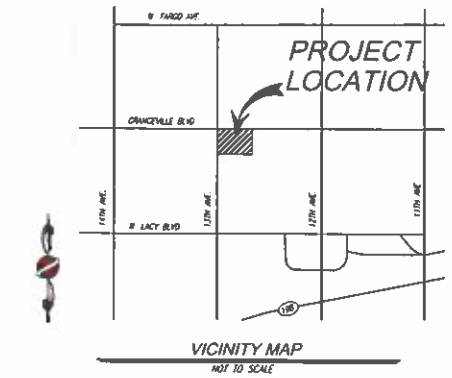
Attachment: Attachment 1 - Exhibit A: Tentative Tract 934 (Vesting TT 934)

Attachment: Attachment 1 - Exhibit A: Tentative Tract 934 (Vesting TT 934)

VESTING TENTATIVE TRACT MAP NO. 934

IN THE CITY OF HANFORD,
COUNTY OF KINGS, CALIFORNIA
PREPARED IN APRIL 2021 BY PRECISION CIVIL ENGINEERING, INC
SHEET 1 OF 1





VICINITY MAP
NOT TO SCALE

SITE INFORMATION

LAND USE
EXISTING USE: AGRICULTURAL LAND AND RESIDENTIAL
EXISTING GENERAL PLAN USE: LOW DENSITY RESIDENTIAL
PROPOSED: LOW DENSITY RESIDENTIAL
ZONING
EXISTING: R-1-5
PROPOSED: R-1-5
SITE AREA
GROSS AREA: 36.48 ACRES
NET AREA: 35.64 ACRES
NUMBER OF LOTS
161
NUMBER OF OUTLOTS
1
AVERAGE LOT AREA
6,403 SF
DENSITY
4.52 UNITS PER ACRE

ASSESSOR'S PARCEL NUMBERS
009-050-01, 02, 03, 04, & 05
SITE LOCATION
SOUTHEAST CORNER OF 13TH AVENUE AND WEST GRANGEVILLE BOULEVARD
SOURCE OF GAS
SoCalGas
SOURCE OF CABLE TV
COMCAST/AT&T
SUBDIVIDER
LENNAR HOMES OF CALIFORNIA, INC
8080 N. PALM AVE SUITE 110
FRESNO, CA 93711
559-437-3400
SOURCE OF SEWAGE DISPOSAL
CITY OF HANFORD
SOURCE OF ELECTRICITY
SO. CAL. EDISON CO
SOURCE OF WATER
CITY OF HANFORD

LEGEND

PUE	PUBLIC UTILITY EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE
LE	LANDSCAPE EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE
ROW	RIGHT OF WAY
	PROPOSED LOT LINE
	EXISTING RIGHT OF WAY
	EXISTING SECTION LINE
	EXISTING PROPERTY LINE
	EXISTING OVERHEAD LINE
	EXISTING SEWER MAIN
	EXISTING WATER MAIN
	EXISTING STORM DRAIN
	PROPOSED WATER MAIN
	PROPOSED STORM DRAIN
	PROPOSED SEWER MAIN
	CATCH BASIN (MAY CHANGE WITH FINAL DESIGN)
	EXISTING POWER POLE
	EXISTING TREE (SIZES VARY)
	SANITARY SEWER MANHOLE
1	GRANTED TO CITY OF HANFORD FOR PUBLIC STREET PURPOSES FOR 13TH AVENUE AND A PORTION OF WEST GRANGEVILLE BOULEVARD PER DOCUMENT NO. 1819734, RECORDED ON NOVEMBER 21, 2018, OPRC
2	SO. CAL. EDISON CO. EASEMENT PER DOCUMENT NO. 2010-00542, OPRC
3	SO. CAL. EDISON CO. EASEMENT PER DOCUMENT NO. 1803889, RECORDED ON MARCH 12, 2018, OPRC
4	NON-EXCLUSIVE ACCESS EASEMENT PER GIFT DEED PER DOCUMENT NO. 9008578, RECORDED ON JUNE 1, 1990, OPRC (NOTED IN 009-050-03 PRELIMINARY REPORT AND NOT NOTED IN 009-050-04 PRELIMINARY REPORT) (WILL BE QUITCLAIMED PRIOR TO THE FINAL MAP RECORDING)
5	BLOWER'S DITCH EASEMENT (WIDTH UNKNOWN)
6	TO BE EXCLUDED FROM PROJECT BOUNDARY PRIOR TO FINAL MAP BY LOT LINE ADJUSTMENT

STORM DRAIN NOTE

INLET LOCATIONS ARE APPROXIMATE AND MAY CHANGE PENDING FORMAL GRADING DESIGN

LEGAL DESCRIPTION

PARCEL 1:

THE WEST HALF OF THE EAST HALF OF THE SOUTH 10 ACRES OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 37, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, ACCORDING TO GOVERNMENT TOWNSHIP PLAT, APPROVED MARCH 31, 1855.

PARCEL 2:

AN EASEMENT FOR ROAD PURPOSES OVER THE SOUTH 25 FEET OF THE WEST HALF OF THE SOUTH 10 ACRES OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 37, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE GOVERNMENT TOWNSHIP PLAT APPROVED MARCH 31, 1855.

APN: 009-050-049

PARCEL 3:

THE WEST HALF OF THE SOUTH 10 ACRES OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 37, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, ACCORDING TO GOVERNMENT TOWNSHIP PLAT.

EXCEPTING THEREFROM MUCH AMEREST IN A STRIP OF LAND 26 FEET WIDE ALONG THE WEST SIDE OF SAID SECTION 37, AS CONVEYED TO THE COUNTY OF KINGS BY DEED RECORDED IN BOOK 1 AT PAGE 205 OF DEEDS OF SAY, KINGS COUNTY RECORDS. ALSO EXCEPTING THEREFROM AN EASEMENT FOR ROAD PURPOSES OVER THE SOUTH 25 FEET OF THE HEREINABOVE DESCRIBED PROPERTY FOR THE USE OF THE OWNERS OF THE EAST HALF OF THE SOUTH 10 ACRES OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SAID SECTION 37, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN. EXCEPT THAT PORTION CONVEYED 12/26/2018 INSTRUMENT NO. 31380.

APN: 009-050-050 (OLD) AND 009-050-104 (NEW)

PLANNING ● SURVEYING ● CIVIL ENGINEERING
1234 O STREET, FRESNO, CALIFORNIA 93721
TEL: 559.449.4500 FAX: 559.449.4515
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PRECISION CIVIL ENGINEERING, INC

PROJECT TITLE: 13TH AND GRANGEVILLE
SHEET DESCRIPTION: TENTATIVE TRACT MAP NO.2021-934
COUNTY OF: KINGS
CITY OF: HANFORD

PREPARED FOR:
LENNAR HOMES
8080 NORTH PALM AVE. SUITE 110
FRESNO, CA 93711
(559) 437-4200

REVISIONS

DRAWN BY: LC
CHECKED BY: DY
DATE: 5-14-2021

SHEET NUMBER: 1 OF 1
JOB NUMBER: 20-133

P:\CIVIL 3D PROJECTS\2020\20-133\SURVEY AND MAPPING\MAPS\EXHIBIT MAP NO.934.DWG 6/10/2021 11:15:07 AM

Exhibit B:
Mitigation Monitoring and Reporting Program

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

5 MITIGATION MONITORING AND REPORTING PROGRAM

This mitigation measure monitoring and reporting checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15097 and Section 21081.6 of the Public Resources Code (PRC). The Mitigation Monitoring and Reporting Program includes project-specific mitigation measures in the 2035 Hanford General Plan Update EIR ("EIR" noted before each mitigation measure) and mitigation measures identified in the Initial Study.

The timing of implementing each mitigation measure is identified in in the checklist, as well as identifies the entity responsible for verifying that the mitigation measures applied to a project are performed. Project applicants are responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Hanford is responsible for verifying that mitigation is performed/completed.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Agriculture					
MM AG-1. The Project shall comply with HMC Section 16.40.110 Right to Farm, sub-section (E) Disclosure and Recordation Requirements, "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	Verify compliance	During site plan review process	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

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." The Hanford Community Development Department is responsible for carrying out the notice, disclosure, and recordation required by the HMC.					
Air Quality					
EIR MM 4.3-1: Appropriate Siting of Sensitive Receptors The City of Hanford shall require residential development projects and projects categorized as sensitive receptors to be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations. In addition, the City of Hanford should require new air pollution point sources such as, but not limited to, industrial, manufacturing, and processing facilities to be located an adequate distance from residential areas and other sensitive receptors (see table below). **Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities** Source Category: Freeways and High-Traffic Roads Advisory Recommendations: Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with	Verify compliance	During site plan review process	Developer to provide (or comply), City of Hanford to verify.		

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	100,000 vehicles/day, or rural roads with 50,000 vehicles/day					
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center that accommodates more than 100 truck/day, more than 40 trucks with operating transport refrigeration units (TRU)/day, or where TRU operations exceed 300 hours/week. - Take into account the configuration of existing distribution centers and avoid located residences and other sensitive land uses near entry and exit points.					
Rail Yards	- Avoid siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches					

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Ports	- Avoid siting new sensitive land uses immediately downwind of ports in the most heavily affected zones. Consult local air districts or California Air Resources Board on the status of pending analyses of health risks.					
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult local air districts or other agencies to determine appropriate separation.					
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of chrome platers.					
Dry Cleaners Using Perchroloethylene	- Avoid siting new land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult local air district.					

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

	- Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.					
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons/year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.					
EIR MM 4.3-2: Appropriate Siting of Sensitive Receptors The table in Mitigation Measure MM 4.3-1 depicts the California Air Resources Board recommended buffer distances associated with various types of toxic air contaminants (TACs). Future development and infrastructure projects that are similar in nature to freeways and high-traffic roads, distribution centers, rail yards, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities shall require assessment to determine whether sensitive receptors would be exposed to TACs. The City of Hanford shall require or perform air toxic risk assessments to determine air toxic impacts on an as-needed basis.		Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

EIR MM 4.3-3: Odors Assessment The City of Hanford shall require an assessment of new and existing odor sources for future land use development projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the San Joaquin Valley Air Pollution Control District and best practices. Additionally, the City shall require conditions related to Conditional Use Permit approval associated with odors when necessary and on a case-by-case basis.	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		
Biological Resources					
EIR MM 4.4-1: Mitigation Recommendations to Reduce Impacts to Special-status Species and Habitat(s) New development shall implement all reasonable and feasible mitigation imposed by the City of Hanford in order to reduce impacts to special-status species and their habitat(s). The following is a list of ~~possible~~ mitigation [(MM BIO-4.4-1.1 - 4)] that the City of Hanford ~~could~~ [will]impose on [this] new development ~~on a case-by-case basis, as needed~~: • ~~Prepare biological assessment(s) that include recommendations to reduce impacts to special status species and habitat(s), including avoidance, minimization, and/or mitigation measures.~~	Identify necessary measures and verify compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

~~• Perform preconstruction survey(s) for special status species to identify the potential for construction-related impacts and need for avoidance, minimization, and/or mitigation measures.~~ ~~If, after all avoidance, minimization, and/or mitigation measures have been exhausted or are determined to not be feasible, then new development would have to consult with the applicable wildlife agencies in order to determine how to compensate for direct impacts to special-status species, including, but not necessarily limited to, the possibility of acquiring incidental take permits, developing conservation plans, agree upon phasing of new development to avoid certain sensitive breeding seasons, and/or compensating for the loss of habitat at an agreed upon ratio with the applicable wildlife agency.~~					
MM BIO-4.4-1.1: The Project shall implement the following measures to mitigate for possible disturbance to Swainson's hawks if they are nesting within 0.5 miles of the Project site: • **Avoidance.** If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson's hawk nesting season (March 1-September 15).	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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• **Pre-construction Surveys.** If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson's hawk nests following the survey methodology developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. • **Establish Buffers.** Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged. • **Monitor Nest.** Should construction activity be necessary within the designated buffer around an active Swainson's hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such					

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that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance. • **Nest Tree Replacement.** In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.					
MM BIO-4.4-1.2: The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site: • **Pre-construction Surveys.** Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes. • **Avoidance.** Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned. • **Exclusion.** If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements. o Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5" pipe with a plastic flap over the top. The one-way doors will be installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight					

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fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens. o The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist. o Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens. o Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes.					
MM BIO-4.4-1.3: The Project shall implement the following measures to mitigate for possibility that site conditions become slightly more favorable for burrowing owl pior to the start of construction of the Project:	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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• **Take Avoidance Survey.** A take avoidance survey for burrowing owls will be conducted by a qualified biologist within 30 days prior to the start of construction. This take avoidance survey will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 2012). The survey area will include all suitable habitat on and within 200 feet of Project impact areas, where accessible. • **Avoidance of Active Nests and Roosts.** If Project activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are identified within or near Project impact areas, a 200-foot disturbance-free buffer will be established around these burrows. During the non-breeding season (September 1-January 31), resident owls occupying burrows in or near Project impact areas will be avoided through the establishment of a 50-foot disturbance-free buffer or passively relocated to alternative habitat as described below. Smaller buffer areas during the non-breeding season may be implemented with the presence of a qualified biological monitor during all activities occurring within 50 feet of occupied burrows. Buffers will remain in place for the duration of Project					

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activities occurring within the vicinity of burrowing owl activity. • **Passive Relocation of Resident Owls.** During the non-breeding season (September 1-January 31), resident owls occupying burrows in Project impact areas may be passively relocated to alternative habitat. This activity would be conducted in accordance with a relocation plan prepared by a qualified biologist. Passive relocation may include one or more of the following elements: 1) establishing a minimum 50-foot buffer around all active burrowing owl burrows, 2) removing all suitable burrows outside the 50-foot buffer and up to 200 feet outside of the impact areas as necessary, 3) installing one-way doors on all potential owl burrows within the 50-foot buffer, 4) leaving one-way doors in place for 48 hours to ensure owls have vacated the burrows, and 5) removing the doors and excavating the remaining burrows within the 50-foot buffer.					
MM BIO-4.4-1.4: The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

• **Avoidance.** In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season. • **Preconstruction Surveys.** If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required. • **Establish Buffers.** Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such					

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that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.					
EIR MM 4.4-2: Mitigation Recommendations to Reduce Impacts to Riparian Habitat, Sensitive Natural Communities and/or Wetlands New development shall implement all reasonable and feasible mitigation imposed by the City of Hanford in order to reduce impacts to riparian habitat, sensitive natural communities, and/or wetlands. The following is a list of possible mitigation that the City of Hanford could impose on new development on a case-by-case basis, as needed: • As part of the biological assessment(s) preparation, include analysis of, and recommendations to reduce impacts to, riparian habitat, sensitive natural communities, and/or wetlands, including avoidance, minimization, and/or mitigation measures.	Identify necessary measures and verify compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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• Perform wetland delineation(s) in compliance with current wildlife agency standards. • If, after all avoidance, minimization, and/or mitigation measures have been exhausted or are determined to not be feasible, then new development would have to consult with the applicable wildlife agencies in order to determine how to compensate for direct impacts to riparian habitat, sensitive natural communities, and/or wetlands including, but not necessarily limited to, obtaining Clean Water Act 401 and 404 permits, acquiring Lake and Streambed Alteration Agreement(s), and compensating for the loss of riparian habitat, sensitive natural communities, and/or wetlands at an agreed upon ratio with the applicable wildlife agency.					
Cultural Resources					
MM CR-1. 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 shall be taken before construction may continue.	Submittal of Documentation and/or Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM CR-2. Prior to ground disturbing activities, construction staff shall receive a cultural presentation by the Santa Rosa Rancheria regarding cultural resources	Presentation	Prior to Project Construction	Developer to provide (or comply), City of		

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

and laws and regulations for the discovery of cultural resources and human remains.			Hanford to verify.		
MM CR-3. A Native American monitor shall be present for ground disturbing activities.	Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM CR-4. A Burial Treatment Plan shall be signed by the applicant/property owner prior to any earth disturbing activities.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM CR-5. A curation agreement shall be signed with the Santa Rosa Rancheria.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
Greenhouse Gas Emissions					
MM 4.7-1: Quantifying Individual Project Emissions The City of Hanford shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction in adherence to San Joaquin Valley Air Pollution Control District and California Air Resources Board guidelines in order to reduce emissions.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		

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Public Services					
MM PUB-1. The Developer shall pay the Fire Protection Department Impact Fees.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM PUB-2. The Developer shall pay the Police Protection Development Impact Fees.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM PUB-3. *The Developer shall pay the School Impact Fees.*	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM PUB-4. The Developer shall pay the Park Facilities Impact Fees and comply with the Quimby Act Requirements.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Attachment 2: - Exhibit B: Mitigation Monitoring and Reporting Program (Vesting TT 934)

Exhibit C:
Conditions of Approval

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 934 (REVISION 1)
CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Low-Density Residential

Zoning: R-L-5 Low-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

General Requirements:

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

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

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

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

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

☒ That Vesting Tentative Tract 934 be developed consistent with the approved tentative tract map, attached as **Exhibit A.**

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

Special Condition:

☒ That following consultation received from Oscar Gonzalez with Kings Area Rural Transit (KART) on July 29, 2021, which stated, "KART would like consideration for a bus stop 12'x7'-sidewalk 7' wide from curb to sidewalk at 12'x7'. We can fit a Bench and Transit Can."

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

The applicant shall be required to consult with KART to establish a location for a proposed bus stop for the Project.

☒ The proposed shed structure located east of H Street on the parcel shown as "Not a Part", shall either 1) be removed; or 2) the proposed parcel line to the west of the structure be adjusted so that it meets the minimum 15-foot rear yard setback. One of the two options must be completed prior to the recording of the final map.

Right-to-Farm:

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

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

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

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

Zoning:

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

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

Dwelling Units per Lot (Section 17.10.050)

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

Coverage (Section 17.10.060)

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

Building Setback Area (Section 17.10.070)

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

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

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

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

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

Distance between Structures (Section 17.10.080)

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

Height of Structures (Section 17.10.090)

☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

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

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

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

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

Usable Open Space (Section 17.10.150)

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

Landscaping (Section 17.10.160)

☒ That landscaping be provided in accordance with Section 17.52 Landscape Standards of the Hanford Municipal Code.

☒ That except for driveways and approved parking areas all yard areas and setback areas visible from the street shall be landscaped with live plant materials and ornamentation common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.

☒ That two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two shall be planted 12 feet (no greater or no less) from the face of the font lot line street curb.

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

☒ That there shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.

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

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

Environmental Requirements:

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

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

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

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

Noise:

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

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

Rooftop Equipment HMC Section 17.50.100

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

Outdoor Lighting Standards HMC Section 17.50.140

☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.

☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.

☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.

☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.

☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.

☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:

- ☒ Standard window and door awnings
- ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

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Dust Control:

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

☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

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BUILDING DIVISION
TT 934 (504-0541)
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 retains the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.

2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.

3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

4. That all landscaping requires permits and must meet requirements at time of installation.

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

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

Hanford Fire Department

Contact Fire Marshal Christy Whittington @ 559-585-2594 or cwhittington@cityofhanfordca.com

concerning questions that you may have on the following conditions.

Site Plan Review: Tract Map N0.934 -Rev 1

Date: 10/04/2021

Project #: 504-0541

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 call **559-585-2545.**
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 2019 Ca.Fire Code. Provide most current fire flow information for this location.
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.*** Please contact the Building department for submittal process.
6. ☒ For automatic sprinkler systems, ***a separate permit must be submitted***. Please contact the Building 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 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

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- 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.

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 Building Department for submittal process.

9. ☐ A hydrant will be required within 50 feet of the Fire Department connection. **Knox FDC Locking Caps** are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.

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:

    - Section 507or as required by appendix C of the 2019 CFC.

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

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19. ☒ Access road turning radius for fire apparatus is as follows:

- 20 feet, 1 inch inside turning radius
- 44 feet, 6 inch outside radius

20. ☒ Additional access roads may be required per CFC 2019 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.

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

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

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

23. ☐ Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING - FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

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:

- **Manual gates** with a chain lock require a **Knox Padlock** to be installed on them; or a **Knox Box** 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. **(See www.knoxbox.com for current models)**

- **Electric Gates** shall be equipped with an electric **Knox Key Switch,** at the gate location.
- 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.

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- 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. If there is an existing Know Box installed, contact the Fire Department to determine if it will suffice.

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 **Building** department for submittal information.

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

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.

33. ☐ Provide a Knox Box for all structures and gates. In accordance to the 2019 CFC 506.1. Location shall be approved by Hanford Fire Department.

34. ☒ Provide premises identification for all structures. Shall be visible from the street. A minimum of four (4) inch numbering on contrasting background. In accordance to the 2019 CFC 505.1

35. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I Hood. In accordance with the California Mechanical Code, and an automatic fire extinguishing system that is listed and labeled for its intended use.

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36. ☐ Insulated liquid carbon dioxide systems used in beverage dispensing applications with more than 100 pounds (45.4kg) of carbon dioxide shall comply with 2019 CFC 5307.3.1

37. ☐ Facility to provide minimum 2A10BC type fire extinguishers. Provide location and number of fire extinguishers to be installed in accordance to CFC 906.

38. ☐ All exiting shall comply with California Fire and Building Code requirements. Requirements shall comply with section 10 of the 2019 CFC 1004.9

39. ☐ Posting of Occupant Load sign shall be provided if room or spaces used for Assembly, Classroom, Dining, or similar purposes having an occupant load of fifty (50) or more persons. Sign shall be placed in conspicuous location and near the main exit in accordance to CFC 1004.9

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

City of Hanford
Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

PROJECT: Tract 934 Lennar Homes – SE 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-Landscape and PUE
    b.) Grangeville Boulevard – Ten feet – Landscape and PUE
    c.) K Street – as noted on Tentative Map
    d.) E Street – as noted on Tentative Map
    e.) All residential streets – Six feet-PUE

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 — PUBLIC WORKS DIRECTOR (559) 585-2571

11/18/21 — DATE

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Department of Public Works
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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, Lots 11-21 from H Street, the Not a Part from H Street, and the Not a Part from I Street and shall be indicated on the subdivision final map.

Street Improvements:

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

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

   a. Grangeville Boulevard shall be developed as an arterial street, along the development frontage of the subdivision and the "Not a Part" portion. All improvements shall be constructed in conformance with City Standards ST-17 and ST-20, 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 Grangeville Boulevard, along the entire development frontage, concurrent with the submittal of development improvement plans. Reconstruction of Grangeville Boulevard, along the entire development frontage 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 south side of Grangeville Boulevard, including pavement reconstruction of existing roadway, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required

      4. Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Grangeville Boulevard in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Grangeville Boulevard. If Developer is unsuccessful, City will attempt to acquire the right-of-way.

John Doyel — 11/18/21
PUBLIC WORKS DIRECTOR (559) 585-2571 — DATE

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City of Hanford
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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 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 Grangeville Boulevard. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Grangeville Boulevard 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 Works 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 Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 13th Avenue, Grangeville Boulevard, "K" Street and "E" Street for lots backing onto said streets:

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

   b. A 4 1/2-foot-wide meandering detached sidewalk along the development frontages of 13th Avenue and Grangeville Boulevard and a 4 ½ attached adjacent sidewalk along the K and E Street frontages.

   c. Landscaping and irrigation system improvements along the development frontages of 13th Avenue and Grangeville Boulevard shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Works, Parks & Community Services, 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.

John Doyel — 11/18/21
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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.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for Public Works 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.

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 Works 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.

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 Grangeville Boulevard, from the eastern limits of subdivision to 13th Avenue. Improvements shall conform to the City's water master plan.

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

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

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

6. That the development may be subject to a reimbursement agreement for the installation of the 12-inch water line within Grangeville Boulevard from an adjacent development.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping located along the property frontages of 13th Avenue and Grangeville Boulevard, "K" Street and "E" Street located as shown on the tentative subdivision map.

2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision interior street lighting and decorative fencing.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof. Fee payable with each building permit.

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.

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11/18/21 — DATE

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8. That development is **NOT** 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 — 11/18/21

PUBLIC WORKS DIRECTOR (559) 585-2571 — DATE

Attachment: Attachment 3 - Exhibit C: Conditions of Approval (Vesting TT 934)

LENNAR RESIDENTIAL SUBDIVISION

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Lot Line Adjustment
Vesting Tentative Tract No. 934

Initial Study prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines

Prepared for
City of Hanford
Community Development Department
317 N. Douty Street
Hanford, CA 93230

Prepared by
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

November 2021
Recirculated February 2022
Revised March 2022 (response to comments)

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

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NOTE TO READER:

This Initial Study/MND was originally circulated from November 19, 2021, to December 9, 2021, and is being recirculated pursuant to CEQA Guidelines Section 15073.5 RECIRCULATION OF A NEGATIVE DECLARATION PRIOR TO ADOPTION. Per CEQA Guidelines Section 15073.5:

> *(a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Section 15072 and 15073.*
>
> *(b) A "substantial revision" of the negative declaration shall mean:*
>
> *(1) A new, avoidable significant effect is identified, and mitigation measures or project revisions must be added in order to reduce the effect of insignificance, or*
>
> *(2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.*

Since the Initial Study/MND was originally circulated, the lead agency identified new substantial evidence for the evaluation of impacts related to Vehicle Miles Traveled (VMT). As a result, the Traffic Study and VMT Analysis were revised by Peters Engineering Group on January 28, 2022, to utilize the new substantial evidence. It can be concluded that, based upon the new substantial evidence, that the Project's VMT impact will be less than significant thereby changing the impact conclusion from less than significant with mitigation incorporated, to less than significant with no mitigation measures required. Revisions are indicated by red text in Section 4.17 TRANSPORTATION and Section 4.6 ENERGY.

In addition, modifications have been made to this document in conformance to CEQA Guidelines section 15073.5(c) in response to a letter received from the California Department of Fish and Wildlife dated March 4, 2022. The general response is provided below, with a more detailed response provided in Section 4.4 BIOLOGICAL RESOURCES.

Response

The Notice of Intent to adopt a Mitigated Negative Declaration for the proposed project was published on February 3, 2022, at which time this IS/MND was routed to responsible and trustee agencies for comment. One comment letter was received during the comment period and has been attached to this document as Appendix D. This comment letter, submitted by CDFW, is addressed below.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

These responses consist of clarifications and substitution of more effective mitigation measures and are not "substantial revisions" as outlined in Section 15073.5, and thus do not require recirculation. Specifically, section 15073.5(c) of the CEQA Guidelines provides 4 separate circumstances where recirculation is not required; this Project qualifies under circumstance number 1 as described below:

1) *Mitigation Measures are replaced with equal or more effective measures pursuant to section 15074.1.*

   The city will substitute/expand on Mitigation Measures EIR MM 4.4-1 included in the Mitigation and Monitoring Reporting Program (MMRP) Checklist of this Initial Study/ Mitigated Negative Declaration (IS/MND) prepared for Tentative Tract Map No. 934 in order to make the mitigation more effective. Compliance with Section 15074.1 is described further below.

As indicated above, substituted mitigation measures must comply with Section 15074.1, which states the following (analysis below each item):

15074.1. SUBSTITUTION OF MITIGATION MEASURES IN A PROPOSED MITIGATED NEGATIVE DECLARATION.

(a) *As a result of the public review process for a proposed mitigated negative declaration, including any administrative decisions or public hearings conducted on the project prior to its approval, the lead agency may conclude that certain mitigation measures identified in the mitigated negative declaration are infeasible or otherwise undesirable. Prior to approving the project,* ***the lead agency may, in accordance with this section, delete those mitigation measures and substitute for them other measures which the lead agency determines are equivalent or more effective.***

   The city will substitute/expand on Mitigation Measures EIR MM 4.4-1 included in the Mitigation and Monitoring Reporting Checklist included in the Initial Study/ Mitigated Negative Declaration (IS/MND) prepared for Tentative Tract Map No. 934.

(b) Prior to deleting and substituting for a mitigation measure, the lead agency shall do both of the following:

1) *Hold a public hearing on the matter. Where a public hearing is to be held in order to consider the project, the public hearing required by this section may be combined with that hearing. Where no public hearing would otherwise be held to consider the project, then a public hearing shall be required before a mitigation measure may be deleted and a new measure adopted in its place.*

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Item will be considered by Planning Commission during a public hearing, which will be combined with a hearing on Vesting Tentative Tract No. 934.

2) *Adopt a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.*

This finding will be included in the Planning Commission Resolution for the proposed project. The modified mitigation measures have been proposed by a qualified biologist and based on a field survey and are thus, more effective than the original mitigation measures.

(c) *No recirculation of the proposed mitigated negative declaration pursuant to Section 15072 is required where the new mitigation measures are made conditions of, or are otherwise incorporated into, project approval in accordance with this section.*

Substituted conditions of approval will be made conditions of approval (compliance with MMRP is a standard condition of approval).

(d) *"Equivalent or more effective" means that the new measure will avoid or reduce the significant effect to at least the same degree as, or to a greater degree than, the original measure and will create no more adverse effect of its own than would have the original measure.*

Substituted conditions of approval will be more effective given that they are more specific than the more general mitigation measures and this specificity will ensure that Special-Status Species and Habitat will not be impacted. In addition, these substituted mitigation measures have been prepared by a qualified biologist and based on a field survey.

The mitigation measures will be substituted as described in the Biological Resources and Mitigation Monitoring and Reporting Checklist contained within this document.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of City of Hanford (City) to address the environmental effects of the proposed Lennar Residential Subdivision (Vesting Tentative Tract Map No. 934; Lot Line Adjustment No. 2021-05) (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. The City of Hanford is the Lead Agency for this proposed Project. The site and the proposed Project are described in detail in Section 2 PROJECT DESCRIPTION.

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, et seq.), also known as the CEQA Guidelines, Section 15064 (a)(1) states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels. A negative declaration (ND) may be prepared instead if the lead agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a ND or mitigated ND shall be prepared for a project subject to CEQA when either:

a. The IS shows 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

b. The IS identified potentially significant effects, but:

> *1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed MND and IS is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and*
>
> *2. 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.*

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1.2 Document Format

This IS/MND contains five chapters plus appendices. SECTION 1 INTRODUCTION provides bases of the IS/MND's regulatory information and an overview of the proposed Project. SECTION 2 PROJECT DESCRIPTION provides a detailed description of proposed Project components. SECTION 3 DETERMINATION concludes that the Initial Study is a mitigated negative declaration, identifies the environmental factors potentially affected based on the analyses contained in this IS, and includes with the Lead Agency's determination based upon those analyses. SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS presents the CEQA checklist and environmental analyses for all impact areas and the mandatory findings of significance. A brief discussion of the reasons why the Project impact is anticipated to be potentially significant, less than significant with mitigation incorporated, less than significant, or why no impacts are expected is included. SECTION 5 MITIGATION MONITORING AND REPORTING PROGRAM presents the mitigation measures recommended in the IS/MND for the Project. The Air Quality/Greenhouse Gas Impact Assessment, Traffic Study and VMT Analysis, and Pre-Consultation Letters, and CDFW Comment Letter and Response are provided as Appendix A, Appendix B, Appendix C, and Appendix D respectively, at the end of this document.

1.3 Pre-consultation Letters Received

- Consultation from Renee Creech with the Hanford Joint Union High School District on July 26, 2021
- Consultation from Chad Curran with Pacific Gas and Electric Company on July 27, 2021
- Consultation from Michael Wilson with AT&T on July 23, 2021
- Consultation from Oscar Gonzalez with Kings Area Rural Transit (KART) on July 29, 2021
- Consultation from the SJVAPCD on August 11, 2021
- Consultation from the Hanford Fire Department on October 14, 2021
- Consultation from the Santa Rosa Rancheria Tachi Yokut Tribe on July 27, 2021

Letters can be provided by the City of Hanford upon request. Contact the Community Development Department at (559) 585-2580 or 317 N Douty Street, Hanford, CA 93230.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2 PROJECT DESCRIPTION

This section describes the components of the proposed Project in more detail, including project location, project objectives, and required project approvals.

2.1 Project Title

Lennar Residential Subdivision (Vesting Tentative Tract Map No. 934; Lot Line Adjustment No. 2021-05)

2.2 Lead Agency Name and Address

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

2.3 Contact Person and Phone Number

Lead Agency

Gabrielle de Silva Myers
Senior Planner
(559) 585-2578

Applicant

Lennar Homes of California, Inc.
8080 N Palm, Suite #110
Fresno, CA 93711

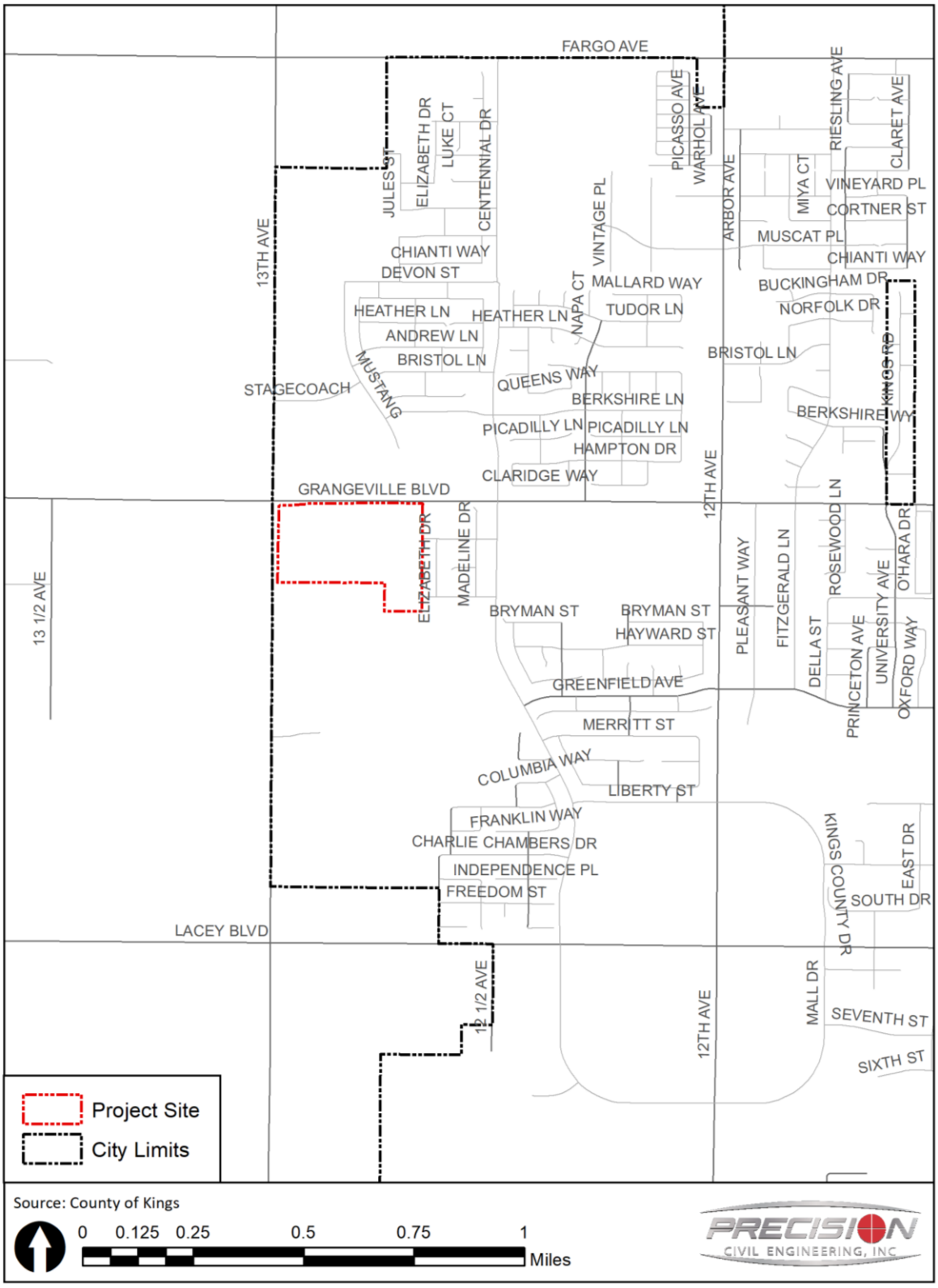
2.4 Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721

2.5 Project Location

The proposed Project is located in the southeastern area of the city of Hanford, California on the southeast corner of 13th Avenue and Grangeville Boulevard approximately 1.7 miles north of State Route-198 (SR-198) (see Figure 2-1). The site consists of four (4) parcels that total approximately 36.48-acres (gross). The site is identified as APNs 009-050-01, 009-050-02, 009-050-03, and 009-050-04 of Kings County and is a portion of Section 27, Township 18 South, Range 21 East, Mount Diablo Base and Meridian.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



CITY OF HANFORD - LENNAR CENTRAL VALLEY PROJECT
INITIAL STUDY

Created: 9/27/2021

Figure 2-1 Project Vicinity Map

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2.6 Latitude and Longitude

The centroid of the Project area is 36.34129960049618, -119.68891697174561.

2.7 General Plan Designation

The Project site has a General Plan land use designation of Low Density Residential (Figure 2-2). In accordance with the General Plan, the expected density range for Low Density Residential is two (2) to 10 dwelling units per acre (du/ac), with an expected average of four (4) du/ac. According to the General Plan 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.*" ***Policy L32*** states that permitted use include *"Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood."* ***Policy L33*** regulates that the sizes of new individual lots shall range from 5,000 to 10,000 square feet (sf.). The Project would allow for the construction of 161 single-family lots with the density of 4.52 du/ac and a minimum lot size of 5,000 sf., which is consistent with the General Plan.

2.8 Zoning

The Project site is in the R-L-5 Low-Density Residential Zone District (Figure 2-3). The City of Hanford Municipal Code (HMC) allows residential uses, such as single-family dwellings, supportive housing, transitional housing, and residential care facilities, in the R-L-5 zone. Other permitted uses are day cares, park or playgrounds, public schools, and storm drainage basins. The development standards for the R-L-5 Zone District and the dimensions for the proposed Project are outlined in Table 2-1.

Table 2-1 R-L-5 Development Standards

R-L-5 Development Standards			Proposed Project
Lot Area (minimum)		5,000 sf.	5,000 sf. (average: 6,403 sf.)
Lot Dimensions (minimum)			
Lot Frontage		40 feet (ft.)	43 ft.
Lot Width	Interior	50 ft.	50 ft.
	Corner	60 ft.	60 ft.
Lot Depth		90 ft.	99 ft.
Setbacks	front	15 ft.	15 ft.
	rear	15 ft.	15 ft.
	side	5 ft. (interior), 10 ft. (property line)	5 ft. (interior) and 10 ft. (property line)
Distance between structures (minimum)		10 ft.	10 ft.
Maximum Height		35 ft.	35 ft.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

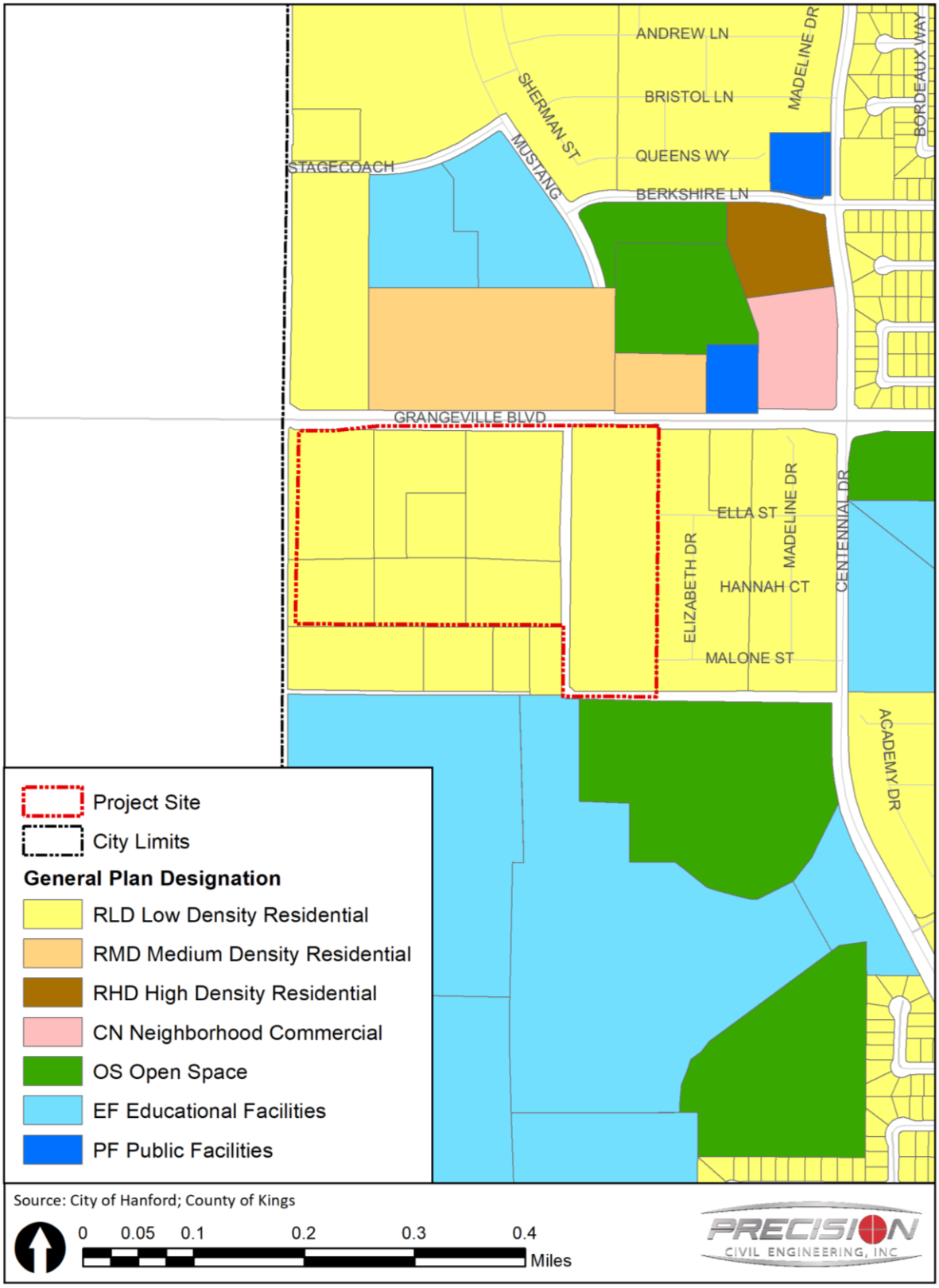


Figure 2-2 General Plan Designated Land Use

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

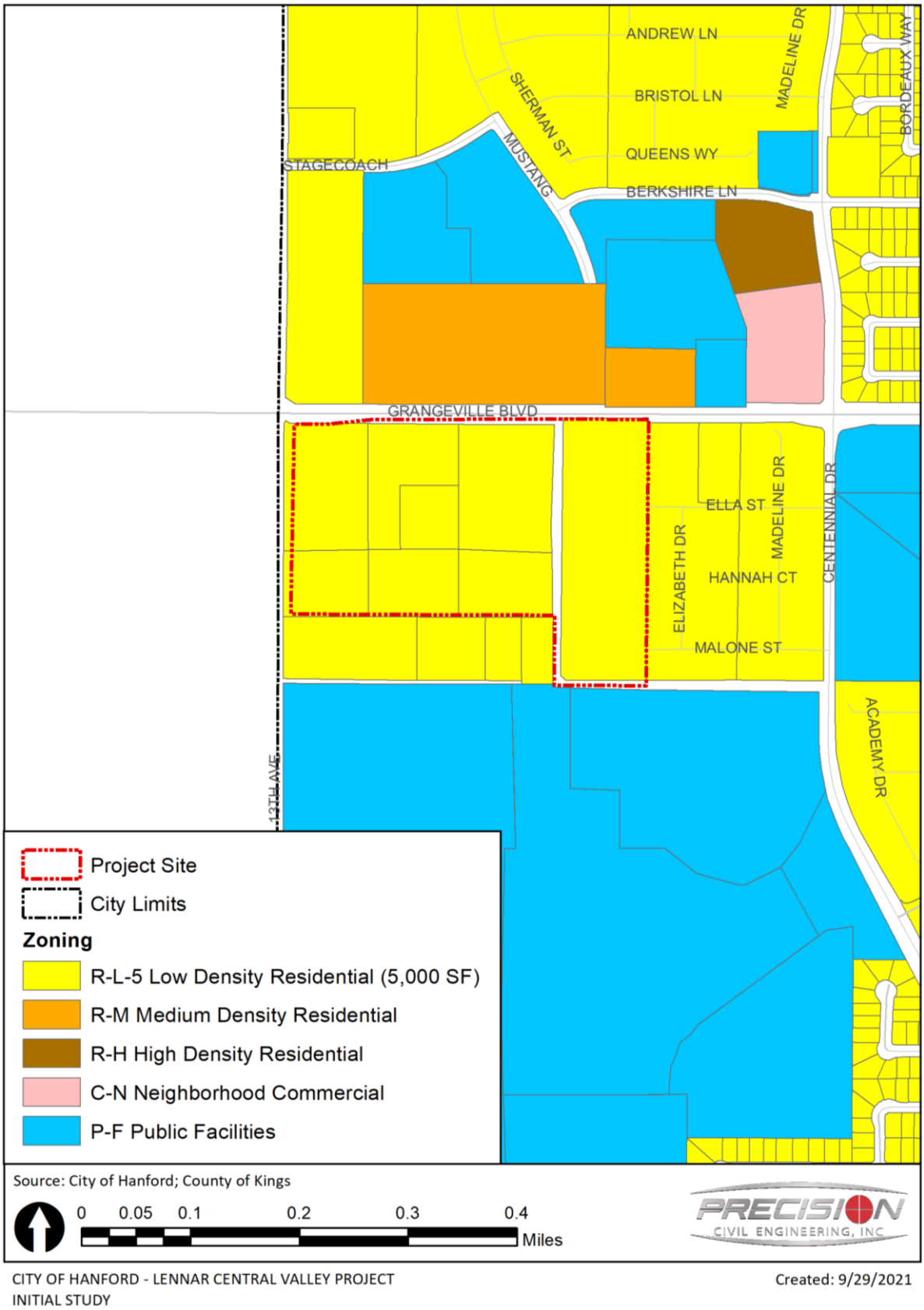


Figure 2-3 Current Zoning

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2.9 Description of Project

The proposed Project includes a tentative tract map (Vesting Tentative Tract No. 934) and lot line adjustment (Lot Line Adjustment No. 2021-05) to facilitate the development of a residential development in the city of Hanford. The Project would allow for the construction of a residential subdivision that consists of 161 single-family lots (4.52 du/ac) to occupy approximately 36.48-acres located on the southeast corner of 13th Avenue and Grangeville Boulevard in Hanford, CA (APNs 009-050-01, 009-050-02, 009-050-03, and 009-050-04). The minimum proposed lot is 5,000 sf. and the average lot area is 6,403 sf. The Project also proposes a 1.53-acre outlot (Outlot A) for an onsite stormwater drainage basin.

2.10 Site and Surrounding Land Uses and Setting

The existing site contains two (2) single-family residential sites located at 12819 Grangeville Boulevard, Hanford, CA 93230 and 12779 Grangeville Boulevard, Hanford CA 93230. The existing residential sites are to remain and will be excluded from the Project boundary by a lot line adjustment prior to final map approval. Vehicular access to Grangeville Boulevard will be provided for both sites. The Project site also contains buildings and structures associated with the Northstar Veterinary Services Clinic located at 12701 Grangeville Boulevard, Hanford, CA 93230. These structures will be removed as a part of the Project in order to expand the basin (i.e., Outlot A). No street frontage improvements are present (i.e., no curb, gutter, sidewalk, storm drains, or streetlights).

The site is relatively flat with a Nord Complex soil type that is well drained, has medium runoff, with more than 80-inch water table depth. The existing biotic site conditions and resources of the Project site can be defined primarily as agricultural. There are trees, shrubs, and herbaceous vegetation surround and are fully contained within the existing residential sites. There are also several trees along the site's northerly perimeter adjacent to Grangeville Boulevard. These trees are not protected and will be removed.

Historically, the Project site and vicinity have been designated and operated as agricultural land. Grangeville Boulevard, a two (2)-lane east-west arterial forms the northerly Project site boundary and 13th Avenue forms the westerly Project site boundary. As referenced in Table 2-2, the Project site is surrounded by agricultural and/or single-family residential land to the south, east, and west, and vacant land to the north. The properties to the north, south, and east are zoned and planned for residential uses.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Table 2-2 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from the Project site	Existing Land Use	Planned Land Use	Zone District
North	Vacant	Low Density Residential, Medium Density Residential	R-L-5: Low Density Residential (5,000 sf.), R-M: Medium Density Residential
South	Agriculture and single-family residential	Low Density Residential, Open Space	R-L-5: Low Density Residential (5,000 sf.), P-F: Public Facilities
East	Agriculture and single-family residential	Low Density Residential	R-L-5: Low Density Residential (5,000 sf.)
West	Agriculture	County - Agriculture	County - Agriculture

2.11 Project Entitlements

The Project requires approval of Vesting Tentative Tract Map No. 934 and Lot Line Adjustment No. 2021-05. The Vesting Tentative Tract Map will allow for the subdivision of the site and the lot line adjustment will adjust the property lines of affected parcels (APNs 009-050-01, 02, 03, and 04).

2.12 Site Preparation

Site preparation would include demolition and removal of existing structures related to Northstar Veterinary Services Clinic in addition to trees and crops to accommodate the Project. Site preparation would include typical grading activities to ensure an adequately graded site for drainage purposes. Site preparation would also include minor excavation for the installation of utility infrastructure, for conveyance of water, sewer, stormwater, and irrigation. Site preparation would not affect the two (2) existing residential sites, as those sites will be excluded per the lot line adjustment.

2.13 Project Components

This section describes the overall components of the Project, such as the proposed buildings, landscape, vehicle and pedestrian circulation, and utilities.

Demolition

Existing structures related to Northstar Veterinary Services Clinic in addition to trees and crops would be subject to demolition to accommodate the Project.

Site Layout and Elevations

As shown in Figure 2-4, the Project proposes the construction of 161 single-family lots (4.52 units per acre) to occupy approximately 36.48-acres. The minimum proposed lot is 50-ft. by 100-ft., or 5,000 sf., and the average lot area is 6,403 sf. The Project also proposes one outlot for a stormwater drainage basin.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

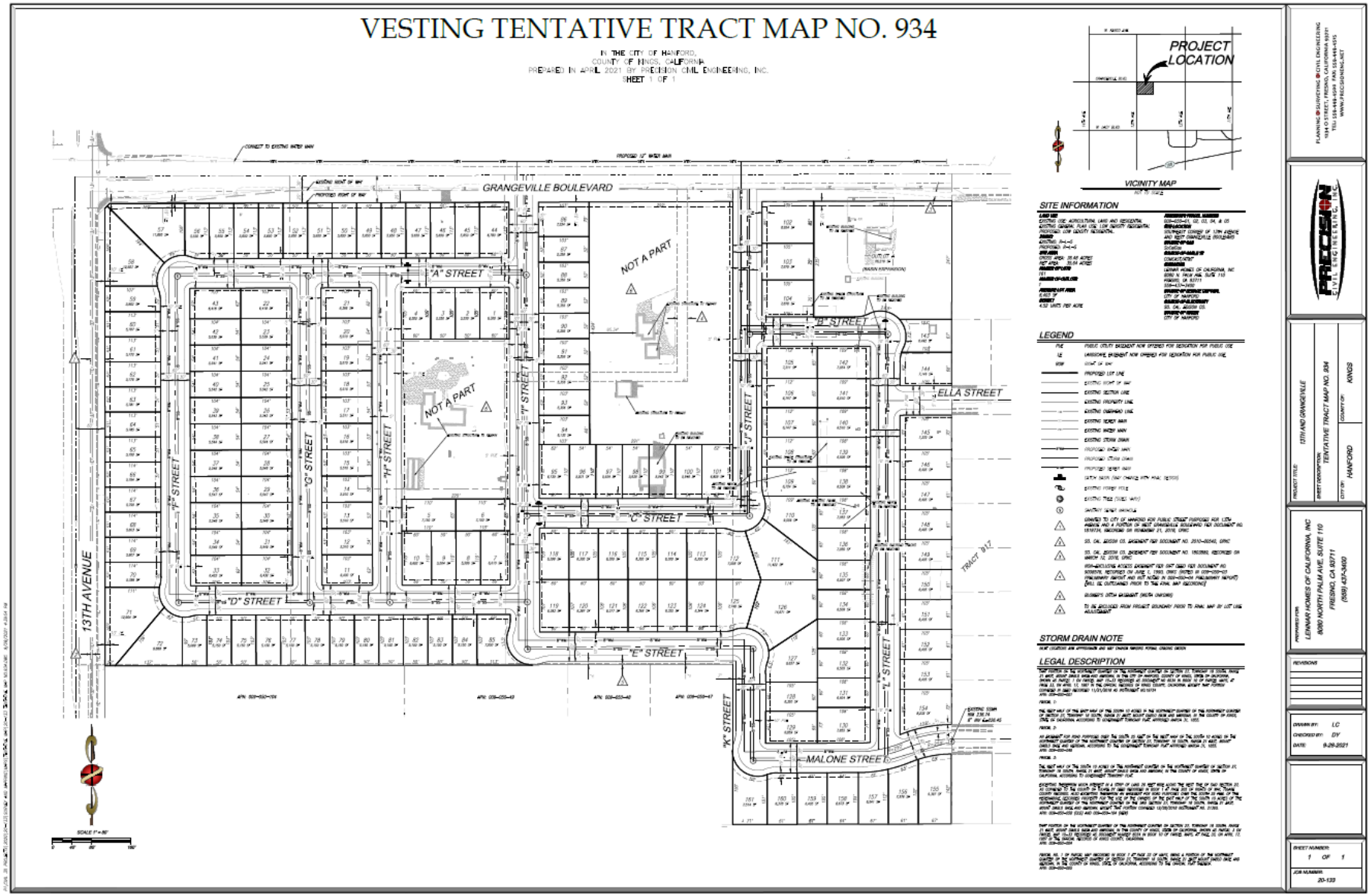


Figure 2-4 Project Site Plan

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Site Circulation and Parking

Grangeville Boulevard, a two (2)-lane east-west arterial forms the northerly Project site boundary and 13th Avenue, a two (2)-lane north-south major arterial forms the westerly Project site boundary. The primary access points to the subdivision are proposed on Grangeville Boulevard at "I Street" (future local) and "J Street" (future local). No access is proposed from 13th Avenue. The portions of Grangeville Boulevard and 13th Avenue will be improved with curb, gutter, sidewalk, landscaping, and streetlights. The Project would also be connected to the existing, adjacent residential subdivision to the east by "Ella Street" and "Malone Street" (existing and future locals). Local streets (60-ft. width) contained within the subdivision will include sidewalk, curb, gutter, landscaping, and parking lanes.

Utilities

The Project is subject to provision of utilities and service systems. Utilities for the site would consist of water, sewer, electric, cable, gas, and stormwater infrastructure. The Project would include installation of a 12-inch water main along Grangeville Boulevard to connect to the existing water main in addition to eight (8)-inch water mains and eight (8)-inch sewer mains throughout the subdivision. The Project also proposes a 1.53-acre outlot (Outlot A) for an onsite stormwater drainage basin.

2.14 Required Project Approvals

The City of Hanford requires the following review, permits, and/or approvals for the proposed Project. Other approvals not listed below may be required as identified through the entitlement process. In addition, other agencies may have the authority to issue permits prior to implementation of the Project as listed below.

- Grading Permit
- Encroachment Permit
- Building Permit
- Sign Permit
- San Joaquin Valley Air Pollution Control District
- California Regional Water Quality Control Board

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2.15 Technical Studies

The analysis of the Project throughout this Initial Study relied in part on the technical studies listed below prepared for the Project, as well as other sources, including, but not limited to, Draft Environmental Impact Report (EIR) SCH No. 2015041024 prepared for the City of Hanford 2035 General Plan Update.

- **Appendix A:** Air Quality & Greenhouse Gas Impact Assessment prepared by VRPA Technologies, Inc. on September 30, 2021.
- **Appendix B:** Traffic Study and VMT Analysis prepared by Peters Engineering Group. The study and analysis were amended on January 28, 2022.
- **Appendix C:** Pre-Consultation Letters received by the City of Hanford.
- **Appendix D:** CDFW Comment Letter dated March 4, 2022, and Response to CDFW Comment Letter prepared by Live Oaks Associates, Inc. on March 16, 2022.

A Phase I cultural resources survey for the Project area was conducted by ASM Affiliates on September 14. 2021. The report is confidential and is therefore not provided in this initial study; however, results are incorporated herein.

2.16 Consultation with California Native American Tribes

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

The City of Hanford conducted tribal consultation pursuant to AB 52 and SB 18. In response, the City received pre-consultation from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested that an archeological survey be conducted in addition to a California Historical Resources Information System (CHRIS) search and Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC). In addition, the Tribe has requested the following Mitigation Measures (MM) to be incorporated with the proposed Project:

> ***MM CR-1.*** *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 shall be taken before construction may continue.*
>
> ***MM CR-2.*** *Prior to ground disturbing activities, construction staff shall receive a cultural presentation by the Santa Rosa Rancheria regarding cultural resources and laws and regulations for the discovery of cultural resources and human remains.*
>
> ***MM CR-3.*** *A Native American monitor shall be present for ground disturbing activities.*
>
> ***MM CR-4.*** *A Burial Treatment Plan shall be signed by the applicant/property owner prior to any earth disturbing activities.*
>
> ***MM CR-5.*** *A curation agreement shall be signed with the Santa Rosa Rancheria.*

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

3 DETERMINATION

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follow in this Chapter, environmental factors not checked below would have no impacts or less than significant impacts resulting from the project. Environmental factors that are checked below would have potentially significant impacts resulting from the project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal and Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire

The analyses of environmental impacts in SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS result in an impact statement, which shall have the following meanings.

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less than Significant with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (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).

3.2 Determination

The environmental analysis contained in the Initial Study and Mitigated Negative Declaration was prepared for the Lennar Residential Subdivision (Vesting Tentative Tract Map No. 934; Lot Line Adjustment No. 2021-05), in accordance with the California Environmental Quality Act (CEQA), CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND is tiered from the 2035 General Plan Update Program Level Environmental Impact Report (EIR) (SCH No. 2015041024), certified by the City Council on April 18, 2017, for which Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR.

Pursuant to Public Resources Code Section 21157.1 and California Environmental Quality Act (CEQA) Guidelines Section 15177, this Project has been evaluated with respect to each item on the attached environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the 2035 General Plan Update EIR. After conducting a review of the adequacy of the 2035 General Plan Update EIR pursuant to Public Resources Code, Section 21157.6(b)(1), the City of Hanford Community Development Department, as Lead Agency, finds that no substantial changes have occurred with respect to the circumstances under which the EIR was certified and that no new information, which was not known and could not have been known at the time that the EIR was certified as complete, has become available.

This completed environmental impact checklist form and its associated narrative reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the Project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines and the CEQA.

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All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this Project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

Based upon the evaluation guided by the environmental checklist form, it was determined that there are no foreseeable impacts from the Project that are additional to those identified in the 2035 General Plan Update EIR, and/or impacts which require mitigation measures not included in the EIR Mitigation Monitoring and Reporting Program. The completed environmental checklist form indicates whether an impact is potentially significant, less than significant with mitigation, or less than significant.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the Project or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an EIR and have been mitigated to the extent feasible. With the Project-specific mitigation imposed, there is no substantial evidence in the record that this Project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the 2035 General Plan Update EIR. Both the EIR Mitigation Monitoring and Reporting Program and the Project-specific Mitigation Monitoring and Reporting Program will be imposed on this Project.

The Initial Study has concluded that the Project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the CEQA Guidelines. The finding is, therefore, made that the Project will not have a significant adverse effect on the environment.

On the basis of this initial evaluation (to be completed by the Lead Agency):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and 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 that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

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☐ 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 EIR 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.

Approved By:

Mary E. Beatie, Interim Director Date
City of Hanford, Community Development Department

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4 EVALUATION OF ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?				X
b)	Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?				X
c)	In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

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4.1.1 Environmental Setting

The city of Hanford is located within Kings County in the San Joaquin Valley in central California in an area that can be characterized as urban agricultural. The city is predominately flat with minimal natural watercourses; no scenic vistas are identified by the Hanford General Plan. The Project site is in the northwestern area of the city of Hanford, situated on the southeast corner of Grangeville Boulevard and 13th Avenue approximately 1.7 miles north of SR-198. According to the California Scenic Highway Mapping System, there are no adopted or eligible state scenic highways within the city of Hanford. The nearest eligible state scenic highway is a portion of SR-198, which is approximately 15.5-miles southeast of the Project site. [1]

In general, the Project site is within an area of the city that is predominately characterized by residential, educational, and recreational development. The property to the east of the Project site is developed with an existing single-family residential subdivision that would be connected to the proposed Project by two (2) local streets. In addition, the property to the north of the Project site across Grangeville Boulevard is currently undergoing construction to develop a single-family residential subdivision. Regarding educational development, Sierra Pacific High School and the College of the Sequoias are located to the south of the Project site and Frontier Elementary is located to the north. Silver Oaks Park and Hanford Sports Complex and are located less than a quarter mile to the north and south of the site, respectively. As a result, the area is characterized by a mix of development types and uses, as well as typical infrastructure, such as roadways, streetlights, parking lot lights, and ambient light sources typical of residential development.

4.1.2 Impact Assessment

a) Have a substantial adverse effect on a scenic vista?

No Impact. The Hanford General Plan does not identify or designate scenic vistas within the City or Sphere of Influence. In addition, the Project site does not contain any visual features or historic resources as identified in the General Plan. As a result, the Project would not adversely affect scenic vistas and no impact would occur as a result of the Project.

[1] Caltrans. California State Scenic Highway System Map. Accessed on October 1, 2021, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

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b) Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?

No Impact. According to the California State Scenic Highway Program, there are no officially designated State Scenic Highways in the city of Hanford. The closest eligible scenic highway is a portion of SR-198 that is approximately 15.5 miles from the Project site. As such, the proposed Project would not damage scenic resources, including trees, rock out-croppings, and historic buildings within a state scenic highway and no impact would occur as a result of the Project.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The Project site is within an area of the city that can be considered urbanized. The area generally comprises residential, educational, and recreational development with infrastructure, such as roadways, streetlights, parking lot lights, and ambient light sources typical of such development. The Project proposes a single-family residential development within the R-L-5 Zone District and would thereby be required to comply with the design requirements contained in *Chapter 17.10 Low Density Residential* Zones of the HMC. Through compliance with the applicable zoning and other regulations governing scenic quality, the Project would result in a less than significant impact.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Generally, lighting impacts are associated with artificial lighting in evening hours either through interior lighting from windows or exterior lighting (e.g., street lighting, parking lot lighting, landscape lighting, cars, and trucks). Development of the Project site would incrementally increase the amount of light from streetlights, exterior lighting, and vehicular headlights in addition to light and glare from construction activities. Such sources could create adverse effects on day or nighttime views in the area. As such, the Project would be required to comply with *Section 17.50.140 – Outdoor Lighting Standards* of the HMC, which contain specific, enforceable requirements and/or restrictions intended to prevent light and glare impacts:

Hanford Municipal Code – Section 17.50.140 Outdoor Lighting Standards

D. General Outdoor Lighting Standards. The following requirements and standards shall apply in all zone districts for the installation and use of outdoor lighting fixtures.

1.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.

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2.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.

3.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.

4.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.

5.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 the following:

a. Eighteen (18) feet in height, when located within fifty (50) feet of any residential zone district; and

b. Twenty-five (25) feet in height when located within fifty-one (51) to one hundred fifty (150) feet of any residential zone district; and

c. Thirty (30) feet in height when located more than one hundred fifty (150) feet from any residential zone district; and

d. Fifty (50) feet in height when located in the RC regional commercial zone or freestanding light fixtures for public outdoor recreational facilities.

E. Specific Outdoor Lighting Standards. In addition to the general outdoor lighting standards stated in subsection D, the following additional requirements shall apply to outdoor lighting fixtures in the R-L, R-M, R-H, and OR zone districts:

1. Mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.

2. Freestanding light fixtures, including freestanding parking lot 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.

In addition, the Project would be subject to compliance with Title 24 – Residential Lighting Design Guide which would reduce impacts related to nighttime light. The lighting design guide covers outdoor spaces including regulations for mounted luminaires (i.e., high efficacy, motion sensor controlled, time clocks, energy management control systems, etc.). As such, conditions imposed on the Project by the City of Hanford pursuant to the HMC and Title 24 would reduce light and glare impacts to a less than significant impact.

4.1.3 Mitigation Measures

None required.

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4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?		X		
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?			X	

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4.2.1 Environmental Setting

The Project site is located within the city limits of Hanford. The existing land use of the subject site is agriculture; however, the site is planned for low-density residential uses and is within the R-L-5 Low Density Residential Zone District. The site does not contain forestry resources such as forest land or timberland.

Farmland Monitoring and Mapping Program

The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP) that provides maps and data for analyzing land use impacts to farmland. The FMMP produces the Important Farmland Finder as a resource map that shows quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status, in addition to many other physical and chemical characteristics. The highest quality land is called "Prime Farmland" which is defined by the FMMP as *"farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date."* According to the FMMP, California Important Farmland Finder, the Project site is categorized as Prime Farmland, Semi-Agricultural and Rural Commercial Land, and Rural Residential Land. [2]

Hanford General Plan

The Hanford 2035 General Plan EIR, adopted April 15, 2017, contemplated the conversion of farmland within the Hanford Planning Area, inclusive of the Project site, to non-agricultural uses and determined the impact to be significant and unavoidable, with no feasible mitigation measures available. A Statement of Overriding Considerations was adopted for the significant and unavoidable impact to Agriculture, demonstrating that the environmental impacts are "acceptable" due to the project benefits and considerations.[3]

[2] California Department of Conservation. (2018). California Important Farmland Finder. Accessed on October 1, 2021, https://maps.conservation.ca.gov/DLRP/CIFF/

[3] Council of the City of Hanford. (2017). Resolution of the certifying environmental impact report SCH no. SCH No. 2015041024. Statement of Overriding Considerations.

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California Land Conservation Act

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter contracts with private landowners to restrict parcels of land agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The Project site is not subject to the Williamson Act Contract.

4.2.2 Impact Assessment

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?

Less than Significant Impact with Mitigation Incorporated. The Project site is currently used for agricultural operations and is partially designated as "Prime Farmland" according to the FMMP. Thus, the Project would result in the conversion of prime farmlands to non-agricultural use. However, the General Plan EIR analyzed impacts of urban growth on agricultural land, including the conversion of the Project site to low-density residential uses, and found impacts to be significant and unavoidable. Based on this finding, the City issued and adopted a Statement of Overriding Considerations. However, because the Project would result in the conversion of farmland and is within one (1)-mile of the city limits, the Project shall be subject to comply with *Mitigation Measure (MM) AG-1* to offset any potential impacts. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

> *MM AG-1. The Project shall comply with HMC Section 16.40.110 Right to Farm, sub-section (E) Disclosure and Recordation Requirements, "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." The Hanford Community Development Department is responsible for carrying out the notice, disclosure, and recordation required by the HMC.*

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b) In accordance with the General Plan EIR, the Project is subject to compliance with Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The Project site is not zoned for or located within an area zoned for agricultural uses and is not under Williamson Act contract. Thus, the Project would result in no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is not zoned for forestry or timberland uses and does not contain forestry or timberland uses. As a result, the Project would have no impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site does not contain forest land or timberland. As a result, the Project would have no impact.

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?

Less than Significant impact. The Project site is within the city limits of Hanford and is within an area planned and zoned for residential uses. There is no forest land within the Project site or area. The conversion of the Project site and surrounding properties from farmland to non-agricultural was anticipated by and previously analyzed through the General Plan EIR. As discussed under criterion a) above, the City issued a Statement of Overriding Considerations and incorporated MM Agriculture 1 for impacts to agricultural lands. Compliance with MM Agriculture 1 would reduce the Project's impact to less than significant.

4.2.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Agricultural Resources related mitigation measures as identified in the Mitigation Monitoring and Reporting Program dated October 18, 2021, including the mitigation measure identified above.

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4.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

4.3.1 Environmental Setting

An Air Quality and Greenhouse Gas Impact Assessment was prepared for the Project by VRPA Technologies, Inc. on September 30, 2021. The report and supporting tables are provided in Appendix A. The environmental setting, methodology, and assessment are incorporated herein.

This section describes existing air quality within the San Joaquin Valley Air Basin and in Kings County, including the identification of air pollutant standards, meteorological and topological conditions affecting air quality, and current air quality conditions. Air quality is described in relation to ambient air quality standards for criteria pollutants such as, ozone, carbon monoxide, and particulate matter. Air quality can be directly affected by the type and density of land use change and population growth in urban and rural areas.

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Geographical Location

The SJVAB is comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Encompassing 24,840 square miles, the San Joaquin Valley is the second largest air basin in California. Cumulatively, counties within the Air Basin represent approximately 16 percent of the State's geographic area. The Air Basin is bordered by the Sierra Nevada Mountains on the east (8,000 to 14,492 feet in elevation), the Coastal Range on the west (4,500 feet in elevation), and the Tehachapi Mountains on the south (9,000 feet elevation). The San Joaquin Valley is open to the north extending to the Sacramento Valley Air Basin.

Topographic Conditions

Kings County is located within the San Joaquin Valley Air Basin [as determined by the California Air Resources Board (CARB)]. Air basins are geographic areas sharing a common "air shed." A description of the Air Basin in the County, as designated by CARB, is provided in the paragraph below. Air pollution is directly related to the region's topographic features, which impact air movement within the Basin.

Wind patterns within the SJVAB result from marine air that generally flows into the Basin from the San Joaquin River Delta. The Coastal Range hinders wind access into the Valley from the west, the Tehachapi's prevent southerly passage of airflow, and the high Sierra Nevada Mountain Range provides a significant barrier to the east. These topographic features result in weak airflow that becomes restricted vertically by high barometric pressure over the Valley. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Most of the surrounding mountains are above the normal height of summer inversion layers (1,500-3,000 feet).

Climate Conditions

Hanford is located in one of the most polluted air basins in the country. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Hanford is characterized by warm, dry summers and cool winters with significant Tule fog.

Ozone, classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Peak ozone levels tend to be higher in the southern portion of the Valley, as the prevailing summer winds sweep precursors downwind of northern source areas before concentrations peak. The separate designations reflect the fact that ozone precursor transport depends on daily meteorological conditions.

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Other primary pollutants, carbon monoxide (CO), for example, may form high concentrations when wind speed is low. During the winter, Hanford experiences cold temperatures and calm conditions that increase the likelihood of a climate conducive to high CO concentrations.

Precipitation and fog tend to reduce or limit some pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly water-soluble, so precipitation and fog tends to "reduce" CO concentrations in the atmosphere. PM10 is somewhat "washed" from the atmosphere with precipitation. Precipitation in the San Joaquin Valley is strongly influenced by the position of the semi-permanent subtropical high-pressure belt located off the Pacific coast. In the winter, this high- pressure system moves southward, allowing Pacific storms to move through the San Joaquin Valley. These storms bring in moist, maritime air that produces considerable precipitation on the western, upslope side of the Coast Ranges. Significant precipitation also occurs on the western side of the Sierra Nevada. On the valley floor, however, there is some down slope flow from the Coast Ranges and the resultant evaporation of moisture from associated warming results in a minimum of precipitation. Nevertheless, the majority of the precipitation falling in the San Joaquin Valley is produced by those storms during the winter. Precipitation during the summer months is in the form of convective rain showers and is rare. It is usually associated with an influx of moisture into the San Joaquin Valley through the San Francisco area during an anomalous flow pattern in the lower layers of the atmosphere. Although the hourly rates of precipitation from these storms may be high, their rarity keeps monthly totals low.

Precipitation on the San Joaquin Valley floor and in the Sierra Nevada decreases from north to south. Stockton in the north receives about 20 inches of precipitation per year, Fresno in the center, receives about 10 inches per year, and Bakersfield at the southern end of the valley receives less than 6 inches per year. This is primarily because the Pacific storm track often passes through the northern part of the state while the southern part of the state remains protected by the Pacific High. Precipitation in the San Joaquin Valley Air Basin (SJVAB) is confined primarily to the winter months with some also occurring in late summer and fall. Average annual rainfall for the entire San Joaquin Valley is approximately 5 to 16 inches. Snowstorms, hailstorms, and ice storms occur infrequently in the San Joaquin Valley and severe occurrences of any of these are very rare.

The winds and unstable air conditions experienced during the passage of storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong low-level temperature inversions and very stable air conditions. This situation leads to the San Joaquin Valley's famous Tule Fogs. The formation of natural fog is caused by local cooling of the atmosphere until it is saturated (dew point temperature). This type of fog, known as radiation fog is more likely to occur inland. Cooling may also be accomplished by heat radiation losses or by

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horizontal movement of a mass of air over a colder surface. This second type of fog, known as advection fog, generally occurs along the coast.

Conditions favorable to fog formation are also conditions favorable to high concentrations of CO and PM10. Ozone levels are low during these periods because of the lack of sunlight to drive the photochemical reaction. Maximum CO concentrations tend to occur on clear, cold nights when a strong surface inversion is present and large numbers of fireplaces are in use. A secondary peak in CO concentrations occurs during morning commute hours when a large number of motorists are on the road and the surface inversion has not yet broken.

The water droplets in fog, however, can act as a sink for CO and nitrogen oxides (NOx), lowering pollutant concentrations. At the same time, fog could help in the formation of secondary particulates such as ammonium sulfate. These secondary particulates are believed to be a significant contributor of winter season violations of the PM10 and PM2.5 standards.

Anthropogenic (Man-Made) Sources

In addition to climatic conditions (wind, lack of rain, etc.), air pollution can be caused by anthropogenic or man-made sources. Air pollution in the SJVAB can be directly attributed to human activities, which cause air pollutant emissions. Human causes of air pollution in the Valley consist of population growth, urbanization (gas-fired appliances, residential wood heaters, etc.), mobile sources (i.e., cars, trucks, airplanes, trains, etc.), oil production, agriculture, and other socioeconomic activities. The most significant factors, which are accelerating the decline of air quality in the SJVAB, are the Valley's rapid population growth and its associated increases in traffic, urbanization, and industrial activity.

Carbon monoxide emissions overwhelmingly come from mobile sources in the San Joaquin Valley; on-road vehicles contributed 34 percent, while other mobile vehicles, such as trains, planes, and off-road vehicles, contribute another 20 percent in 2012 according to emission projections from the CARB. Motor vehicles account for significant portions of regional gaseous and particulate emissions. Local large employers such as industrial plants can also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Ozone is the result of a photochemical reaction between Oxides of nitrogen (NOx) and Reactive Organic Gases (ROG). Mobile sources contribute 84 percent of all NOx emitted from anthropogenic sources based on data provided in Appendix B of the Air District's 2016 Ozone Plan. In addition, mobile sources contribute 26 percent of all the ROG emitted from sources within the San Joaquin Valley.

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The principal factors that affect air quality in and around Hanford are:

1. The sink effect, climatic subsidence and temperature inversions and low wind speeds
2. Automobile and truck travel
3. Increases in mobile and stationary pollutants generated by local urban growth

Automobiles, trucks, buses and other vehicles using hydrocarbon (HC) fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters; animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Kings County, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities. Finally, industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Kings County consist of agricultural production and processing operations.

The primary contributors of PM10 emissions in the San Joaquin Valley are farming activities (22%) and road dust, both paved and unpaved (35%) in 2020 according to emission projections from the CARB. Fugitive windblown dust from "open" fields contributed 14 percent of the PM10.

The four major sources of air pollutant emissions in the SJVAB include industrial plants, motor vehicles, construction activities, and agricultural activities. Industrial plants account for significant portions of regional gaseous and particulate emissions. Motor vehicles, including those from large employers, generate substantial regional gaseous and particulate emissions. Finally, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.). In addition to these primary sources of air pollution, urban areas upwind from Kings County including areas north and west of the San Joaquin Valley, can cause or generate emissions that are transported into Kings County. All four of the major pollutant sources affect ambient air quality throughout the Air Basin.

Consultation Received: Consultation was received from the SJVAPCD on August 11, 2021. The District offers comments regarding

1) Project Related Criteria Pollutant Emissions
2) Voluntary Emission Reduction Agreement
3) Health Risk Screening/Assessment
4) Ambient Air Quality Analysis

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5) Vegetation Barriers and Urban Greening
6) Solar Deployment in the Community
7) Clean Lawn and Garden Equipment in the Community
8) Electric Vehicle Charger
9) District Rules and Regulations

Project related criteria pollutant emissions are addressed in the following assessment.

4.3.2 Impact Assessment

Thresholds of Significance

The impact assessment for air quality focuses on potential effects the Project might have on air quality within the Hanford region. The SJVAPCD has established thresholds of significance for determining environmental significance. These thresholds separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of Project operations. Impacts will be evaluated both on the basis of CEQA Appendix G criteria and SJVAPCD significance criteria. The impacts to be evaluated will be those involving construction and operational emissions of criteria pollutants. The SJVAPCD has established thresholds for certain pollutants shown in Table 6.

Table 6
SJVAPCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$
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

Source: SJVAPCD 2020

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

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The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as CEQA and NEPA documents, pre-project planning, compliance with local air quality rules and regulations, etc.

Short-Term Impacts

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust and exhaust pollutants generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture. Exhaust pollutants are the non-useable gaseous waste products produced during the combustion process. Engine exhaust contains CO, HC, and NOx pollutants which are harmful to the environment.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the Project area and may require frequent washing during the construction period.

PM10 emissions can result from construction activities of the Project. The SJVAPCD has determined that compliance with Regulation VIII and other control measures will constitute sufficient mitigation to reduce PM10 impacts to a level considered less-than significant for most development projects. Even with implementation of District Regulation VIII and District Rule 9510, large development projects may not be able to reduce project specific construction impacts below District thresholds of significance.

Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or offsite. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this Project, construction emissions were estimated using CalEEMod Model defaults for construction equipment.

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Table 7 shows the CalEEMod estimated construction emissions that would be generated from construction of the Project. Results of the analysis show that emissions generated from construction of the Project will not exceed the SJVAPCD emission thresholds.

Table 7
Project Construction Emissions (tons/year)

Summary Report	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$	CO2e
Project Construction Emissions (tons)	2.81	3.09	2.79	0.01	0.66	0.34	497.88
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

Long-Term Emissions

Long-Term emissions from the Project would be generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as lawn maintenance equipment.

Localized Operational Emissions – Ozone/Particulate Matter

Significance criteria have been established for criteria pollutant emissions as documented in Section 3.1. Operational emissions have been estimated for the Project using the CalEEMod Model and detailed results are included in Appendix A.

Results of the CalEEMod analysis are shown in Table 8. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants.

Table 8
Project Operational Emissions (tons/year)

Summary Report	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$	CO2e
Project Opeational Emissions	7.89	1.63	2.17	0.02	1.66	0.47	2063.63
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

As noted previously, the Project will be subject to the SJVAPCD's Regulation VIII-Fugitive PM10 Prohibitions. Regulation VIII is comprised of District Rules 8011 through 8081, which are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including

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construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Localized Operational Emissions – Carbon Monoxide

The SJVAPCD is currently in unclassified/attainment for Federal standards and attainment for State standards for CO. An analysis of localized CO concentrations is typically warranted to ensure that standards are maintained. Segment counts in the immediate vicinity of the Project site along 13th Avenue and Grangeville Boulevard were obtained from the City of Hanford traffic counts which are typically updated every three years. Daily traffic counts along 13th Avenue and Grangeville Boulevard (see appendices) were adjusted to reflect 2021 and 2042 traffic and conditions. Adjusted counts were then compared to the Modified HCM-Based Level of Service (LOS) Tables (Florida Tables). Results of this analysis demonstrates that adjacent roadway segment will operate at LOS 'D' or better through the Year 2042. As a result, the overall CO concentrations at roadways and intersections in the study area would be less than significant.

Localized Operational Emissions – Toxic Air Contaminants (TAC)

The SJVAPCD's Guidance Document, Guidance for Assessing and Mitigating Air Quality Impacts – 2015, identifies the need for projects to analyze the potential for adverse air quality impacts to sensitive receptors. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the proposed Project is a Type B project in that it may potentially place sensitive receptors in the vicinity of existing sources. Type A projects would potentially place new toxic sources in the vicinity of existing receptors. Considering the components of the Project and the Source Categories provided in Table 4, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources.

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TABLE 4
Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities*

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads [1]	- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). - Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. - Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

1: The recommendation to avoid siting new sensitive land uses within 500 feet of a freeway was identified in CARB's Air Quality and Land Use Handbook published in 2005. CARB recently published a technical advisory to the Air Quality and Land Use Handbook indicating that new research has demonstrated promising strategies to reduce pollution exposure along transportation corridors.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. Since the Project is not located within the recommended buffer distances associated with the sources found in Table 4, a health risk assessment is not needed at this time. As noted above, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources.

Localized Operational Emissions – Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation,

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anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the SJVAPCD. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The Project will not generate odorous emissions given the nature or characteristics of the Project. The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant.

Localized Operational Emissions – Naturally Occurring Abestos (NOA)

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Construction of the Project may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust

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Control Plan under the SJVAPCD's Rule 8021. Compliance with Rule 8021 would limit fugitive dust emissions from construction, demolition, excavation, extraction, and other earthmoving activities associated with the Project.

Indirect Source Review

The Project is subject to the SJVAPCD's ISR program, which is also known as Rule 9510. Rule 9510 and the Administrative ISR Fee Rule (Rule 3180) are the result of state requirements outlined in the California Health and Safety Code, Section 40604 and the State Implementation Plan (SIP). The purpose of the SJVAPCD's ISR program is to reduce emissions of NOx and PM10 from new projects. In general, new development contributes to the air-pollution problem in the Valley by increasing the number of vehicles and vehicle miles traveled.

Utilizing the ISR Fee Estimator calculator available on the SJVAPCD website, it was determined that the Project's total cost for emission reductions is $126,272.64 without implementation of emission reduction measures. The ISR Fee Estimator worksheets are included in the appendices. The fee noted above may be reduced dependent upon the formal ISR review process.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?*

Less than Significant Impact. The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. KCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Hanford 2035 General Plan. The Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is

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consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

b) 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?

Less than Significant Impact. The Kings County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM10, and nonattainment for Federal and State standards for PM2.5. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed in Section 4.1.1, the Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project is not characterized as cumulatively insignificant when project emissions fall below thresholds of significance. As discussed in Section 3.1, the SJVAPCD has established thresholds of significance for determining environmental significance which are provided in Table 6.

As discussed above, results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, no mitigation is needed.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Project is a Type B Project in that it may potentially place sensitive receptors in the vicinity of existing sources.

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The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. As noted above, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources. Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Short-Term Impacts

The annual emissions from the construction phase of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 7. Therefore, construction emissions associated with the Project are considered less than significant.

Long-Term Impacts

Long-Term emissions from the Project are generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. Table 8 summarizes the Project's operational impacts by pollutant. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants. Therefore, operational emissions associated with the Project are considered less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of

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facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project will not generate odorous emissions given the nature or characteristics of the Project.

Based on the assessment above, the Project will not generate potential odorous emissions or attract receivers and other sensitive receptors near existing odor sources. Therefore, no mitigation is needed.

4.3.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Air Quality related mitigation measures as identified in the Mitigation Monitoring and Reporting Program dated October 18, 2021.

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4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X	~~X~~	
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?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?		X		~~X~~
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

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f)	Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.				X

4.4.1 Environmental Setting

Historically, the Project site and vicinity have been designated and operated as agricultural land. In addition, the site contains existing residential and commercial structures. Therefore, the site has been highly disturbed as a result of periodic grading, disking, and residential, commercial, and agricultural activity. The existing biotic site conditions and resources of the Project site can be defined primarily as agricultural. There are trees, shrubs, and herbaceous vegetation surround and are fully contained within the existing residential sites. There are also several eucalyptus trees along the site's northerly perimeter adjacent to Grangeville Boulevard. These trees are not protected and will be removed. There are no water features on site. Lastly, the site is relatively flat with a Nord Complex soil type that is well drained, has medium runoff, with more than 80-inch water table depth.

U.S. Fish and Wildlife – Special-Status Species Database

The Project site is located in Kings County. The U.S. Fish and Wildlife's Information for Planning and Consultation (IPaC) database indicates 19 endangered species and four (4) critical habitats that are potentially affected in the County.[4]

California Department of Fish and Wildlife – Natural Diversity Database

The Project site is located in the Hanford Quad. The California Department of Fish and Wildlife's Natural Diversity Database (CNDDB) indicates one (1) federally listed, state listed, or special-status wildlife and plant species that have been observed in or near the Hanford Quad: San Joaquin kit fox.[5] There are three (3) occurrences of the San Joaquin kit fox in the five (5)-mile radius from the Project site:

- #1101: Jun 12, 2006, 1.36 miles northeast;

[4] U.S. fish and Wildlife Service. Information and Planning Consultation Online System. Accessed on October 12, 2021, https://ecos.fws.gov/ipac/

[5] California Department of Fish and Wildlife. Biogeographic Information and Observation System. Accessed on October 4, 2021, https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick

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- # 214: Aug 15, 2000, 3.54 miles southeast;
- # 922: 1971, 3.69 miles southeast.

The general habitat for the San Joaquin kit fox is annual grasslands or grassy open states with scattered shrubby vegetation, and their micro habitat is loose-textured sandy soils for burrowing and a suitable prey base.

U.S. Fish & Wildlife – National Wetlands Inventory

A search of the National Wetlands Inventory (NWI) shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the Project site or within the immediate vicinity of the Project area.[6] The NWI does identify a man-made "R5UBFx habitat" that runs across Grangeville and turns south through the site's center. The R5UBFx indicates Riverine System (R) with an unknown perennial sub-system (5), of an unconsolidated bottom (UB), that is semipermanently flooded (F), and has been excavated by humans (X) (i.e., an irrigation canal). Based on the historically use of the site and surrounding properties for agricultural purposes, it can be assumed that the man-made irrigation canal is and has been used for agriculture and thereby does not provide essential habitat for any species.

Hanford General Plan

The General Plan identified endangered or threatened species potentially within the city include the hoary bat, Swainson's hawk, Western pond turtle, and San Joaquin kit fox. The Hanford General Plan outlines policies related to the conservation of biological resources:

Goal O4 *Protection of natural habitat and other biological resources.*

> ***Policy O34 Recreation and Sensitive Habitat.*** *Avoid the potential negative impacts of increased human activity on sensitive habitat areas when establishing new recreational facilities or programs.*
>
> ***Policy O35 Impacts from Development.*** *Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.*

[6] U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed October 4, 2021, https://www.fws.gov/wetlands/data/Mapper.html

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Policy O37 Mature Trees. *Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.*

Policy O38 Native Tree Species and Drought Tolerant Vegetation. *Encourage the planting of native tree species and drought-tolerant vegetation.*

In addition to the above general plan policies, the 2035 Hanford General Plan Update EIR includes project-specific mitigation measures/conditions required of development projects (i.e., conditions of approval) in order to reduce potentially significant biological impacts to less than significant. These EIR mitigation measures are included in the attached Mitigation Monitoring and Reporting Program (MMRP) Checklist and provided below. As a standard of practice, the city typically does not consider these conditions to be project-specific mitigation measures since they are required of all projects where applicable. However, given that these mitigation measures have been enhanced (as discussed further below), the box indicating that the project impacts will be "Less than Significant with Mitigation Incorporated" has been checked.

The Standard mitigation measure is listed below.

EIR MM 4.4-1: Mitigation Recommendations to Reduce Impacts to Special-status Species and Habitat(s): *New development shall implement all reasonable and feasible mitigation imposed by the City of Hanford in order to reduce impacts to special-status species and their habitat(s). The following is a list of possible mitigation that the City of Hanford could impose on new development on a case-by-case basis, as needed:*

- *Prepare biological assessment(s) that include recommendations to reduce impacts to special status species and habitat(s), including avoidance, minimization, and/or mitigation measures.*
- *Perform preconstruction survey(s) for special status species to identify the potential for construction-related impacts and need for avoidance, minimization, and/or mitigation measures.*

If, after all avoidance, minimization, and/or mitigation measures have been exhausted or are determined to not be feasible, then new development would have to consult with the applicable wildlife agencies in order to determine how to compensate for direct impacts to special status species, including, but not necessarily limited to, the possibility of acquiring incidental take permits, developing conservation plans, agree upon phasing of new development to avoid certain sensitive breeding seasons, and/or compensating for the loss of habitat at an agreed upon ratio with the applicable wildlife agency.

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Comment Letter from California Department of Fish and Wildlife

The California Department of Fish and Wildlife (CDFW) provided a comment letter for the Project dated March 4, 2022, that offers comments and recommendations to assist the City of Hanford in adequately identifying and/or mitigating the Project's impacts on fish and wildlife (biological resources). Generally, the CDFW letter presents concerns that the Project could potentially impact three (3) special-status species: the Swainson's hawk, burrowing owl, and San Joaquin kit fox, as well as potential impacts to nesting birds. The comment letter in-full is provided in Appendix D.

Biological Resources Study conducted by Live Oak Associates, Inc.

To provide direct responses to the CDFW species-specific comments, a biological resources study was conducted by qualified biologist, Live Oak Associates, Inc. The field study was conducted on March 15, 2022, by LOA biologist, Jeff Gurule, and entailed a systematic walk to ensure full visual coverage of the site. The study is contained in-full in Appendix D. LOA provides recommended mitigation measures based on the results of the study to effectively mitigate potential impacts identified within the CDFW letter. LOA's recommended mitigation measures are incorporated herein as clarification of the "EIR" mitigation measures described above.

4.4.2 Impact Assessment

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Less than Significant Impact with Mitigation Incorporated. The Project site and surrounding properties have historically been designated and operated as agricultural land. The site currently contains existing residential and commercial structures. The site is within city limits and is planned for residential uses. Therefore, the site has been highly disturbed as a result of periodic grading, disking, and residential, commercial, and agricultural activity. There are no water features on site. Additionally, the site is relatively flat with a Nord Complex soil type that is well drained, has medium runoff, with more than 80-inch water table depth.

According to the field survey conducted by LOA dated March 15, 2022, the existing biotic site conditions and land use of the Project site can be categorized as orchard, ruderal/developed, and eucalyptus forest. The field survey found that the Project area offers little habitat value for most native wildlife species due to the high level of human disturbance on the site and surrounding lands. LOA study also concluded it is highly doubtful that Swainson's Hawk would attempt to nest on the Project site, that it is highly unlikely that that SJKF would occur on the site, and highly unlikely that the Project site has or would be utilized by the burrowing owl. The eucalyptus trees

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along the site's northerly perimeter adjacent to Grangeville Boulevard are not protected and will be removed. However, in response to CDFW's concerns, LOA recommended the GP MMRP mitigation 4.4-1 could be clarified and made more effective regarding Swainson's hawk, San Joaquin kit fox, burrowing owl, and nesting birds. As such, the following mitigation measures are a substitution for EIR Mitigation Measure 4.4-1: Mitigation Recommendations to Reduce Impacts to Special-status Species and Habitat(s).

Mitigation Measure MM BIO-4.4-1.1: *The Project shall implement the following measures to mitigate for possible disturbance to Swainson's hawks if they are nesting within 0.5 miles of the Project site:*

- ***Avoidance.*** *If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson's hawk nesting season (March 1-September 15).*
- ***Pre-construction Surveys.*** *If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson's hawk nests following the survey methodology developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation.*
- ***Establish Buffers.*** *Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged.*
- ***Monitor Nest.*** *Should construction activity be necessary within the designated buffer around an active Swainson's hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance.*
- ***Nest Tree Replacement.*** *In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.*

Mitigation Measure MM BIO-4.4-1.2: *The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site:*

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- ***Pre-construction Surveys.*** *Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes.*
- ***Avoidance.*** *Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned.*
- ***Exclusion.*** *If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements.*
    - *Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5" pipe with a plastic flap over the top. The one-way doors will be installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens.*
    - *The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist.*
    - *Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens.*
    - *Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes.*

Mitigation Measure MM BIO-4.4-1.3: *The Project shall implement the following measures to mitigate for possibility that site conditions become slightly more favorable for burrowing owl prior to the start of construction of the Project:*

- ***Take Avoidance Survey.*** *A take avoidance survey for burrowing owls will be conducted by a qualified biologist within 30 days prior to the start of construction. This take avoidance survey will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 2012). The survey area will include all suitable habitat on and within 200 feet of Project impact areas, where accessible.*

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- ***Avoidance of Active Nests and Roosts.*** *If Project activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are identified within or near Project impact areas, a 200-foot disturbance-free buffer will be established around these burrows. During the non-breeding season (September 1-January 31), resident owls occupying burrows in or near Project impact areas will be avoided through the establishment of a 50-foot disturbance-free buffer or passively relocated to alternative habitat as described below. Smaller buffer areas during the non-breeding season may be implemented with the presence of a qualified biological monitor during all activities occurring within 50 feet of occupied burrows. Buffers will remain in place for the duration of Project activities occurring within the vicinity of burrowing owl activity.*
- ***Passive Relocation of Resident Owls.*** *During the non-breeding season (September 1-January 31), resident owls occupying burrows in Project impact areas may be passively relocated to alternative habitat. This activity would be conducted in accordance with a relocation plan prepared by a qualified biologist. Passive relocation may include one or more of the following elements: 1) establishing a minimum 50-foot buffer around all active burrowing owl burrows, 2) removing all suitable burrows outside the 50-foot buffer and up to 200 feet outside of the impact areas as necessary, 3) installing one-way doors on all potential owl burrows within the 50-foot buffer, 4) leaving one-way doors in place for 48 hours to ensure owls have vacated the burrows, and 5) removing the doors and excavating the remaining burrows within the 50-foot buffer.*

Mitigation Measure MM BIO-4.4-1.4: *The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:*

- ***Avoidance.*** *In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season.*
- ***Preconstruction Surveys.*** *If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required.*
- ***Establish Buffers.*** *Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the*

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nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.

Consequently, while the site provides low suitability for habitat for any candidate, sensitive, or special status species, more effective measures incorporated herein would ensure a less than significant impact on the species of concern and nesting birds. As a result, a less than significant impact would occur with substituted mitigation measures/conditions incorporated.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

No Impact. According to the General Plan, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service, there are no known riparian habitats or other sensitive natural communities identified on the Project site or within the immediate vicinity of the Project. In addition, the site does not contain any water features that would provide habitat for such species. In addition, the site is heavily impacted with very little vegetation which would not provide essential habitat. For these reasons, it can be determined that the Project site does not provide any riparian habitat and thus, no impact would occur because of the Project.

c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. Based on the search of the NWI, the Project site does not contain any federally protected wetlands. Typically, the primary wetland indicators include hydrophytic vegetation, hydric soils, and surface hydrology. The on-site topography consists of leveled agricultural land containing single-family residences and commercial uses. In addition, there does not appear to be ponds or standing water on the Project site. Further, the soils at the site are 100% of Nord complex.[7] The characteristics of Nord complex are fine sandy loam or stratified sandy loam to loam, 0 to 2 percent slopes, well drained, and very low runoff. The depth to water table is more

[7] United States Department of Agriculture Natural Resources Conservation Service. Web Soil Survey. Accessed on October 4, 2021, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

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than 80 inches. The runoff class is low to medium. This soil type is not subject to annual flooding or ponding. Lastly, based on the historically use of the site and surrounding properties for agricultural purposes, it can be assumed that the man-made irrigation canal is and has been used for agriculture and thereby does not provide essential habitat for any species. For these reasons, it can be determined that the Project site would not result in any impact on state or federally protected wetlands.

d) Would the project 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?

Less than Significant Impact with Mitigation Incorporated. Wildlife movement corridors are linear habitats that function to connect two (2) or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors).

Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

As previously mentioned, the Project site does not contain habitat that has high potential to support wildlife species in nesting, foraging, or escaping from predators. The field survey conducted on March 15, 2022, found the Project site to offer little habitat value for most native wildlife species due to the high level of human disturbance on the site and surrounding lands. However, the survey found that the Project site contained ample avian nesting habitat, with an active red-tailed hawk nest observed at the edge of the interior eucalyptus grove. In order to comply with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes, and to mitigate for migratory birds that could occur on the site, the Project incorporates *MM BIO-1.4* to reduce potential impacts to less than significant. As a results, it can be determined that the Project would have a less than significant impact with *MM BIO-1.4* in place.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The General Plan outlines policies related to the conservation of biological resources and the HMC outlines regulations related to "heritage trees" – specifically, *Section 12.12.310* of the HMC requires tree protection plans for "heritage trees" (i.e., native Oak Trees). Due to the lack of identified special-species or natural habitat on the Project site, in addition to lack of trees that

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meet the City's definition of heritage trees, the Project would not conflict with any local policies or ordinances protecting biological resources. Thus, the Project would have no impact.

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?

No Impact. The Project site is within the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). The HCP covers PG&E's routine operations and maintenance activities and minor new construction, on any PG&E gas and electrical transmission and distribution facilities, easements, private access routes, or lands owned by PG&E. The Project would not conflict or interfere with HCP. The Project is also located in the planning area of the Recovery Plan for Upland Species of the San Joaquin Valley, which addresses recovery goals for several species. The Project would not conflict with the plan since the site does not provide appropriate habitat for the species mentioned and would comply to applicable General Plan policies regarding habitat conservation. The City, County, and Regional Planning Agency do not have any other adopted or approved plans for habitat or natural community conservation. For these reasons, the Project would have no impact.

4.4.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Biological Resources related mitigation measures as identified in the Mitigation Monitoring and Reporting Program dated March 2022.

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4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

4.5.1 Environmental Setting

Generally, the term 'cultural resources' describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, historical resources include sites, structures, objects, or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. Such resources are eligible for listing in the California Register of Historic Resources by the State Historical Resources Commission. The city of Hanford has three (3) buildings listed on the National Register of Historic Places: Hanford Carnegie Library, Kings County Courthouse, and Taoist Temple.

Hanford General Plan

The General Plan identifies policies on historic and cultural resources related to new development including:

Policy O46 Archaeological Site Consultation. *Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.*

Policy O47 Archaeological Site Study. *Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.*

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Policy O48 Cultural Site Consultation. *Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.*

Policy O49 Cultural Site Discovery. *Halt construction at a development site if cultural resources are encountered unexpectedly during construction.*

Tribal Consultation

The City of Hanford conducted tribal consultation pursuant to AB 52 and SB 18. In response, the City received pre-consultation from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested that an archeological survey be conducted in addition to a California Historical Resources Information System (CHRIS) search and Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC). In addition, the Tribe has requested the following Mitigation Measures (MM) to be incorporated with the proposed Project:

> ***MM CR-1.*** *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 shall be taken before construction may continue.*
>
> ***MM CR-2.*** *Prior to ground disturbing activities, construction staff shall receive a cultural presentation by the Santa Rosa Rancheria regarding cultural resources and laws and regulations for the discovery of cultural resources and human remains.*
>
> ***MM CR-3.*** *A Native American monitor shall be present for ground disturbing activities.*
>
> ***MM CR-4.*** *A Burial Treatment Plan shall be signed by the applicant/property owner prior to any earth disturbing activities.*
>
> ***MM CR-5.*** *A curation agreement shall be signed with the Santa Rosa Rancheria.*

CHRIS Record Search

The Southern San Joaquin Information Center (SSJIC) conducted a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding area (0.5-mile radius, "Project Area") on September 13, 2021 (Confidential). The results indicate that the Project Area had been partly surveyed previously and that one (1) cultural resource, the historic Last Chance Ditch (CA-KIN-191H) crossed through it. Based on the map provided, the cultural resource is not located on the Project site.

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SLF NAHC Record Search

A NAHSC Sacred Lands Files search was conducted on October 4, 2021. The search results were negative and did not indicate any known sacred sites or tribal cultural resources within the Project Area.

Phase I Survey

A Phase I cultural resources survey for the Project area was conducted by ASM Affiliates on September 14. 2021. The report is confidential and is therefore not provided in this initial study; however, results are incorporated herein. No historical or archaeological resources of any kind were discovered within the Project Area. In addition, the previously recorded historical Last Chance Ditch was found to be abandoned and filled-in. Based on the proximity of the Project site to the Last Chance Ditch, the survey considers the site to be archaeologically sensitive. Following the suggestions of the Santa Rosa Rancheria Tachi Yokut Tribe, the survey recommends the aforementioned mitigation measures.

4.5.2 Impact Assessment

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less than Significant Impact with Mitigation Incorporated. Based on the records searches and field survey conducted, there are no local, state, or federal designated historical resources on the Project site or within the Project area. While there is no evidence that historical resources exist on the Project site, there is some possibility that hidden and buried resources may exist in the area with no surface evidence. As such, the Project would not cause a change to a historical resource pursuant to Section 15064.5. In the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, the proposed Project shall incorporate General Plan *Policy O49* and to reduce any potentially significant impacts to less than significant. In addition, mitigation measures *MM CR-1* to *MM CR-5* are requested by Santa Rosa Rancheria and are incorporated herein to mitigate for potential subsurface cultural resources. As a result, the Project will have a less than significant impact with mitigation measures incorporated.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact with Mitigation Incorporated. Based on the records searches and field survey conducted, there is no evidence that archaeological resource of any type exists on the Project site. Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a

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significant impact. Hanford General Plan *Policy O49* mitigates for cultural resources that are encountered unexpectedly during construction. In addition, mitigation measures *MM CR-1* to *MM CR-5* are requested by Santa Rosa Rancheria and are incorporated herein to mitigate for potential subsurface cultural resources. Thus, if such resources were discovered, implementation of the required condition would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation measures incorporated.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation Incorporated. There is no evidence that human remains exist on the Project site. Nevertheless, there is some possibility that a non-visible buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. If any human remains are discovered during construction, California Code of Regulations Section 15064.5(e), Public Resources Code Section 5097.98, and California Health and Safety Code Section 7050.5 will mitigate for the impacts. In addition, mitigation measures *MM CR-1* to *MM CR-5* requested by Santa Rosa Rancheria are incorporated herein to mitigate for potential subsurface cultural resources and human remains. Therefore, if any human remains were discovered, implementation of related regulations and mitigation measures would reduce the Project's impact to less than significant.

4.5.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures as identified in the Mitigation Monitoring and Reporting Program dated October 18, 2021, including the mitigation measure identified above.

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4.6 ENERGY

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

4.6.1 Environmental Setting

Appendix F – Energy Conservation of the CEQA Guidelines requires consideration of energy implications in project decisions, including a discussion of the potential energy impacts with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy resources (Public Resources Code Section 21100(b)(3)). Per Appendix F, a project would be considered inefficient, wasteful and unnecessary if it violated existing energy standards, had a negative effect on local and regional energy supplies and requirements for additional capacity, had a negative effect on peak and base period demands for electricity and other energy forms, and effected energy resources.

The California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in effort to reduce the state's energy consumption. They apply for new construction of, and additions and alterations to, residential and nonresidential buildings and relate to various energy efficiencies including but not limited to ventilation, air conditioning, and lighting.[8] The California Green Building Standards Code (CALGreen), Part 11, Title 24, California

[8] California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed on September 17, 2021, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency

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Code of Regulations, was developed in 2007 to meet the state goals for reducing Greenhouse Gas emissions pursuant to AB32. CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.[9] The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. Additionally, the California Air Resources Board (CARB) oversees air pollution control efforts, regulations, and programs that contribute to reduction of energy consumption. Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources.

California Energy Action Plan. The Energy Action Plan (EAP) for California was approved in 2003 and updated in 2008. The California Public Utilities Commission (PUC) approved the Energy Action Plan (EAP) for California in 2003, with an updated in 2008. The 2008 EAP established goals and next steps to integrate and coordinate energy efficiency demand and response programs and actions.[10]

Hanford General Plan. Energy resources and conservation are discussed in the Mineral and Energy Resources Element of the Hanford General Plan. The following objectives policies of the Hanford General Plan relate to energy resources and conservation of new development in order to reduce community-wide energy consumption in Hanford:

Policy O13 Solar Power Generation. *Support and encourage solar generation facilities that support residential, commercial, and industrial uses.*

Policy O14 Alternative Fuels and Renewable Energy. *Promote and encourage the use of alternative fuels and renewable energy.*

Policy O15 Energy-efficient Design Features. *Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation that meet or exceed California Code of Regulations Title 24.*

[9] California Department of General Services. (2020). 2019 California Green Building Standards Code. Accessed on October 4, 2021, https://codes.iccsafe.org/content/CGBC2019P3

[10] State of California. (2008). Energy Action Plan 2008 Update. Accessed on October 4, 2021, https://docs.cpuc.ca.gov/word_pdf/REPORT/28715.pdf

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Policy O16 Vegetation to Conserve Energy. *Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.*

Policy O19 Recycling. *Support recycling activities throughout the City.*

4.6.2 Impact Assessment

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The Project proposes the development of a 161-lot single-family residential development with an anticipated population of 460. Energy would be consumed through Project construction and operations, further analyzed below.

Construction

Construction is anticipated to be completed over a 1.5-year timeframe and will be short-term and temporary. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities. Construction would include demolition, site preparation, building construction, paving, and architectural coatings – all of which require the transportation of building materials and equipment. Therefore, the primary source of energy for construction activities would be diesel and gasoline (i.e., petroleum fuels).

All construction equipment shall conform to current emissions standards and related fuel efficiencies including applicable CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards. Compliance with such regulations would ensure that the short-term, temporary construction activities do not result in wasteful, inefficient, or unnecessary consumption of energy resources. Compliance with such regulations would ensure that the short-term, temporary construction activities do not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Operations

Operations would involve heating, cooling, equipment, and vehicle trips. Energy consumption related to operations would be associated with natural gas, electricity, and fuel. Energy and natural gas consumption were estimated using CalEEMod (Appendix A) and vehicle trips were estimated through a Vehicle Miles Traveled (VMT) analysis (Appendix B). Results are outlined below.

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- ***Electricity:*** total electricity consumption (residential and non-residential) for Kings County in 2019 was 1,583,071,346 kWh and the estimated population was 152,940. [11] [12] Thus, the 2019 per capita electricity usage for Kings County was approximately 10,350 kWh. In comparison, the estimated electricity demand for the Project at buildout is 1,283,810 kWh/yr and the estimated population is 460. Thus, the estimated per capita electricity usage for the Project is 2,790 kWh per year. Based on these estimates, the per capita electricity consumption for Kings County *with the project* can be expected to decrease to 10,328 kWh/yr.[13] Overall, when compared to energy outputs for Kings County, the Project would not result in wasteful, inefficient, or unnecessary consumption of electricity.
- ***Natural Gas:*** total natural gas consumption (residential and non-residential) for Kings County in 2019 was 69,152,009 kBTU and the estimated population was 152,940. [14] Thus, the 2019 per capita natural gas consumption for Kings County was approximately 452 kBTU. In comparison, the estimated natural gas consumption for the Project at buildout is 3,870,050 kBTU/yr and the estimated population is 460. Thus, the estimated per capita natural gas consumption is 8,413 kBTU per year. Based on these estimates, the per capita natural gas consumption for Kings County *with the project* can be expected to increase by five (5) percent to 476 kBTU/yr.[15] Despite the anticipated increase in energy outputs, it can be assumed that the Project would not result in a substantial increase based on required compliance with CALGreen, Title 24, and General Plan policies. Such standards and policies are intended to increase energy efficiency and reduce energy demand. Therefore, while the Project would increase energy demand, such energy would be consumed more efficiently as required by state regulations. Documentation demonstrating compliance with such standards will be required to be submitted with the building permit application; and compliance will be enforced by the Building Department.

[11] California Energy Commission. Electricity Consumption by County. Accessed October 12, 2021, https://ecdms.energy.ca.gov/elecbycounty.aspx

[12] U.S. Census Bureau. Quick Facts for Kings County, California. Accessed October 12, 2021, https://www.census.gov/quickfacts/kingscountycalifornia

[13] To get this number, add the 2019 total electricity usage for Kings County to the estimated usage generated by the Project (1,583,071,346 kWh plus 1,283,810 kWh equals 1,584,355,156 kWh), then divide by the estimated population with the Project (152,940 plus 460 equals 153,400) to get 10,328 kWh per capita.

[14] California Energy Commission. Gas Consumption by County. Accessed October 12, 2021, https://ecdms.energy.ca.gov/gasbycounty.aspx

[15] To get this number, add the 2019 total natural gas consumption for Kings County to the estimated usage generated by the Project (69,152,009 kBTU plus 3,870,050 equals 73,022,059), then divide by the estimated population with the Project (152,940 plus 460 equals 153,400) to get 476 kBTU per capita.

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- *Fuel Consumption:* vehicle miles traveled (VMT) associated with the Project were estimated and analyzed under Section 4.17 based on a VMT analysis conducted by Peters Engineering on January 28, 2022. According to the Traffic Study and VMT Analysis conducted by the Peters Engineering Group, the Project site is located in an area that is expected to generate VMT at a rate of no more than 15 percent below the Countywide average per capita. Therefore, a less than significant impact would occur as a result of the Project.

Overall, the results of the analyses do not rise to a level of significance given the Project's required compliance with various energy efficiency regulations and policies including CALGreen, Title 24, the General Plan, and CARB. Thus, through compliance, the Project is not expected to result in wasteful, inefficient, or unnecessary consumption of energy resources and a less than significant impact would occur as a result of the Project.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As discussed under criterion a), the construction and operations of the Project would be subject to compliance with applicable energy efficiency regulations including CALGreen, Title 24, General Plan, and CARB. Thus, applicable state and local regulations and programs would be implemented to reduce energy waste from construction and operations. Therefore, through compliance, the Project would not conflict with or obstruct any state or local plan for energy efficiency and a less than significant impact would occur as a result of the Project.

4.6.3 Mitigation Measures

None Required.

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4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or Indirectly cause 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.*				X
ii. *Strong seismic ground shaking?*				X
iii. *Seismic-related ground failure, including liquefaction?*				X
iv. *Landslides?*				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?				X

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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?				X
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

4.7.1 Environmental Setting

The Project site is in the San Joaquin Valley which is one of the two (2) large valleys comprising the Great Valley Geomorphic Province. The San Joaquin Valley is surrounded by Sierra Nevada (east), Coast Ranges (west), Tehachapi (south), and the Sacramento Valley (north). The topography of the city of Hanford is relatively flat with a gradual slope from east to west.

A brief discussion of the likelihood of seismic activities to occur in or affect Hanford is provided below. However, CEQA requires an analysis of the Project's impacts on the environment, not the environment's potential impacts on the Project; therefore, shaking, liquefaction, and other seismic activities are less than significant.

Faulting

There are no active faults mapped in the city of Hanford or Kings County, nor are the city or region located in any Alquist-Priolo Special Studies Zones. [16] Further, the Project site is not located in an Alquist-Priolo Earthquake Fault Zone as established by the Alquist-Priolo Fault Zoning Act (Section 2622 of Chapter 7.5, Division 2 of the California Public Resources Code). According to the Kings County Multi-Jurisdictional Local Hazard Mitigation Plan, there is no history of earthquakes in the

[16] California Department of Conservation. (2010). 2010 Fault Activity Map of California. Accessed on October 8, 2021, https://www.conservation.ca.gov/cgs/Pages/Program-RGMP/2010_faultmap.aspx

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city of Hanford and the peak ground acceleration is low. [17] The nearest active faults are San Andreas (46.5 miles southwest) and the White Wolf Fault (100+ miles southeast).

Subsurface Soils

A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the Project site is comprised 100% of Nord complex.[18] The characteristics of Nord complex are fine sandy loam or stratified sandy loam to loam, 0 to 2 percent slopes, well drained, and very low runoff. The depth to water table is more than 80 inches. The runoff class is low to medium. This soil type is not subject to annual flooding or ponding.

Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Per the General Plan, the city of Hanford does not have a significant liquefaction potential since it is in a stable geologic formation. Further, liquefaction potential and risk in the Kings County is considered minimal due to the nature of the underlying soils, relatively deep-water table, and history of low ground shaking potential. This is evidenced by the Seismic Safety Map in the Kings County 2035 General Plan Health and Safety Element which shows that the city of Hanford is not in a zone where landslides, subsidence, or liquefaction could possibly occur.[19]

Erosion

Wind and flowing water are the primary agents of erosion in the San Joaquin Valley. The Kings County Multi-Jurisdictional Local Hazard Mitigation Plan does not identify areas susceptible to erosion within Kings County or the city of Hanford.

[17] Kings County Office of Emergency Management. (2012). Kings County Multi-Jurisdictional Local Hazard Mitigation Plan. Accessed on October 8, 2021, https://www.countyofkings.com/home/showpublisheddocument/23875/637298992208470000

[18] United States Department of Agriculture Natural Resources Conservation Service. Web Soil Survey. Accessed on October 4, 2021, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[19] County of Kings. (2010. 2035 Kings County General Plan. Accessed on October 8, 2021, https://www.countyofkings.com/home/showpublisheddocument/3106/635274892972100000

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Ground Subsidence

Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. According to the Kings County Multi-Jurisdictional Hazard Mitigation Plan, land subsidence in the region rarely occurs and its impacts are not significant.

Hanford General Plan

The General Plan include objectives and policies relevant to earthquakes in its Health, Safety, and Noise Element:

> ***Policy H15 Building Codes and Standards for Earthquakes.*** *Maintain and enforce current buildings codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.*
>
> ***Policy H16 Hazardous Buildings Upgrade.*** *Develop policies to assist in the upgrading of seismically hazardous (unreinforced masonry) buildings within the City.*
>
> ***Policy H17 Geologic and Soils Studies.*** *Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.*

Hanford Municipal Code

Chapter 15.52 Flood Damage Prevention Regulations of the HMC contains the City's floodplain management regulations. Methods and provisions contained in the chapter are applicable to all areas of special flood hazards within the city of Hanford. The Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06031C0180C and No. 06031C0185C dated June 16, 2009. Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). Therefore, *HMC Chapter 15.52* is not applicable to the Project.

4.7.2 Impact Assessment

a) Directly or indirectly cause 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.*

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No Impact. There are no known active earthquake faults in Hanford, nor is Hanford within an Alquist-Priolo earthquake fault zone as established by the Alquist-Priolo Fault Zoning Act. As such, development of the Project in an area void of earthquake faults would not cause rupture of a known earthquake fault. Therefore, no impact would occur as a result of the Project.

ii. *Strong seismic ground shaking?*

No Impact. The Project site is in an area that is traditionally characterized by relatively low seismic activity. Further, the site is relatively flat with stable soils and is not in close proximity to any fault lines. In addition, the Project would be required to conform to current seismic protection standards in the California Building Code (CBC) and General Plan, which are intended to minimize potential risks. Therefore, because of the Project's stable soils and distance from active fault lines, and because of the Project's conformance to CBC seismic safety standards, the Project does not have any aspect that could result in strong seismic ground shaking. Therefore, no impact would occur as a result of the Project.

iii. *Seismic-related ground failure, including liquefaction?*

No Impact. The Project site is relatively flat with stable soils and no apparent unique or significant landforms. Further, the city of Hanford does not have a significant liquefaction potential since it is in a stable geologic formation. For these reasons, liquefaction or seismically induced settlement or bearing loss is considered unlikely, even if there should be a substantial increase in ground water level. Further, development of the site would require compliance with the City's grading and drainage standards. Therefore, because of the Project's relatively flat topography, stability of soils, infrequency of seismic activity, and required compliance with City standards, the Project does not have any aspect that could result in seismic-related ground failure, including liquefaction. Therefore, no impact would occur as a result of the Project.

iv. *Landslides?*

No Impact. Landslides are not expected to affect the Project site as the city of Hanford is not located in a zone where landslides, subsidence, or liquefaction could possibly occur. Furthermore, the topography of the Project site is flat with stable, native soils. As such, development of the Project on a stable site in an area that is not susceptible to seismic activities or geologic instability would not cause landslides. Therefore, no impact would occur as a result of the Project.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts would be addressed through compliance with

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General Plan *Policy 012*, which requires new development to implement measures to minimize soil erosion related to construction, and regulations set by the State Water Resources Control Board (SWRCB).

The SWRCB requires sites larger than one (1) acre to comply with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2012-0006-DWQ). The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls.

Implementation of the SWPPP in addition to compliance with General Plan *Policy 012* minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil. With these provisions in place, impacts to soil and topsoil by the Project would be considered less than significant.

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?*

No Impact. The Project site is not located in a zone where landslides, subsidence, or liquefaction could occur. Further, the site is relatively flat with stable soils and no apparent unique or significant landforms. Therefore, development of the Project on a stable site would not cause landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, no impact would occur as a result of the Project.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?*

No Impact. The Project site comprises stable, native soils that are not classified as expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994) that would create substantial direct or indirect risks to life or property. Therefore, no impact would occur as a result of the Project.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The Project will not involve the installation of a septic tank or alternative wastewater disposal system. The Project would be connected to the City's sewer system. Therefore, the Project would have no impact.

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f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. As discussed in Cultural Resources (Section 4.5), there are no known paleontological resources or unique geological features known to the City within this area or on this site. Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Hanford General Plan *Policy O49* mitigates for cultural resources that are encountered unexpectedly during construction. In addition, mitigation measures *MM CR-1* to *MM CR-5* are requested by Santa Rosa Rancheria and incorporated to the Initial Study to mitigate for potential subsurface cultural resources. Thus, in if such resources were discovered, implementation of the required condition would reduce the impact to less than significant.

4.7.3 Mitigation Measures

None required.

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4.8 GREENHOUSE GAS EMISSIONS

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

4.8.1 Environmental Setting

An Air Quality and Greenhouse Gas Impact Assessment was prepared for the Project by VRPA Technologies, Inc. on September 30, 2021. The report and supporting tables are provided in Appendix A. The environmental setting, methodology, and assessment are incorporated herein.

4.8.2 Impact Assessment

Thresholds of Significance

CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Kings County Association of Governments (KCAG) region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. KCAG's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in August 2018, projects that the Kings County region would achieve the prescribed emissions targets.

In 2009, the SJVAPCD adopted the following guidance documents applicable to projects within the San Joaquin Valley:

- Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009), and
- District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency (SJVAPCD 2009).

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This guidance and policy are the reference documents referenced in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts adopted in March 2015 (SJVAPCD 2015). Consistent with the District Guidance and District Policy above, SJVAPCD (2015) acknowledges the current absence of numerical thresholds, and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

- If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
- If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and
- If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. This threshold is often used by agencies, such as the California Public Utilities Commission, to evaluate GHG impacts in areas that do not have specific thresholds (CPUC 2015). Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 9 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is approximately 79% less than the threshold identified by the SCAQMD.

Table 9
Project Operational Greenhouse Gas Emissions

Summary Report	CO_2e
Project Operational Emissions Per Year	2,080 MT/yr

Source: CalEEMod, VRPA 2021

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a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The SJVAPCD acknowledges the current absence of numerical thresholds and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

- If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
- If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and
- If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 9 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is approximately 79% less than the threshold identified by the SCAQMD.

The KCAG Regional Climate Action Plan identifies a baseline (2005) GHG emissions inventory for all countywide sectors (transportation, waste management, etc.). Kings County's baseline GHG emissions is approximately 1,046,804 MTCO2eq./year. The proposed Project's GHG emissions represents 0.2% of the total GHG emissions for Kings County's baseline GHG emissions.

Based on the assessment above, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, any impacts would be less than significant.

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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. California passed the California Global Warming Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020. On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

SB 375 requires MPOs to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the KCAG region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. KCAG's 2018 RTP/SCS, which was adopted in August 2018, projects that the Kings County region would achieve the prescribed emissions targets.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. KCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. The applicable General Plan for the project is City of Hanford 2035 General Plan Update, which was adopted in 2018.

The Project is consistent with the currently adopted General Plan for the City of Hanford and the adopted KCAG 2018 RTP/SCS and is therefore consistent with the population growth and VMT applied in those plan documents. Therefore, the Project is consistent with the growth assumptions used in the applicable AQP. It should also be noted that yearly GHG emissions generated by the Project (Table 9) are approximately 79% less than the threshold identified by the SCAQMD (see the discussion for Impact 4.2.1 above).

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CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs for long-term climate change goals. *The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.*
- Energy Efficiency – Pursuit of comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards. *The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure through existing regulation. The Project would not conflict or obstruct this reduction measure.*
- Low Carbon Fuel – Development and adoption of the low carbon fuel standard. The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.

Based on the assessment above, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, any impacts would be less than significant.

4.8.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Greenhouse Gas Emissions related mitigation measures as identified in the Mitigation Monitoring and Reporting Program dated October 18, 2021.

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4.9 HAZARDOUS AND HAZARDOUS MATERIAL

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?				X
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?				X
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

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g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

4.9.1 Environmental Setting

For the purposes of this section, the term “hazardous materials” refers to "injurious substances," which include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, and medical supplies and waste. These materials are either generated or used by various commercial and industrial activities. Hazardous wastes are injurious substances that have been or will be disposed. Potential hazards arise from the transport of hazardous materials, including leakage and accidents involving transporting vehicles. There also are hazards associated with the use and storage of these materials and wastes. Hazardous materials are grouped into the following four categories based on their properties:

- Toxic: causes human health effect
- Ignitable: has the ability to burn
- Corrosive: causes severe burns or damage to materials
- Reactive: causes explosions or generates toxic gases

“Hazardous wastes” are defined in California Health and Safety Code Section 25141(b) as wastes that: “…because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.” A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous waste generators may include industries, businesses, public and private institutions, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require risk management plans to protect surrounding land uses. The release of hazardous

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materials would be subject to existing federal, State, and local regulations and is similar to the transport, use, and disposal of hazard materials.

Record Search

The California Department of Toxic Substance Control's EnviroStor database[20] and the State Water Resources Control Board's GeoTracker database[21] include hazardous release and contamination sites. A search of each database was conducted on October 4, 2021. The searches revealed no hazardous material release sites on the Project site. The closest hazardous site in the Project vicinity identified was a voluntary cleanup site 350 feet southwest of the Project site, located at 9431 13th Avenue, Hanford, CA 93230.

Hanford General Plan

The General Plan include objectives and policies relevant to hazards and hazardous materials in its Health, Safety, and Noise Element:

Goal H6: *Avoidance of properties contaminated by toxic or hazardous materials.*

> ***Policy H29 Household Hazardous Materials.*** *Coordinate with other public agencies to educate consumers about the proper household use and disposal of hazardous materials.*
>
> ***Policy H30 Industrial Hazardous Materials.*** *Require industrial uses that rely extensively on the use of hazardous materials to adopt an acceptable use, storage, disposal, and emergency response program that has been approved by appropriate agencies.*
>
> ***Policy H31 Adequate Separation from Sensitive Uses.*** *Require adequate separation between industrial areas where hazardous materials are present and sensitive uses such as schools, residential areas, parks, and public facilities.*
>
> ***Policy H32 Project Review Evaluation.*** *Evaluate the risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford in the project review process.*

[20] California Department of Toxic Substances Control. Envirostor. Accessed October 14, 2021, https://www.envirostor.dtsc.ca.gov/public/

[21] California State Water Resources Control Board. GeoTracker. Accessed October 14, 2021, https://geotracker.waterboards.ca.gov/

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Policy H33 Educational Opportunities. *Coordinate with Kings County to provide educational opportunities to the public regarding the generation of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.*

Policy H34 Sensitive Receptors. *Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous material or may emit toxic air contaminants.*

Policy H35 Kings County Health Department. *Coordinate with the Kings County Health Department for the implementation of the Hazardous Materials Disclosure Law.*

4.9.2 Impact Assessment

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The Project consists of a residential development. The type of hazardous materials that would be associated with the Project are those typical of residential developments: household cleaners, landscape maintenance, soaps, pesticides for pest control, etc. Because of the use, it is not expected that the Project would routinely transport, use, or dispose of hazardous materials other than those typical of residential uses and such materials would not be of the type or quantity that would pose a significant hazard to the public. Potential impacts during construction of the Project could result from the use of fuels and lubricants for construction equipment. However, these impacts would be short-term and temporary, and would be reduced to less than significant levels through compliance with local, state, and federal regulations in addition to standard equipment operating practices. For these reasons, the Project would have a less than significant impact.

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?

Less than Significant Impact. As described under criterion a) above, it is not anticipated that the Project itself will involve any operations that would require routine transport, use, or disposal of hazardous materials and therefore is not anticipated to create a significant hazard to the public or the environment through release of hazardous materials. While potential impacts would occur through construction-related transport and disposal of hazardous materials, such impacts would be short-term and temporary, and would be reduced to less than significant levels through

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compliance with local, state, and federal regulations in addition to standard equipment operating practices. Therefore, the Project would have a less than significant impact.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant Impact. The nearest schools within one-quarter miles of the Project site include Sierra Pacific High School and Frontier Elementary School. As described under criteria a) and b) above, the Project is not anticipated to emit hazard emissions or handle hazardous materials, substances, or water that would pose a risk or threat to the school or surrounding area. Therefore, a less than significant impact would occur.

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?*

No Impact. According to Envirostor and Geotracker, the Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a significant hazard to the public of the environment. For these reasons, there would be no impact.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The nearest public use airport is the Hanford Municipal Airport located more than three (3) miles southeast of the Project site. According to the Kings County Airport Land Use Compatibility Plan (1994), the site is not within the Hanford Municipal Airport Influence Area and is therefore not subject to land use compatibility policies.[22] Thus, the Project would not result in a safety hazard for people residing or working in the Project area and no impact would occur as a result of the Project.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The Project would not involve any new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City or

[22] County of Kings. (1994). Kings County Airport Land Use Compatibility Plan. Accessed October 14, 2021, https://www.countyofkings.com/home/showpublisheddocument/3094/635274871108830000

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County. Construction of frontage improvements may require lane closure; however, these activities would be short term and access through Grangeville Boulevard and 13th Avenue would be maintained through standard traffic control. Following construction, Grangeville Boulevard and 13th Avenue would continue to provide access to the site. Furthermore, the Project would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. Therefore, the Project would have a less than significant impact.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than Significant Impact. According to the California Department of Forestry and Fire Protection (Cal Fire), the city of Hanford, inclusive of the Project site, is not identified bas a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the site is within an area of local responsibility and is considered an area of low fire risk.[23] Additionally, the Project would be required to be developed and operate in compliance with all regulations of the current California Fire Code. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. For these reasons, the Project would have a less than significant impact.

4.9.3 Mitigation Measures

None required.

[23] California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed on October 5, 2021, https://egis.fire.ca.gov/FHSZ/.

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4.10 HYDROLOGY AND WATER QUALITY

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:			X	
	i. *Result in a substantial erosion or siltation on- or off-site;*			X	
	ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:*			X	
	iii. *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; or*			X	

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	iv. Impede or redirect flood flows?			X	
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

4.10.1 Environmental Setting

The Project site is within city limits and thus, will be required to connect to water and stormwater services. The City and responsible agencies have reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection and discharge requirements. Overall, the review of the Project by the City and responsible agencies indicates that the Project would not require or result in the relocation or construction of new or expanded facilities and as such, would not cause significant environmental effects.

Water

The City of Hanford's water supply system is a groundwater system. The city is located within the Tulare Lake Hydrologic Region and is within the Tulare Lake Groundwater Subbasin which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin. The system consists of 14 groundwater wells, three (3) storage reservoirs, distribution mains, and fire hydrants. The system does not use surface water. Groundwater is recharged by rain and snowfall in addition to percolation from storm water basins, local waterways, and agricultural irrigation. The Project would include installation of a 12-inch water main along Grangeville Boulevard to connect to the existing water main in addition to eight (8)-inch water mains throughout the subdivision. Each unit will connect to the City's water system through installation of meters.

Stormwater

The existing drainage infrastructure within the City of Hanford's Stormwater Management Program include natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are some areas where storm drainage is controlled by drainage inlets and underground structures. The system consists of 30 pump stations, 57 miles of pipeline, and 220 acres of drainage basins and drainage ditches. The proposed Project includes a 1.53-acre, on-site retention basin to capture stormwater from the subject site. The stormwater will percolate and allow for groundwater recharge.

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4.10.2 Impact Assessment

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Because the Project site is greater than one (1) acre in size, the developer is required to prepare a SWPPP (Section 4.7) in compliance with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2012-0006-DWQ). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil. These provisions minimize the potential for the Project to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality. Further, runoff resulting from the Project would be managed by the City in compliance with the Storm Drainage Master Plan in addition to approved grading and drainage plans. Thus, compliance with existing regulations including the General Construction Permit, BMPs, and Storm Drainage Master Plan would reduce potential impacts related to water quality and waste discharge to less than significant levels.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The City's long-term water resource planning for existing and future demand is addressed in the City's 2015 Urban Water Management Plan (UWMP) and 2017 Water System Master Plan (WSMP).[24] [25] These plans are intended to serve as a tool for planning and phasing the construction of future domestic water supply infrastructure for the projected buildout of the city of Hanford, in accordance with the General Plan.

According to these plans, the City uses groundwater wells as the sole source of supply. As such, groundwater should be viewed as a sustainable resource. As of 2017, there are 14 active

[24] City of Hanford (2016). 2015 Urban Water Management Plan. Accessed October 13, 2021, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/Water%20Management/2015%20UWMP%20Chapter%201.pdf

[25] City of Hanford (2017). 2017 Water System Master Plan. Accessed October 14, 2021, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/2017_Water%20System%20Master%20Plan%20-%20FINAL%20-%20Reduced.pdf

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groundwater wells with a rated supply of approximately 34.9 million gallons per day (mgd) that may increase or decrease in efficiency ratings as groundwater levels fluctuate and/or recover. To account for these fluctuations, the plans recommend that the City monitor well efficiencies on a frequent basis to adequately manage the groundwater supply. In the case of persistent droughts, it may therefore be necessary for the City to construct additional wells to maintain adequate supply capacity. Based on the buildout water supply requirements, the plans recommend the construction of 11 new groundwater wells including Main-W2 to be located at Centennial Drive approximately 2,600 ft. north of Grangeville Boulevard, west of the Project site.

Because the Project has been previously accounted for and analyzed within the General Plan, it can be presumed that the existing and planned water distribution system and supplies should be adequate to serve the Project, and the Project would thereby not interfere substantially with groundwater recharge or impede sustainable groundwater management of the basin. In addition, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City's water provision. For these reasons, a less than significant impact would occur as a result of the Project.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:*

i. Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. Erosion is a natural process in which soil is moved from place to place by wind or from flowing water. The effects of erosion within the Project Area can be accelerated by ground-disturbing activities associated with development. Siltation is the settling of sediment to the bed of a stream or lake which increases the turbidity of water. Turbid water can have harmful effects to aquatic life by clogging fish gills, reducing spawning habitat, and suppress aquatic vegetation growth.

Implementation of the proposed Project would result in the development of agricultural lands. Bare soils, common within farmlands, are more susceptible to erosion than an already developed urban land, thus it is expected erosion would occur on-site. During construction activities, and in compliance with the Project's SWPPP, construction-related erosion controls and BMPs would be implemented to reduce potential impacts related to erosion and siltation. These BMPs would include, but are not limited to, covering and/or binding soil surfaces to prevent soil from being detached and transported by water or wind, and the use of barriers such as straw bales and sandbags to control sediment. Together, the controls and BMPs are intended to limit soil transportation and erosion.

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In addition, the Project would increase impervious surfaces by installing paving, concrete pads, and sidewalks. In order to adequately discharge and capture stormwater runoff, the Project has been conditioned by the City to construct [list facilities]. In addition, the proposed drainage pattern is required to be constructed per regulations of the Storm Drainage Master Plan and will be reviewed by the City to ensure proper drainage. Consequently, this review and approval by the City and compliance with standard requirements would mean that the Project would result in a less than significant impact.

ii. Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Less than Significant Impact. The Project includes the construction of a 1.53-acre stormwater basin, which will be required to comply with the Storm Drainage Master Plan and will be reviewed by the City. Compliance with regulations and approval by the City would ensure that surface runoff is controlled in a manner which would not result in flooding on- or off-site. For this reason, the Project would have a less than significant impact.

iii. 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?

Less than Significant Impact. As previously mentioned, the Project includes the construction of a 1.53-acre stormwater basin, which will be reviewed by the City. Such facilities are required to comply with the Storm Drainage Master Plan and Project-specific grading and drainage plans are subject to review by the City prior to the final development approval. Therefore, provision of facilities as approved by the City would ensure that surface runoff is controlled in a manner which would not result in the creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage services or provide substantial additional sources of polluted runoff. For this reason, a less than significant impact would occur because of the Project.

iv. Impede or redirect flood flows?

Less than Significant Impact. Although the construction of the proposed Project would increase impervious surfaces, the Project would not alter drainage patterns because Project-specific grading and drainage plans are required to be reviewed by the City before development approval. Further, the Project is subject to construction of master plan facilities in addition to temporary facilities in order to adequately serve the Project. As a result, the Project would not impede or redirect flood flows and a less than significant impact would occur as a result.

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d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The Project site is not in a flood hazard, tsunami, or seiche zone (i.e., standing waves on river, reservoirs, ponds, and lakes); the Project site is approximately 93 miles from the Pacific Ocean and there are no rivers, reservoirs, ponds, or lakes within the site, and the Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06031C0180C and No. 06031C0185C dated June 16, 2009. Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). In addition, the Project area as well as the city as a whole has historically been subject to low to moderate ground shaking and has a relatively low probability of shaking. Seiches are unlikely to form due to the low seismic energy produced the area. Therefore, as a low-risk area, the Project would have a less than significant impact as it relates to the risk release of pollutants due to project inundations.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. A groundwater sustainability plan was adopted for the Tulare Lake Sub-basin in January 2020 by the Mid-Kings River Groundwater Sustainability Agency of which the City of Hanford is a member. [26] The proposed Project is required to comply with the adopted plan (Mid-Kings Groundwater) to meet the 2040 sustainability deadline for the basin. As mentioned above, groundwater is and will continue to be the source supply in wet and dry hydrologic periods. Based on the UWMP and WSMP, the City will continue to monitor groundwater supplies as a sustainable resource in order to remain compliant with groundwater sustainability goals. In turn, the Project is subject to compliance with the General Plan, all water quality control plans, and other hydrological requirements established by the City. Therefore, based on compliance with such plans, it can be determined that the Project would not conflict with or obstruct implementation of water quality control plans or sustainable groundwater management plans. For these reasons, a less than significant impact would occur because of the Project.

4.10.3 Mitigation Measures

None Required.

[26] Mid-Kings River Groundwater Sustainability Agency (2020). Tulare Lake Subbasin Groundwater Sustainability Plan. Accessed October 13, 2021, http://www.midkingsrivergsa.org/assets/tulare-lake-subbasin-groundwater-sustainability-plan%2c-january-2020.pdf

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4.11 LAND USE PLANNING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

4.11.1 Environmental Setting

In general, the Project site is within an area of the city that is predominately characterized by residential, educational, and recreational development. The property to the east of the Project site is developed with an existing single-family residential subdivision that would be connected to the proposed Project by two (2) local streets. In addition, the property to the north of the Project site across Grangeville Boulevard is currently undergoing construction to develop a single-family residential subdivision. Regarding educational development, Sierra Pacific High School and the College of the Sequoias are located to the south of the Project site and Frontier Elementary is located to the north. Silver Oaks Park and Hanford Sports Complex and are located less than a quarter mile to the north and south of the site, respectively. As a result, the area is characterized by a mix of development types and uses, as well as typical infrastructure, such as roadways, streetlights, parking lot lights, and ambient light sources typical of residential development.

4.11.2 Impact Assessment

a) Physically divide an established community?

Less than Significant Impact. Typically, physical division of an established community is associated with new, intersecting roadways, or new incompatible uses inconsistent with the planned or existing land uses. The Project site is currently used for agricultural operations but has a planned land use designation for residential uses and is consistent with the surrounding properties in that the area is planned for residential, educational, and recreational development.

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While the Project will introduce new roadways, the proposed roadways are local streets that are internal to the residential subdivision. The local streets are necessary to provide for internal circulation. The proposed local streets will be constructed per City Standards and will provide for safe access to Grangeville Boulevard. Therefore, the new roadways are necessary for internal circulation and would not physically divide an established community since they are internal to the subdivision.

As such, the Project does not represent a significant change in the surrounding area as it will develop a site planned for residential uses with a residential development. This development is compatible with the planned land uses within the area. In addition, the new roadways will be internal to the development and are necessary to provide for safe internal circulation and access to Grangeville Boulevard. For these reasons, the Project would have a less than significant impact.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. Policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are considered to be environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this document under specific topical sections, such as Biological Resources, Cultural Resources, and Tribal Cultural Resources. However, a discussion of certain land use plans, policies, and regulations that are applicable to the proposed Project are included in Table 4-1. As discussed below, the Project is generally consistent with the General Plan.

Table 4-1 Discussion on Land Use Policies in the General Plan

General Plan Policy	Project Consistency
Policy L18 Compatibility with Surrounding Neighborhoods. Ensure that new development is compatible with existing and surrounding neighborhoods.	**Consistent.** The Project proposes a use that is consistent with the use type and intensity allowed within the site's planned land use designation and zone district. As such, through compliance with applicable policies and regulations, the Project would be compatible with existing and surrounding neighborhoods.
Policy L19 Minimum and Maximum Residential Densities. Establish minimum and maximum density ranges for each residential zone in the Zoning Ordinance that are consistent with the planned densities of each residential land use designation.	**Consistent.** The Project has a General Plan land use designation of Low-Density Residential which has a density range of two (2) to 10 du/ac and allows for lots to range from 5,000 to 10,000 sf. The Project would allow for the construction of a residential subdivision that consists of 161 single-family lots to occupy approximately 36.48 acres, for a residential density of 4.52 du/ac. The minimum lot size proposed is 5,000 sf. Therefore, the Project is

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	consistent with the planned densities and is within the range of permitted lot sizes. The Project is also within the R-L-5 zone district, which is consistent with the Low-Density Residential land use designation.
Policy L24 Availability of Infrastructure. Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.	**Consistent.** There is existing urban infrastructure, including roadways, water, sewer, and storm drainage facilities, to serve the Project. In particular, the Project proposes a network of local streets that will connect to Grangeville Boulevard. Additionally, the Project will provide street improvements for safer access and connectivity. The Project also proposes installation of water and sewer mains to connect to existing facilities, in addition to an onsite basin to accommodate storm water drainage. Therefore, the Project will have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.
Policy L25 Maintenance Districts. Require new residential subdivisions to form maintenance districts to maintain shared public improvements, such as landscaping, lighting, walls, streets, and other improvements as determined by the City Council.	**Consistent.** The Project is subject to review and approval by the City, which includes conditioning specific requirements such as maintenance districts.
Policy L26 Residential Parking. Residential developments shall provide adequate on-site parking for the specific use.	**Consistent.** According to HMC Section 17.54.040, single-family dwellings require two (2) spaces per dwelling unit with at least one (1) covered space (garage or car port). The Project proposes single-family lots with garages and driveways that will accommodate parking needs for future residents. In addition, the local street network will include a parking lane. Therefore, the Project would provide adequate parking for the proposed use that is consistent with the allowances of the HMC.
Policy L28 Street Trees and Landscaping. Encourage all new residential developments to include shade trees along the street and install landscaping and irrigation systems that meet State requirements for low water use.	**Consistent.** Street trees and landscaping are proposed as part of the Project and will be subject to review and approval by the City.
Policy L31 Purpose of the Low-Density Residential Land Use Designation. Establish the Low-Density Residential land use designation to provide mainly single family development on lot sizes typically found in urban settings.	**Consistent.** The Project site has a planned land use designation of Low Density Residential and proposes the development of a single-family residential subdivision at a size and density permitted by the General Plan and HMC.

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Policy L32 Typical Uses in the Low-Density Residential Land Use Designation. Define the uses allowed in the Low Density Residential land use designation to include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood.	**Consistent.** The Project site has a planned land use designation of Low Density Residential and proposes the development of a single-family residential subdivision at a size and density permitted by the General Plan and HMC.
Policy L33 Size of Lots in the Low Density Residential Land Use Designation. While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonus policies.	**Consistent.** The Project site has a planned land use designation of Low Density Residential and proposes the development of a single-family residential subdivision at a size and density permitted by the General Plan and HMC.

Further, through the entitlement process, the Project is reviewed for compliance with applicable regulations inclusive of those adopted for the purpose of avoiding or mitigating environmental effects. Overall, the entitlement process would ensure that the Project complies with the General Plan, HMC, and any other applicable policies. As such, the Project would have a less than significant impact.

4.11.3 Mitigation Measures

None required.

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4.12 MINERAL RESOURCES

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				X
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?				X

4.12.1 Environmental Setting

The California Geological Survey (CGS) classifies and designates areas within California that contain or potentially contain significant mineral resources. Lands are classified into Aggregate and Mineral Resource Zones (MRZs), which identify known or inferred significant mineral resources. According to the California Department of Conservation, CGS's Surface Mining and Reclamation Act (SMARA) Mineral Lands Classification (MLC) data portal, the city of Hanford is not within a mineral resource study area.[27] In addition, according to the General Plan, the city of Hanford is not within a Division of Oil, Gas, and Geothermal Resources recognized oil field. Rather, the General Plan identifies sand and gravel for road and building construction as the only likely mineral resources in the area. Lastly, according to the Kings County General Plan, there are no oil fields or areas designated for mineral recovery in the city of Hanford.

4.12.2 Impact Assessment

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?

[27] California Department of Conservation. SMARA Mineral Land Classification. Accessed on October 14, 2021, https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara

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No Impact. The Project site is not located in an area designated for mineral resource preservation or recovery. Therefore, the Project would not 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. Therefore, no impact would occur as a result of the Project.

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?

No Impact. As described above, the Project site is not located in an area designated for mineral resource preservation or recovery and as a result, the Project would not 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. Further, the site is not delineated on the General Plan, a Specific Plan, or other land use plan as a locally important mineral resource recovery site, thus it would not result in the loss of availability of a locally important mineral resource. Therefore, no impact would occur as a result of the Project.

4.12.3 Mitigation Measures

None required.

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4.13 NOISE

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b)	Generation of excessive groundborne vibration or groundborne noise levels?			X	
c)	For a project located within the vicinity of a private airstrip or 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?				X

4.13.1 Environmental Setting

In general, there are two (2) types of noise sources: 1) mobile source and 2) stationary sounds. Mobile source noises are typically associated with transportation including automobiles, trains, and aircraft. Stationary sounds are sources that do not move such as machinery or construction sites. Two (2) noise generating activities of the Project would include construction (short-term, temporary) and operational (long-term) noise.

The Hanford General Plan Noise Element and HMC outline policies and regulations to mitigate health effects of noise in the community and prevent exposures to excessive noise levels. In particular, policies in the General Plan regarding new development include:

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Policy H41 Interior Noise Exposure. *Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for new single, multi-family housing, hotels and motels.*

Policy H42 Noise Evaluation for New Development. *Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.*

Policy H43 Non-Transportation Noise. *Mitigate noise created by non-transportation noise sources so as not to exceed the maximum allowable interior and exterior noise level standards.*

Policy H48 Noise Mitigation for Construction Activities. *Require all development projects to mitigate noise impacts associated with construction activities.*

Policy H50 Sound Walls. *Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.*

Sensitive land uses include residential, schools, churches, nursing homes, hospitals, and open space/recreation areas. Commercial, farmland, and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels. The nearest sensitive receptors to the Project site are the two (2) existing single-family residences located on a portion of the Project site (to be excluded through a lot line adjustment), in addition to single-family residences located immediately south of the site.

4.13.2 Impact Assessment

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Less than Significant Impact. Noise generating activities of the Project would include traffic noise and stationery-source noise, such as operations and construction as described below. Overall, the Project would result in a less than significant impact in regard to noise.

Stationary-Source Noise

Operations: The primary source of on-going noise from the future residential project will be from vehicles traveling to and from the site. The Project will generate an increase in traffic on some roadways in the Project area. However, the relatively low number of new trips associated with the Project is not likely to increase the ambient noise levels by a significant amount as the area is active

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with vehicles and the proposed Project will not introduce a new significant source of noise that isn't already occurring in the area.

Construction: Stationary-source noise would result from construction activities through the use of construction equipment for grading the site and building the proposed structures. The Project is anticipated to begin construction in February 2024 with full buildout by July 2024. Construction phases would include standard construction activities such as demolition, site preparation, grading/excavation, draining/utilities/trenching, foundations/concrete pour, building construction, and paving.

The nearest sensitive land uses are single-family residential located approximately ± 70-feet from proposed lots and are located within the Project site (to be excluded through the lot line adjustment). According to the Federal Highway Administration Roadway Construction Noise Model (RCNM), all possible construction equipment at 70-feet from the nearest noise sensitive land use (i.e., single-family residence) would generate a maximum noise level of 98.3 A-weighted decibels (dBA), which is 13.3 dBA over the default noise limit (85 dBA). Although the nearby residential uses would experience elevated noise levels from construction, these activities would be temporary and would generally take place Monday through Friday between 7:00 am and 8:00 pm, as permitted by HMC *Section 9.10.060*:

> ***HMC Section 9.10.060 Noises Prohibited.*** *Construction or Repair of Buildings, Excavation of Streets and Highways. The construction, demolition, alteration or repair of any building or the excavation of streets and highways other than between the hours of 7:00 a.m. and 8:00 p.m. In cases of emergency, construction or repair noises are exempt from this provision. In non-emergency situations, the city manager, or designee, may issue a permit, upon application, if the city manager, or designee, determines that the public health and safety, is affected by loud and raucous noise caused by construction or repair of buildings or excavation of streets and highways between the hours of 8:00 p.m. and 7:00 a.m. will not be impaired, and if the city manager, or designee, further determines that loss or inconvenience would otherwise result. The permit shall grant permission in non-emergency cases for a period of not more than three (3) days. The permit may be renewed once for a period of three (3) days or less.*

Overall, Project construction is not expected to result in a significant impact because the noise would be regulated by the HMC. Noise would thereby be generated during daylight hours and not during evening or more noise-sensitive time periods; and the increase in noise would cease upon completion of the Project. For these reasons, a less than significant impact would occur.

Although the Project would result in increased ambient noise level at the Project site, compliance with the General Plan policies and *Chapter 9.10 Loud or Annoying Noises* of the HMC requirements

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would result in the Project's compliance with applicable standards. Overall, the Project would result in a less than significant impact in regard to noise.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Ground borne vibration may result from construction, depending on the use of equipment (e.g., pile drivers, bulldozers, jackhammers, etc.), distance to affected structures, and soil type. Depending on the method, equipment-generated vibrations could spread through the ground and effect nearby buildings. It is not anticipated that the Project would generate excessive ground borne vibration or ground borne noise levels, given the type of improvements associated with the development. Further, construction or operation of the Project would not involve equipment that would generate substantial groundborne vibration of ground borne noise levels. As discussed under criteria a), project-generated stationary noise sources would be regulated by the HMC. Through compliance with the HMC, the Project would result in a less than significant impact.

c) 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?

No Impact. The nearest public use airport is the Hanford Municipal Airport located more than three (3) miles southeast of the Project site. According to the Kings County Airport Land Use Compatibility Plan (1994), the site is not within the Hanford Municipal Airport Influence Area and is therefore not subject to land use compatibility policies.[28] Thus, the Project would not result in a expose people residing or working in the Project area and no impact would occur as a result of the Project.

4.13.3 Mitigation Measures

None required.

[28] County of Kings. (1994). Kings County Airport Land Use Compatibility Plan. Accessed October 14, 2021, https://www.countyofkings.com/home/showpublisheddocument/3094/635274871108830000

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4.14 POPULATION AND HOUSING

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Induce substantial unplanned 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)?			X	
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

4.14.1 Environmental Setting

CEQA Guidelines Section 15126.2(d) requires that a CEQA document discuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines provide the example of a major expansion of a wastewater treatment plant that may allow for more construction within the service area. The CEQA Guidelines also note that the evaluation of growth inducement should consider the characteristics of a project that may encourage or facilitate other activities that could significantly affect the environment. Direct and Indirect Growth Inducement consists of activities that directly facilitate population growth, such as construction of new dwelling units.

4.14.2 Impact Assessment

a) Induce substantial unplanned 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)?

Less than Significant Impact. A key consideration in evaluating growth inducement is whether the activity in question constitutes "planned growth." A residential project that is consistent with the

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underlying General Plan would generally be considered planned growth because it was previously contemplated by these long-range documents, and, thus, would not be deemed to have a significant growth-inducing effect. The Project does not represent a significant change in the surrounding area as it will facilitate the development of a use that is compatible with the existing and planned land uses within the area. In addition, the Project is consistent with the planned land use designation. In addition, the extension of urban infrastructure to serve the proposed Project may be considered "growth accommodating" because it is intended to facilitate planned growth. However, the anticipated population of 460 will not affect any regional population, housing or employment projections anticipated by City policy documents. Thus, since the proposed Project is considered planned growth, the impact is less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently used for agricultural and commercial uses and will not result in the displacement of people or housing. Therefore, the Project would have no impact.

4.14.3 Mitigation Measures

None required.

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4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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:				
i. Fire protection?		X		
ii. Police protection?		X		
iii. Schools?		X		
iv. Parks?		X		
v. Other public facilities?			X	

4.15.1 Environmental Setting

The Project is located within Hanford city limits and thus, would be subject to fees to for the construction, acquisition, and improvements for such services:

Fire Protection Services

Fire Protection Services in the city are provided by the Hanford Fire Department (HFD). The HFD operates a total of three (3) fire stations that serve the city: Fire Station 1 located at 350 W. Grangeville Boulevard, Fire Station 2 located at 10553 Houston Avenue, and Fire Station 3 located at 1070 S. 12th Street. The Project site is in the service area of Fire Station 1, which is 2.1 miles from the site. To address impacts to fire protection services, the City of Hanford has implemented the Fire Protection Development Impact Fee pursuant to *Chapter 15.45* of the HMC, which requires developers to pay the "fair share" of capital improvements related to fire protection

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services and facilities. A Fire Protection Development Impact Fee has been assessed for the proposed Project based on the Facility size. Lastly, the Project was reviewed by the HFD and is subject to regulations and standards such as the California Uniform Fire Code (UFC), which includes regulations on construction, maintenance and building use. The UFC addresses fire department access, fire hydrants, sprinklers, fire alarm system, etc., for new buildings.

Consultation Received: Consultation was received from the Hanford Fire Department on October 14, 2021. Comments include the Project's compliance to applicable codes and requirements, permit submittal, installation of fire hydrants and automatic sprinkler systems, access road requirements, etc. Such requirements shall be incorporated in the Project's Conditions of Approval.

Police Protection Services

Police Protection Services in the city are provided by the Hanford Police Department (FPD). The HPD is located at 425 North Irwin Street, which is approximately 2.4-miles from the Project site. According to the Fiscal Year (FY) 2021-2022/2022-2023 City of Hanford Budget, the HPD handled over 60,478 incidents in FY 2019-2020. To address impacts to police protection services, the City of Hanford has implemented the Police Protection Development Impact Fee pursuant to *Chapter 15.46* of the HMC, which requires developers to pay the "fair share" of capital improvements related to police protection services and facilities. A Police Protection Development Impact Fee has been assessed for the proposed Project based on the Facility size.

Schools

Educational services within the Project area are primarily served by Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHSD). Schools within a one (1)-miles radius of the Protect site include Frontier Elementary School, Pioneer Union Elementary School, Simas Elementary School, and Sierra Pacific High School. Funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq., which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed "full and complete mitigation."

Consultation Received: Consultation was received from Renee Creech with the Hanford Joint Union High School District on July 22, 2021 stating the following, *"This project is another housing development in our school boundary that is already impacted. This causes issues for traffic, transportation, and classroom learning of students and staff."* Traffic and transportation impacts are addressed in Section 4.17.

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Parks and Recreation

Park and Recreation Facilities are overseen by the Hanford Parks and Community Services Department. According to the 2020 Parks and Recreation Master Plan, the City currently offers 299.70 acres of park land which equates to a total Level of Service (LOS) of 5.06 acres of park land per 1,000 residents based on the City's 2018 population.[29] The 2035 General Plan includes a LOS standard goal of 3.5 acres per 1,000 residents for future growth. Similar to other public services, the City had established the Park Facilities Impact Fee pursuant to *Chapter 15.44* of the HMC, which requires developers to pay for parks and recreational facilities improvements. The Project may also be subject to requirements of the Quimby Act, including park land dedication and/or payment of fees in-lieu thereof (or a combination of both). The nearest parks to the Project site include the Silver Oaks Park and the Hanford Sports Complex.

4.15.2 Impact Assessment

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

i. Fire protection?

Less than Significant Impact with Mitigation Incorporated. The Project site is within the city limits and therefore would be served by the HFD. The Project site is in the service area of Fire Station 1, which is 2.1 miles from the site. The Project's proximity to existing stations would support adequate service ratios, response times, and other performance objectives for fire protection services. In addition, the HFD reviewed the Project for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. Based on HFD's review, it can be determined that the Project can be served by existing facilities and would not result in the need for new or altered facilities. However, to further reduce potential Project impacts, the Project shall be subject to Fire Protection Department Impact Fees pursuant to *MM PUB-1*. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

MM PUB-1. The Developer shall pay the Fire Protection Department Impact Fees

[29] City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed October 13, 2021, https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf

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ii. Police protection?

Less than Significant Impact with Mitigation Incorporated. The Project site is within the city limits and therefore would be served by the HPD. The nearest police station to the proposed Project is located approximately 2.4-miles from the site. Since the Project site is located immediately adjacent to a residential area that is currently served by the Police Department, it can be presumed that the addition of the subdivision within a growing residential area would not cause the Department to significantly expand its existing service area or construct a new facility to serve the Project. However, to further reduce potential Project impacts, the Project shall be subject to Police Protection Development Impact Fees pursuant to *MM PUB-2*. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

MM PUB-2. *The Developer shall pay the Police Protection Development Impact Fees*

iii. Schools?

Less than Significant Impact with Mitigation Incorporated. Educational services for the proposed Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHSD). The development and managing of school sites are the responsibility of school districts and elected governing school boards. The General Plan provides policy which focuses on collaboration with school districts to determine new school locations and utilization of school facilities for general public needs. The development is consistent with the General Plan and will be subject to School Impact Fees in order to mitigate the effect of the project on schools. In particular, funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq., which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed "full and complete mitigation." Thus, to offset any potential impacts, the Project shall be subject to School Impact Fees pursuant to *MM PUB-3*. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

MM PUB-3. *The Developer shall pay the School Impact Fees*

iv. Parks?

Less than Significant Impact with Mitigation Incorporated. The Project proposes a residential use and thus, would result in a net increase in the area population. As a new subdivision, the Project is subject to the Park Facilities Impact Fee in addition to the Quimby Act. Thus, to offset any potential impacts, the Project shall be subject to Park Facilities Impact Fees and the Quimby Act pursuant to *MM PUB-4*. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

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MM PUB-4. *The Developer shall pay the Park Facilities Impact Fees and comply with the Quimby Act Requirements.*

v. Other public facilities?

Less than Significant Impact. Development of the Project will increase the demand for other public services, such as libraries. However, the City does not have a requirement or standard for the number or size of a library based on the City's population. Therefore, a significant impact or the need for new or altered facilities to provide other public services is not anticipated and thus the project will result in a less than significant impact.

4.15.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Public Services related mitigation measures as identified in the Mitigation Monitoring and Reporting Program dated October 18, 2021, including the mitigation measure identified above.

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4.16 RECREATION

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	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?			X	
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?			X	

4.16.1 Environmental Setting

Park and Recreation Facilities are overseen by the Hanford Parks and Community Services Department. According to the 2020 Parks and Recreation Master Plan, the City currently offers 299.70 acres of park land which equates to a total Level of Service (LOS) of 5.06 acres of park land per 1,000 residents based on the City's 2018 population.[30] The 2035 General Plan includes a LOS standard goal of 3.5 acres per 1,000 residents for future growth. Similar to other public services, the City had established the Park Facilities Impact Fee pursuant to *Chapter 15.44* of the HMC, which requires developers to pay for parks and recreational facilities improvements. The Project may also be subject to requirements of the Quimby Act, including park land dedication and/or payment of fees in-lieu thereof (or a combination of both). The nearest parks to the Project site include the Silver Oaks Park and the Hanford Sports Complex.

[30] City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed October 13, 2021, https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf

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4.16.2 Impact Assessment

a) 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?

Less than Significant Impact. The Project proposes a residential use and thus, would result in a net increase in the area population. As a new subdivision, the Project is subject to the Park Facilities Impact Fee in addition to the Quimby Act. Compliance with these requirements through *MM PUB-4* (See Section 4.15) would offset any impacts that would result in the need for new or physically altered parks. For these reasons, the Project would have a less than significant impact.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than Significant Impact. The Project does not propose recreational facilities. As stated under criterion a) above, the Project is subject to the Park Facilities Impact Fee in addition to the Quimby Act. Through compliance with these requirements, the Project is paying its "fair share" for the future construction of facilities and/or to reimburse the City for such facilities. For these reasons, a less than significant impact would occur as a result of the Project.

4.16.3 Mitigation Measures

None required.

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4.17 TRANSPORTATION

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b)	Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d)	Result in inadequate emergency access?			X	

4.17.1 Environmental Setting

The Project site is bound to the north by Grangeville Boulevard, a two (2)-lane east-west arterial and to the west by 13th Avenue, a two (2)-lane north-south major arterial. The primary access points to the subdivision are proposed on Grangeville Boulevard at "I Street" (future local) and "J Street" (future local). No access is proposed from 13th Avenue.

The portions of Grangeville Boulevard and 13th Avenue will be improved with curb, gutter, sidewalk, landscaping, and streetlights. The Project would also be connected to the existing, adjacent residential subdivision to the east by "Ella Street" and "Malone Street" (existing and future locals). Local streets (60-ft. width) contained within the subdivision will include sidewalk, curb, gutter, landscaping, and parking lanes. At present, no fixed-route transit service, bicycle facilities, or pedestrian facilities serve the Project site.

Consultation Received: Consultation was received from Oscar Gonzalez with Kings Area Rural Transit (KART) on July 29, 2021, which stated, *"KART would like consideration for a bus stop 12'x7'-*

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sidewalk 7' wide from curb to sidewalk at 12'x7'. We can fit a Bench and Transit Can." Such requirements shall be incorporated in the Project's Conditions of Approval.

Traffic Study and VMT Analysis

A Traffic Study and VMT Analysis for the Project were conducted by Peters Engineering Group. The study and analysis were amended on January 28, 2022, with an updated VMT analysis that is based upon new substantial evidence. Results of the study and analysis are incorporated herein. The study including the VMT Analysis are provided in Appendix B.

4.17.2 Impact Assessment

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The Project would be required to comply with all project level requirements implemented by a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Based on Engineering comments prepared for the project, standard frontage improvements are required, which will address the circulation system. The Project is also required to submit improvement plans, including roadway improvements, for review and approval by the City Engineer to ensure improvements will be consistent with City standards. Therefore, through compliance with the programs, plans, ordinances, and policies addressing the circulation system (inclusive of transit, roadway, bicycle, and pedestrian facilities), a less than significant impact would occur because of the Project.

In addition, the State of California does not recognize traffic congestion and delay as an environmental impact per CEQA. However, *Policy T29* of the Hanford General Plan states: *"Maintain a peak hour Level of Service (LOS) E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service (LOS) D on all other streets and intersections with the Planned Growth Boundary."* The results of the Traffic Study conducted by Peters Engineering Group indicate that the intersections analyzed near the Project site are currently operating at acceptable LOS and are expected to continue to operate at acceptable LOS with buildout of the Project. Thus, the Project is expected to have a less than significant impact.

Based on the above assessment, it can be determined that the Project will not conflict with the General Plan, policies, or ordinance and the impact is less than significant.

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b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Under Senate Bill 743 (SB743), traffic impacts are related to Vehicle Miles Traveled (VMT). The VMT metric became mandatory on July 1, 2020. Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual automobile travel (additional miles driven) a proposed Project would create on California roads. If the project adds excessive automobile travel onto roads, then the project may cause a significant transportations impact.

The State CEQA Guidelines were amended to implement SB 743 by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts. In place of LOS analysis, VMT metrics for thresholds of significance are now required to be utilized to determine if a project promotes reductions in greenhouse gas emissions, multimodal transportation networks, and diversity of land uses.

According to the Governor's Office of Planning and Research's (OPR) Technical Advisory (TA) on Evaluating Transportation Impacts in CEQA, land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. In regard to recommended thresholds for residential projects, the OPR advises: *"a proposed Project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capital."* Thus, residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than significant transportation impact.

Based upon the revised VMT analysis contained in Appendix B, which is based on new substantial evidence, OPR's per capita recommendation is a valid threshold for the City of Hanford because it is consistent with CARB's thirteen percent (13%) GHG vehicle emission reduction target to which KCAG's members, including the City, are subject. It is reasonable to conclude that a reduction in VMT directly corresponds to a reduction in GHG emissions from passenger vehicles and that a proposed project that is estimated to generate a per capita or per employee VMT that is more than 15 percent below that of existing development will result in GHG emission reduction consistent with CARB's 13 percent reduction target for the KCAG metropolitan planning organization (MPO). For purposes of the City's VMT evaluation efforts, it is appropriate to utilize

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OPR's recommended fifteen-percent-below-existing-development VMT threshold because it is consistent CARB's applicable GHG emission reduction target.

The TA suggests that screening thresholds be utilized to identify projects that are expected to cause a less-than-significant impact. Page 12 of the TA indicates:

> *"Many agencies use 'screening thresholds' to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing."*

With respect to map-based screening, the TA states:

> *"Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT (see recommendations below). Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis."*

KCAG created an online VMT mapping tool that identifies VMT per capita and VMT per employee by traffic analysis zone (TAZ).[31] The KCAG mapping tool reflects a VMT per capita of 7.78 for the TAZ in which the Project will be located, which is more than fifteen percent below the County VMT per capita average of 9.6.

KCAG's mapping tool was created utilizing trip-based transportation models created for the eight (8) San Joaquin Valley MPOs to satisfy the requirements of SB 375. The modeling process is described in the Documentation for the EIGHT SAN JOAQUIN VALLEY MPO TRAFFIC MODELS TO MEET THE REQUIREMENTS OF SB 375 (August 30, 2012)4, which is incorporated herein by reference.

[31] Kings County Association of Governments. 2021. "Kings County Online VMT Mapping Tool." Accessed on January 4, 2021, https://www.arcgis.com/apps/webappviewer/index.html?id=84b4b47b08ac41af88779212180ff36c.

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According to Appendix VIII of KCAG's 2018 Regional Transportation Plan (RTP), the 2012 transportation model was revalidated for a 2015 base year and is described on Appendix VIII page 26 as:

> *"The KCAG model was revalidated to a 2015 base year for the 2018 RTP. The revalidation included new inventories of base year housing and employment, updates to the road network and transit coverage to reflect recent changes in the transportation system, and updated traffic counts to represent the 2015 base year. The KCAG model traffic validation is based on several criteria, including vehicle-miles of travel, total volume by road type, and percent of links within acceptable limits."*

Revalidation efforts utilized traffic data provided by the City. The RTP and the City's underlying traffic data are incorporated herein by reference. Page 26 of Appendix VIII describes KCAG's VMT projection process as follows:

> *"Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT."*

It can be concluded that, based upon KCAG's VMT mapping tool, the Project's VMT impact will be less than significant because VMT associated with the Project will be below the fifteen-percent-below-existing-development threshold. Therefore, the Project may be presumed to cause a less than significant impact pursuant to CEQA Guidelines section 15064.3(b).

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less than Significant Impact. The Project design does not contain any geometric design features that would create hazards. Implementation of the Project would require the improvement and expansion of the roadway network serving the Project site. As discussed under criterion a) above, the Project is subject to standard frontage improvements, which would be designed pursuant to applicable federal, state, and local design standards. Compliance with such standards would ensure that any traffic hazards are minimized. Further, the Project proposes the development of a residential site that is in an area generally characterized by existing and planned residential, educational, and recreational uses. Therefore, the Project does not propose an incompatible use as it is consistent with the existing development in the area and is similar in nature to the surrounding uses. As a result, implementation of the Project would result in a less than significant impact related to hazards due to roadway design features or incompatible uses

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d) Result in inadequate emergency access?

Less than Significant Impact. The Project does not involve a change to any emergency response plan. In addition, the City's Engineering Department and Fire Department have reviewed the Project and imposed standard conditions to ensure adequate site access including emergency access. In the case that Project construction requires lane closures, access through Grangeville Boulevard and 13th Avenue would be maintained through standard traffic control and therefore, potential lane closures would not affect emergency evacuation plans. Thus, a less than significant impact would occur because of the Project.

4.17.3 Mitigation Measures

None required.

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4.18 TRIBAL CULTURAL RESOURCES

Would the project: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or,			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

4.18.1 Environmental Setting

Assembly Bill 52 (AB 52) requires consultation with California Native American tribes during the CEQA process to determine potential effects of proposed projects on a tribal cultural resource. Pursuant to Public Resources Code (PRC) Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register,

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or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

Generally, the term 'cultural resources' describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, historical resources include sites, structures, objects, or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. Such resources are eligible for listing in the California Register of Historic Resources by the State Historical Resources Commission. The city of Hanford has three (3) buildings listed on the National Register of Historic Places: Hanford Carnegie Library, Kings County Courthouse, and Taoist Temple.

The City of Hanford conducted tribal consultation pursuant to AB 52 and SB 18. In response, the City received pre-consultation from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested that an archeological survey be conducted in addition to a California Historical Resources Information System (CHRIS) search and Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC). In addition, the Tribe has requested the following Mitigation Measures (MM) to be incorporated with the proposed Project:

> ***MM CR-1.*** *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 shall be taken before construction may continue.*
>
> ***MM CR-2.*** *Prior to ground disturbing activities, construction staff shall receive a cultural presentation by the Santa Rosa Rancheria regarding cultural resources and laws and regulations for the discovery of cultural resources and human remains.*
>
> ***MM CR-3.*** *A Native American monitor shall be present for ground disturbing activities.*

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MM CR-4. A Burial Treatment Plan shall be signed by the applicant/property owner prior to any earth disturbing activities.

MM CR-5. A curation agreement shall be signed with the Santa Rosa Rancheria.

CHRIS Record Search

The Southern San Joaquin Information Center (SSJIC) conducted a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding area (0.5-mile radius, "Project Area") on September 13, 2021 (Confidential). The results indicate that the Project Area had been partly surveyed previously and that one (1) cultural resource, the historic Last Chance Ditch (CA-KIN-191H) crossed through it. Based on the map provided, the cultural resource is not located on the Project site.

SLF NAHC Record Search

A NAHSC Sacred Lands Files search was conducted on October 4, 2021. The search results were negative and did not indicate any known sacred sites or tribal cultural resources within the Project Area.

Phase I Survey

A Phase I cultural resources survey for the Project area was conducted by ASM Affiliates on September 14. 2021. The report is confidential and is therefore not provided in this initial study; however, results are incorporated herein. No historical or archaeological resources of any kind were discovered within the Project Area. In addition, the previously recorded historical Last Chance Ditch was found to be abandoned and filled-in. Based on the proximity of the Project site to the Last Chance Ditch, the survey considers the site to be archaeologically sensitive. Following the suggestions of the Santa Rosa Rancheria Tachi Yokut Tribe, the survey recommends the aforementioned mitigation measures.

4.18.2 Impact Assessment

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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Less than Significant Impact. As discussed in Section 4.5, the Project site does not contain any property or site features that are eligible for listing in the California Register of Historical Sources, or in a local register of historical resources as defined in PRC Section 5020.1(k). Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Hanford General Plan *Policy O49* imposes measures to mitigate when resources are uncovered during construction. In addition, mitigation measures *MM CR-1* to *MM CR-5* requested by Santa Rosa Rancheria are incorporated herein to mitigate for potential subsurface cultural resources and human remains. Therefore, if any human remains were discovered, implementation of related regulations and mitigation measures would reduce the Project's impact to less than significant. Thus, if such resources were discovered, implementation of the required condition would reduce the impact to less than significant with mitigation incorporated.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact. The Project site has not been determined by the City to be a significant resource pursuant to Public Resources Code Section 5024.1 and to-date, no substantial information has been provided to the city to indicate otherwise. According to the NAHC records, no sacred sites or tribal cultural resources are known in or near the study area. Further, the Project site, inclusive of site features, is not listed in the California Register of Historical Sources. However, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Hanford General Plan *Policy O49* imposes measures to mitigate when resources are uncovered during construction. In addition, mitigation measures *MM CR-1* to *MM CR-5* requested by Santa Rosa Rancheria are incorporated herein to mitigate for potential subsurface cultural resources and human remains. Therefore, if any human remains were discovered, implementation of related regulations and mitigation measures would reduce the Project's impact to less than significant. Thus, if such resources were discovered, implementation of the required condition would reduce the impact to less than significant with mitigation incorporated.

4.18.3 Mitigation Measures

None required.

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4.19 UTILITIES AND SERVICE SYSTEMS

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effect?			X	
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

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4.19.1 Environmental Setting

The Project site is within city limits and thus, will be required to connect to water, sewer, stormwater, and wastewater services. Natural gas, electricity, and telecommunications are provided by private companies. Each utility system is described below. Overall, the review of the Project by the City and responsible agencies indicates that the Project would not require or result in the relocation or construction of new or expanded facilities and as such, would not cause significant environmental effects.

Water

The City of Hanford's water supply system is a groundwater system. The city is located within the Tulare Lake Hydrologic Region and is within the Tulare Lake Groundwater Subbasin which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin. The system consists of 14 groundwater wells, three (3) storage reservoirs, distribution mains, and fire hydrants. The system does not use surface water. Groundwater is recharged by rain and snowfall in addition to percolation from storm water basins, local waterways, and agricultural irrigation. The Project would include installation of a 12-inch water main along Grangeville Boulevard to connect to the existing water main in addition to eight (8)-inch water mains throughout the subdivision. Each unit will connect to the City's water system through installation of meters.

Wastewater

The City of Hanford wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the 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. The City's wastewater system also pursues water conservation strategies to ensure long-term reuse of treated disinfected wastewater to reduce the need for groundwater.

Solid Waste

Solid waste in the city is collected by a private contractor, Kings Waste Recycling Authority (KWRA). Refuse is sorted at the KWRA facility to recover recyclable materials before being hauled to the landfills in Kettleman Hills. For single-family residential customers, the City has instituted a greenwaste collection mixed recycle collection program.

Stormwater

The existing drainage infrastructure within the City of Hanford's Stormwater Management Program include natural drainage channels, retention basins, natural vegetation, piping, and pump

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stations. There are some areas where storm drainage is controlled by drainage inlets and underground structures. The system consists of 30 pump stations, 57 miles of pipeline, and 220 acres of drainage basins and drainage ditches.

Natural Gas and Electricity

PG&E and Southern California Edison Company are the natural gas and electric service providers for the area, incrementally expands and updates its service system as needed to serve its users.

Consultation Received: Consultation was received from PG&E on July 27, 2021 with information and requirements as it related to Gas facilities and Electric facilities. Such requirements shall be incorporated in the Project's Conditions of Approval.

Telecommunications

Accordingly, telecommunications providers in the area (AT&T and Comcast) incrementally expand and update their service systems in response to usage and demand.

Consultation Received: Consultation was received from Michael Wilson with AT&T on July 23, 2021, which stated, *"new subdivision to feed fiber in joint trench. AT&T will provide redlines to developer. Any relocation conditions should be relayed to me by developer or city (Grangeville aerial-to-aerial, I expect)."* Such requirements shall be incorporated in the Project's Conditions of Approval.

4.19.2 Impact Assessment

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project site is within city limits and thus, will be required to connect to water, stormwater, solid waste, and wastewater services. Natural gas, electricity, and telecommunications are provided by private companies. The City and responsible agencies have reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection requirements. In addition to connections to water, stormwater, solid waste, and wastewater services, the Project will be served by the appropriate natural gas, electricity, and telecommunications providers for the Project area. Overall, the review of the Project by the City and responsible agencies indicates that the Project would not require or result in the relocation or construction of new or expanded facilities and as such, would not cause

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significant environmental effects. Through compliance with the applicable connection requirements, a less than significant impact would occur as a result of the Project.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. As discussed in detail in Section 4.10, the City's long-term water resource planning is addressed in the City's 2015 UWMP and the 2017 WSMP. According to these plans, the City's per capita consumption has generally remained unchanged in recent history (2000 to 2015), with a slight decrease from 2012-2015 due to the drought and water shortage measures. The City predicts that the water shortage contingency measures and continued installation of water service meters will result in a continued downward trend in water use.

In addition, the plans indicate the City uses groundwater wells as the sole source of supply. As such, groundwater should be viewed as a sustainable resource. As of 2017, there are 14 active groundwater wells with a rated supply of approximately 34.9 million gallons per day (mgd) that may increase or decrease in efficiency ratings as groundwater levels fluctuate and/or recover. To account for these fluctuations, the plans recommend that the City monitor well efficiencies on a frequent basis to adequately manage the groundwater supply. In the case of persistent droughts, it may therefore be necessary for the City to construct additional wells to maintain adequate supply capacity. Based on the buildout water supply requirements, the plans recommend the construction of 11 new groundwater wells including Main-W2 to be located at Centennial Drive approximately 2,600 ft. north of Grangeville Boulevard, west of the Project site.

Because the Project has been previously accounted for and analyzed within the General Plan, it can be presumed that the existing and planned water distribution system and supplies should be adequate to serve the Project during normal, dry, and multiple dry years. In addition, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City's water provision. For these reasons, a less than significant impact would occur as a result of the Project.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. The City of Hanford Wastewater Treatment Plant (WWTP) is the city's facility for treatment, disposal, and reuse of wastewater for residential, commercial, and industrial accounts. As previously mentioned, the Project is consistent with the planned land use designation previously accounted for in the General Plan. The wastewater impacts for the Project were evaluated by the City Engineer to ensure compliance with the City's wastewater treatment

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requirements and capacity. Based on the City's review, the Project has adequate capacity based on the estimated sewage collection and treatment demand. In particular, the Project will install eight (8)-inch sewer main along "A Street" to "L Street" and Malone Street. For these reasons, the Project would not exceed wastewater treatment requirements such that a new facility would be required, nor would the existing WWTP Facility need to be expanded. As such, the Project would have a less than significant impact.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Project construction as well as future residences will be served by the City's contracted waste hauler and would be required to comply with HMC *Chapter 13.12 Solid Waste Collection and Disposal,* which outlines requirements and specifications for solid waste collection. In addition, the General Plan outlines goals and policies for source reduction and recycling:

Goal P5: Adequate solid waste disposal capacity to meet existing and future demands.

Goal P6: Continued waste stream reduction through education, recycling and other means.

> *Policy P27 Recycling Programs. Participate in and encourage waste diversion and recycling programs and efforts.*
>
> *Policy P28 Kings Waster Recycling Authority. Participate as a member and support the Kings Waste Recycling Authority.*

Compliance with these measures and policies would serve to reduce impacts of solid waste by promoting regular collection and encouraging the recycling of materials. For this reason, the Project would have a less than significant impact.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. As described under criterion d) above, Project activities that generate solid waste would be handled, transported, and disposed of in accordance with all applicable statutes and regulations related to solid waste. Therefore, a less than significant impact would occur as a result of the Project.

4.19.3 Mitigation Measures

None required.

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4.20 WILDFIRE

If located in or near state responsibility or lands classified as very high fire hazard severity zones, **Would the project:**		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

4.20.1 Environmental Setting

The Hanford Fire Department provides emergency and fire protection services within the city limits of Hanford. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management. Station 1, located at 350 W. Grangeville Boulevard provides service north of SR 198, while Station 2 at 10553 Houston Avenue provides south of SR 198. The Project site is located north of SR 198 and therefore would be served by Station 1.

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The Project site is located on a relatively flat property within the city limits planned for residential use. Further, the Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) or the City of Hanford as a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the site is within a Local Responsibility Area (LRA) as defined by Cal Fire and is considered an area of low fire risk.[32] Lastly, the Project has been reviewed by the City and the Hanford Fire Department and is required to be developed and operate in compliance with all regulations of the current California Fire Code.

4.20.2 Impact Assessment

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project would not substantially impair access to the existing roadway network. Safe and convenient vehicular and pedestrian circulation would be provided in addition to adequate access for emergency vehicles. Circulation and emergency vehicle access have been reviewed by the City and it has been determined that the Project would be suitable for such circulation and access. Therefore, the Project would not substantially impair any emergency response plan and no impact would occur as a result of the Project.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project site is located on a relatively flat property with minimal slope and is not in an area that is subject to strong prevailing winds or other factors that would exacerbate wildfire risks. Further, the site is not identified by Cal Fire or the City as a VHFHSZ. Therefore, no impact would occur because of the Project.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project is located within city limits in an area with existing and planned development, including residential, educational, and recreational uses. As a result of ongoing development, infrastructure such as roads and utilities has been installed and maintained

[32] Cal Fire, "FHSZ Viewer." Accessed on October 12, 2021, https://egis.fire.ca.gov/FHSZ/

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accordingly. The Project itself will result in further installation and maintenance of new infrastructure that has been reviewed and/or conditioned by the City. Through compliance with City standards and regulations for public health, safety, and welfare, such infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment and no impact would occur as a result of the Project.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project site is located on a relatively flat property with minimal slope and is not subject to downslope, downstream flooding, or landslides. Therefore, the Project would not expose people or structures to significant risks and no impact would occur as a result of the Project.

4.20.3 Mitigation Measures

None required.

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4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?		X		
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)?			X	
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

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4.21.1 Impact Assessment

a) Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Standard requirements that will be implemented through the tentative subdivision map and lot line adjustment review process and the various mitigation measures have been incorporated herein reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.

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.)

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. All project-related impacts were determined to be less than significant. The Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, increase in traffic, air pollutants, etc.). As such, Project impacts are not considered to be cumulatively considerable given the insignificance of project-induced impacts. The impact is therefore less than significant.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Standard requirements and conditions have been incorporated in the project

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to reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.

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5 MITIGATION MONITORING AND REPORTING PROGRAM

This mitigation measure monitoring and reporting checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15097 and Section 21081.6 of the Public Resources Code (PRC). The Mitigation Monitoring and Reporting Program includes project-specific mitigation measures in the 2035 Hanford General Plan Update EIR ("EIR" noted before each mitigation measure) and mitigation measures identified in the Initial Study.

The timing of implementing each mitigation measure is identified in in the checklist, as well as identifies the entity responsible for verifying that the mitigation measures applied to a project are performed. Project applicants are responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Hanford is responsible for verifying that mitigation is performed/completed.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Agriculture					
MM AG-1. The Project shall comply with HMC Section 16.40.110 Right to Farm, sub-section (E) Disclosure and Recordation Requirements, "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	Verify compliance	During site plan review process	Developer to provide (or comply), City of Hanford to verify.		

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<table>
<tr><td>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." The Hanford Community Development Department is responsible for carrying out the notice, disclosure, and recordation required by the HMC.</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="6">Air Quality</td></tr>
<tr><td>EIR MM 4.3-1: Appropriate Siting of Sensitive Receptors
The City of Hanford shall require residential development projects and projects categorized as sensitive receptors to be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations. In addition, the City of Hanford should require new air pollution point sources such as, but not limited to, industrial, manufacturing, and processing facilities to be located an adequate distance from residential areas and other sensitive receptors (see table below).
Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities
<table>
<tr><th>Source Category</th><th>Advisory Recommendations</th></tr>
<tr><td>Freeways and High-Traffic Roads</td><td>- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with</td></tr>
</table>
</td><td>Verify compliance</td><td>During site plan review process</td><td>Developer to provide (or comply), City of Hanford to verify.</td><td></td><td></td></tr>
</table>

	100,000 vehicles/day, or rural roads with 50,000 vehicles/day					
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center that accommodates more than 100 truck/day, more than 40 trucks with operating transport refrigeration units (TRU)/day, or where TRU operations exceed 300 hours/week. - Take into account the configuration of existing distribution centers and avoid located residences and other sensitive land uses near entry and exit points.					
Rail Yards	- Avoid siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches					

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Ports	- Avoid siting new sensitive land uses immediately downwind of ports in the most heavily affected zones. Consult local air districts or California Air Resources Board on the status of pending analyses of health risks.					
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult local air districts or other agencies to determine appropriate separation.					
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of chrome platers.					
Dry Cleaners Using Perchroloethylene	- Avoid siting new land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult local air district.					

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	- Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.					
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons/year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.					
EIR MM 4.3-2: Appropriate Siting of Sensitive Receptors The table in Mitigation Measure MM 4.3-1 depicts the California Air Resources Board recommended buffer distances associated with various types of toxic air contaminants (TACs). Future development and infrastructure projects that are similar in nature to freeways and high-traffic roads, distribution centers, rail yards, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities shall require assessment to determine whether sensitive receptors would be exposed to TACs. The City of Hanford shall require or perform air toxic risk assessments to determine air toxic impacts on an as-needed basis.		Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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EIR MM 4.3-3: Odors Assessment The City of Hanford shall require an assessment of new and existing odor sources for future land use development projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the San Joaquin Valley Air Pollution Control District and best practices. Additionally, the City shall require conditions related to Conditional Use Permit approval associated with odors when necessary and on a case-by-case basis.	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		
Biological Resources					
EIR MM 4.4-1: Mitigation Recommendations to Reduce Impacts to Special-status Species and Habitat(s) New development shall implement all reasonable and feasible mitigation imposed by the City of Hanford in order to reduce impacts to special-status species and their habitat(s). The following is a list of ~~possible~~ mitigation [(MM BIO-4.4-1.1 - 4)] that the City of Hanford ~~could~~ [will]impose on [this] new development ~~on a case-by-case basis, as needed~~: • ~~Prepare biological assessment(s) that include recommendations to reduce impacts to special status species and habitat(s), including avoidance, minimization, and/or mitigation measures.~~	Identify necessary measures and verify compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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~~• Perform preconstruction survey(s) for special status species to identify the potential for construction-related impacts and need for avoidance, minimization, and/or mitigation measures.~~ ~~If, after all avoidance, minimization, and/or mitigation measures have been exhausted or are determined to not be feasible, then new development would have to consult with the applicable wildlife agencies in order to determine how to compensate for direct impacts to special status species, including, but not necessarily limited to, the possibility of acquiring incidental take permits, developing conservation plans, agree upon phasing of new development to avoid certain sensitive breeding seasons, and/or compensating for the loss of habitat at an agreed upon ratio with the applicable wildlife agency.~~					
MM BIO-4.4-1.1: The Project shall implement the following measures to mitigate for possible disturbance to Swainson's hawks if they are nesting within 0.5 miles of the Project site: • Avoidance. If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson's hawk nesting season (March 1-September 15).	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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• **Pre-construction Surveys.** If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson's hawk nests following the survey methodology developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. • **Establish Buffers.** Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged. • **Monitor Nest.** Should construction activity be necessary within the designated buffer around an active Swainson's hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such					

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that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance. • **Nest Tree Replacement.** In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.					
MM BIO-*4.4-1.2*: The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site: • **Pre-construction Surveys.** Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes. • **Avoidance.** Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned. • **Exclusion.** If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements. o Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5" pipe with a plastic flap over the top. The one-way doors will be installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight					

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fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens. ○ The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist. ○ Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens. ○ Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes.					
MM BIO-4.4-1.3: The Project shall implement the following measures to mitigate for possibility that site conditions become slightly more favorable for burrowing owl pior to the start of construction of the Project:	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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• **Take Avoidance Survey.** A take avoidance survey for burrowing owls will be conducted by a qualified biologist within 30 days prior to the start of construction. This take avoidance survey will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 2012). The survey area will include all suitable habitat on and within 200 feet of Project impact areas, where accessible. • **Avoidance of Active Nests and Roosts.** If Project activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are identified within or near Project impact areas, a 200-foot disturbance-free buffer will be established around these burrows. During the non-breeding season (September 1-January 31), resident owls occupying burrows in or near Project impact areas will be avoided through the establishment of a 50-foot disturbance-free buffer or passively relocated to alternative habitat as described below. Smaller buffer areas during the non-breeding season may be implemented with the presence of a qualified biological monitor during all activities occurring within 50 feet of occupied burrows. Buffers will remain in place for the duration of Project					

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activities occurring within the vicinity of burrowing owl activity. • **Passive Relocation of Resident Owls.** During the non-breeding season (September 1-January 31), resident owls occupying burrows in Project impact areas may be passively relocated to alternative habitat. This activity would be conducted in accordance with a relocation plan prepared by a qualified biologist. Passive relocation may include one or more of the following elements: 1) establishing a minimum 50-foot buffer around all active burrowing owl burrows, 2) removing all suitable burrows outside the 50-foot buffer and up to 200 feet outside of the impact areas as necessary, 3) installing one-way doors on all potential owl burrows within the 50-foot buffer, 4) leaving one-way doors in place for 48 hours to ensure owls have vacated the burrows, and 5) removing the doors and excavating the remaining burrows within the 50-foot buffer.					
MM BIO-*4.4-1.4*: The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:	Verify Compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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• **Avoidance.** In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season. • **Preconstruction Surveys.** If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required. • **Establish Buffers.** Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such					

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that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.					
EIR MM 4.4-2: Mitigation Recommendations to Reduce Impacts to Riparian Habitat, Sensitive Natural Communities and/or Wetlands New development shall implement all reasonable and feasible mitigation imposed by the City of Hanford in order to reduce impacts to riparian habitat, sensitive natural communities, and/or wetlands. The following is a list of possible mitigation that the City of Hanford could impose on new development on a case-by-case basis, as needed: • As part of the biological assessment(s) preparation, include analysis of, and recommendations to reduce impacts to, riparian habitat, sensitive natural communities, and/or wetlands, including avoidance, minimization, and/or mitigation measures.	Identify necessary measures and verify compliance	Prior to approval	Developer to provide (or comply), City of Hanford to verify.		

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• Perform wetland delineation(s) in compliance with current wildlife agency standards. • If, after all avoidance, minimization, and/or mitigation measures have been exhausted or are determined to not be feasible, then new development would have to consult with the applicable wildlife agencies in order to determine how to compensate for direct impacts to riparian habitat, sensitive natural communities, and/or wetlands including, but not necessarily limited to, obtaining Clean Water Act 401 and 404 permits, acquiring Lake and Streambed Alteration Agreement(s), and compensating for the loss of riparian habitat, sensitive natural communities, and/or wetlands at an agreed upon ratio with the applicable wildlife agency.					
Cultural Resources					
MM CR-1. 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 shall be taken before construction may continue.	Submittal of Documentation and/or Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM CR-2. Prior to ground disturbing activities, construction staff shall receive a cultural presentation by the Santa Rosa Rancheria regarding cultural resources	Presentation	Prior to Project Construction	Developer to provide (or comply), City of		

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and laws and regulations for the discovery of cultural resources and human remains.			Hanford to verify.		
MM CR-3. A Native American monitor shall be present for ground disturbing activities.	Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM CR-4. A Burial Treatment Plan shall be signed by the applicant/property owner prior to any earth disturbing activities.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM CR-5. A curation agreement shall be signed with the Santa Rosa Rancheria.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
Greenhouse Gas Emissions					
MM 4.7-1: Quantifying Individual Project Emissions The City of Hanford shall quantify greenhouse gas emissions as needed on a project-by-project basis as part of the environmental review process. At that time, appropriate mitigation measures shall be identified and applied to each prior to construction in adherence to San Joaquin Valley Air Pollution Control District and California Air Resources Board guidelines in order to reduce emissions.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		

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Public Services					
MM PUB-1. The Developer shall pay the Fire Protection Department Impact Fees.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM PUB-2. The Developer shall pay the Police Protection Development Impact Fees.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM PUB-3. The Developer shall pay the School Impact Fees.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		
MM PUB-4. The Developer shall pay the Park Facilities Impact Fees and comply with the Quimby Act Requirements.	Submittal of Documentation	Prior to Project Construction	Developer to provide (or comply), City of Hanford to verify.		

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6 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

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Traffic Study and VMT Analysis	Peters Engineering Group 862 Pollasky Avenue Clovis, CA 93612	John Rowland, PE, TE, Traffic Engineer

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7 APPENDICES

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Appendix A: Air Quality & Greenhouse Gas Impact Assessment

Prepared by VRPA Technologies, Inc. dated September 30, 2021.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Hanford Residential Project – Tract 934

Air Quality & Greenhouse Gas Impact Assessment

September 30, 2021

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Executive Summary

This Air Quality & Greenhouse Gas Impact Assessment has been prepared for the purpose of identifying potential air quality impacts that may result from the proposed 161-unit single-family residential tract (Tract 934) via tentative tract map (Project). The Project is located at the southeast corner of 13th Avenue and West Grangeville Boulevard on APNs 009-050-001 through -005 in the City of Hanford, CA. The parcels are zoned R-L-5 Low-Density Residential with a General Plan Designation of Low Density Residential.

CEQA IMPACTS

1. Air Quality

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The significance criteria established by the SJVAPCD is relied upon to make the following determinations. Would the project:

- Conflict with or obstruct implementation of the applicable air quality plan?

The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. KCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Hanford 2035 General Plan. The Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

- 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?

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The Kings County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM10, and nonattainment for Federal and State standards for PM2.5. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed above, the Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project is not characterized as cumulatively insignificant when project emissions fall below thresholds of significance. As discussed in Section 3.1, the SJVAPCD has established thresholds of significance for determining environmental significance which are provided in Table 6.

As discussed above in Section 3.2 and 3.3, results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, no mitigation is needed.

- Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Project is a Type B Project in that it may potentially place sensitive receptors in the vicinity of existing sources.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. As noted above, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources. Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations and any impacts would

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be less than significant.

Short-Term Impacts

The annual emissions from the construction phase of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 7. Therefore, construction emissions associated with the Project are considered less than significant.

Long-Term Impacts

Long-Term emissions from the Project are generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. Table 8 summarizes the Project's operational impacts by pollutant. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants. Therefore, operational emissions associated with the Project are considered less than significant.

- Result in other emissions such as those leading to odors adversely affecting a substantial number of people?

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- ✓ Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and

- ✓ Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project will not generate odorous emissions given the nature or characteristics of the Project.

Based on the assessment above, the Project will not generate potential odorous emissions or attract receivers and other sensitive receptors near existing odor sources. Therefore, no mitigation is needed.

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2. *Greenhouse Gas Emissions*

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The significance criteria established by the SJVAPCD is relied upon to make the following determinations. Would the project:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The SJVAPCD acknowledges the current absence of numerical thresholds and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and
iii. If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 9 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is approximately 79% less than the threshold identified by the SCAQMD.

The KCAG Regional Climate Action Plan identifies a baseline (2005) GHG emissions inventory for all countywide sectors (transportation, waste management, etc.). Kings County's baseline GHG emissions is approximately 1,046,804 MTCO2eq./year. The proposed Project's GHG emissions represents 0.2% of the total GHG emissions for Kings County's baseline GHG emissions.

Based on the assessment above, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, any impacts would be less than significant.

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- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

California passed the California Global Warming Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020. On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

SB 375 requires MPOs to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the KCAG region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. KCAG's 2018 RTP/SCS, which was adopted in August 2018, projects that the Kings County region would achieve the prescribed emissions targets.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. KCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. The applicable General Plan for the project is City of Hanford 2035 General Plan Update, which was adopted in 2018.

The Project is consistent with the currently adopted General Plan for the City of Hanford and the adopted KCAG 2018 RTP/SCS and is therefore consistent with the population growth and VMT applied in those plan documents. Therefore, the Project is consistent with the growth assumptions used in the applicable AQP. It should also be noted that yearly GHG emissions generated by the Project (Table 9) are approximately 79% less than the threshold identified by the SCAQMD.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

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- ✓ California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs for long-term climate change goals.
  - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.
- ✓ Energy Efficiency – Pursuit of comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards.
  - The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure through existing regulation. The Project would not conflict or obstruct this reduction measure.
- ✓ Low Carbon Fuel – Development and adoption of the low carbon fuel standard.
  - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.

Based on the assessment above, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, any impacts would be less than significant.

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1.0 Introduction

This Air Quality & Greenhouse Gas Impact Assessment has been prepared for the purpose of identifying potential air quality impacts that may result from the proposed 161-unit single-family residential tract (Tract 934) via tentative tract map (Project). The Project is located at the southeast corner of 13th Avenue and West Grangeville Boulevard on APNs 009-050-001 through -005 in the City of Hanford, CA. The parcels are zoned R-L-5 Low-Density Residential with a General Plan Designation of Low Density Residential.

1.1 Description of the Region/Project

The Project Applicant proposes to subdivide the 35.64 acres that comprise the APNs noted above into 161 single-family residential lots in the City's R-L-5 Low-Density Residential zoning district via Tentative Tract Map 934. Figures 1 and 2 show the location of the Project along with major roadways and highways.

The City of Hanford is located in one of the most polluted air basins in the country – the San Joaquin Valley Air Basin (SJVAB). The surrounding topography includes foothills and mountains to the east and west. These mountain ranges direct air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Hanford is characterized by hot, dry summers and cool winters with the notable presence of Tule fog.

1.2 Regulatory

Air quality within the Project area is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The agencies primarily responsible for improving the air quality within the City of Hanford and Kings County are discussed below along with their individual responsibilities.

1.2.1 *Federal Agencies*

- ✓ **U.S. Environmental Protection Agency (EPA)**

  The Federal Clean Air Bill first adopted in 1967 and periodically amended since then, established federal ambient air quality standards. A 1987 amendment to the Bill set a deadline for the attainment of these standards. That deadline has since passed. The other Clean Air Act (CAA) Bill Amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources. The U.S. Environmental Protection Agency (EPA) is responsible for enforcing the 1990 amendments.

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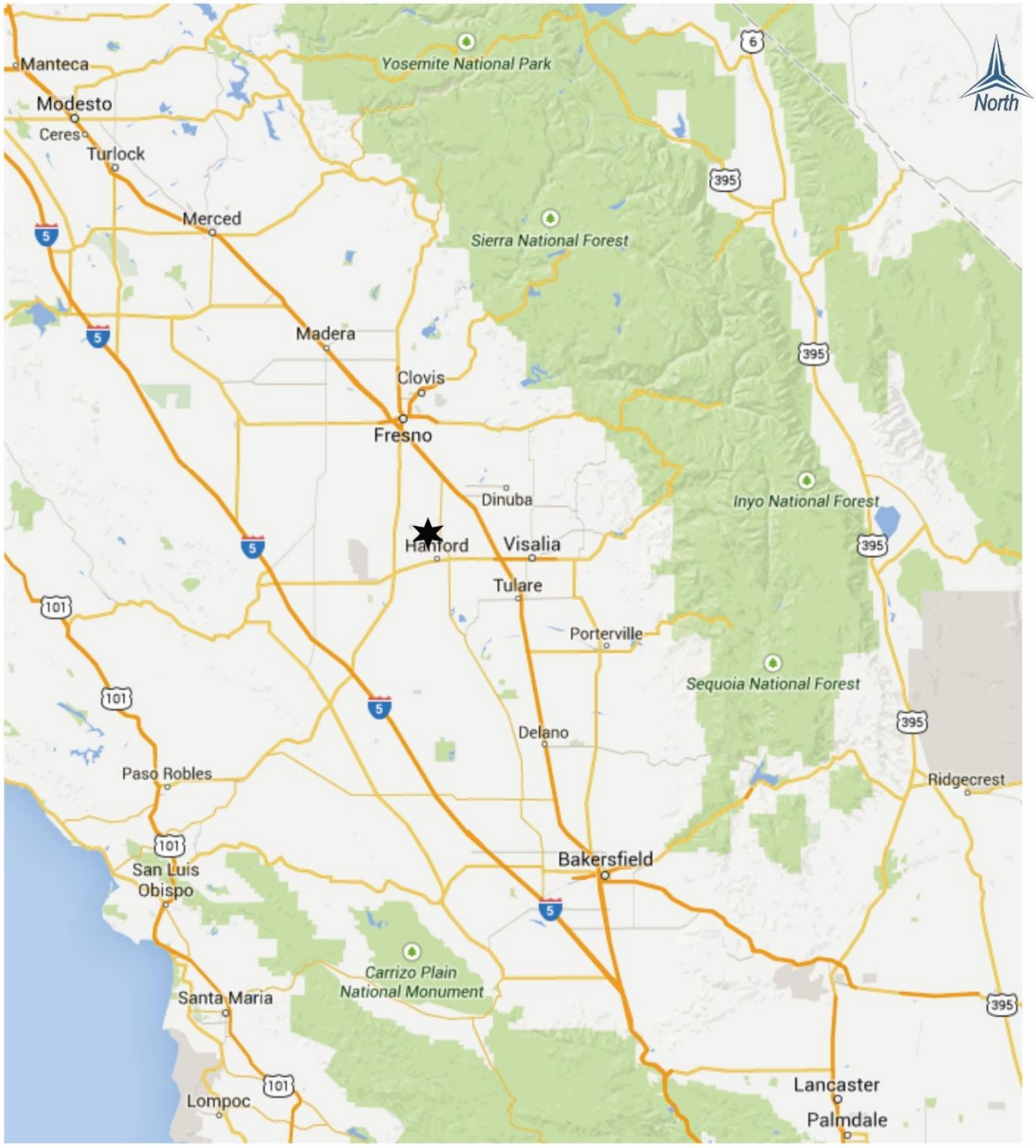
Hanford Residential Project – Tract 934 **Figure 1**
Regional Location



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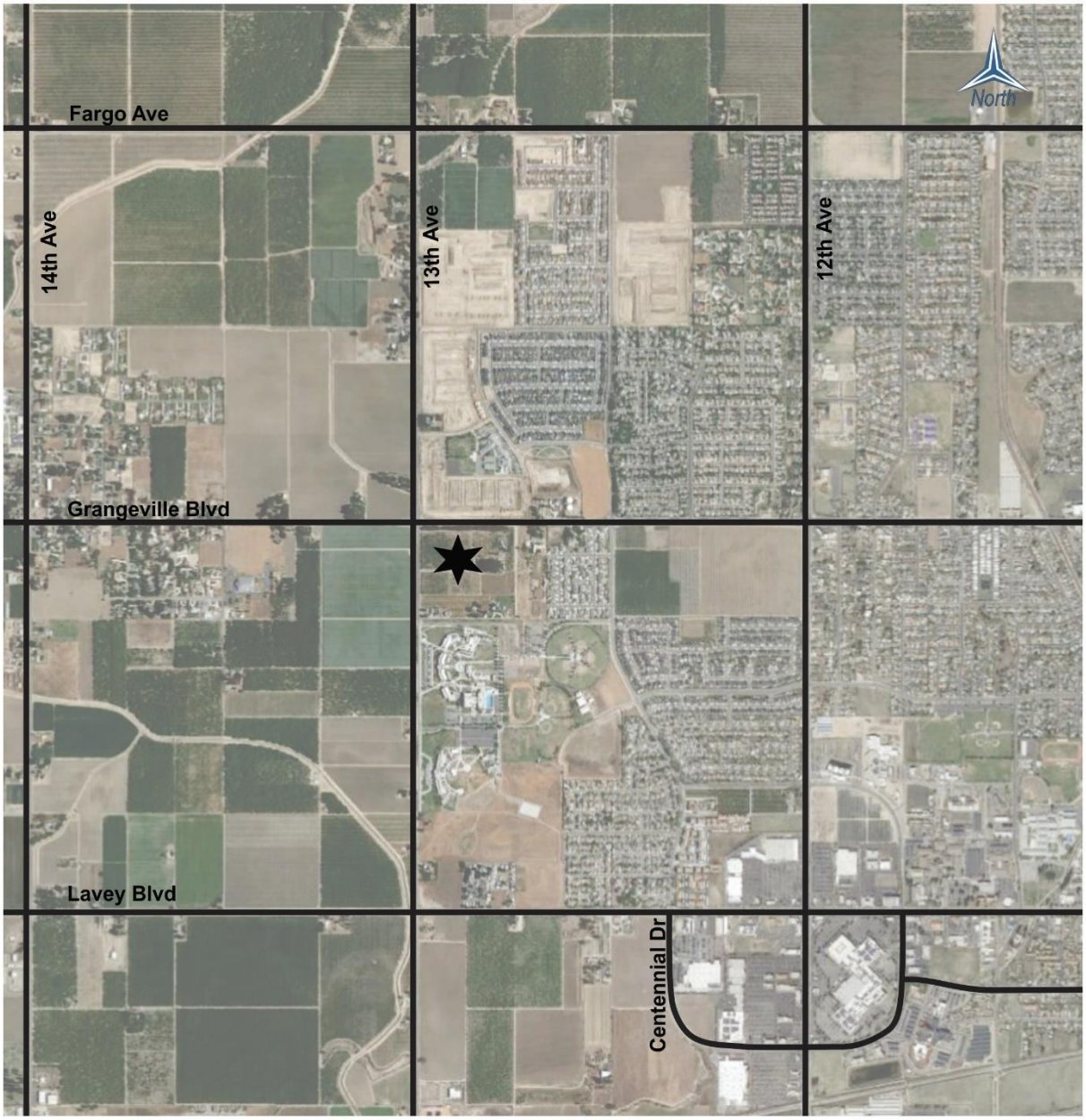
Hanford Residential Project – Tract 934 **Figure 2**
Project Location



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The CAA and the national ambient air quality standards identify levels of air quality for six "criteria" pollutants, which are considered the maximum levels of ambient air pollutants considered safe, with an adequate margin of safety, to protect public health and welfare. The six criteria pollutants include ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, particulate matter, and lead.

CAA Section 176(c) (42 U.S.C. 7506(c)) and EPA transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and Transportation Improvement Program (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the Metropolitan planning organization (MPO) or accepted by the U.S. Department of Transportation (DOT). The conformity analysis is a federal requirement designed to demonstrate compliance with the National Ambient Air Quality Standards (NAAQS). However, because the State Implementation Plan (SIP) for particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5), and Ozone address attainment of both the State and federal standards, for these pollutants, demonstrating conformity to the federal standards is also an indication of progress toward attainment of the State standards. Compliance with the State air quality standards is provided on the pages following this federal conformity discussion.

The EPA approved San Joaquin Valley reclassification of the ozone (8-hour) designation to extreme nonattainment in the Federal Register on May 5, 2010, even though the San Joaquin Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard. In accordance with the CAA, 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; classifications range from marginal nonattainment to extreme nonattainment. In the Federal Register on October 26, 2015, the EPA revised the primary and secondary standard to 0.070 parts per million (ppm) to provide increased public health protection against health effects associated with long- and short-term exposures. The previous ozone standard was set in 2010 at 0.075 ppm.

Kings County is located in a nonattainment area for the 8-hour ozone standard, PM2.5 standard, and PM10 standard.

1.2.2 *Federal Regulations*

✓ **State Implementation Plan (SIP)/ Air Quality Management Plans (AQMPs)**

To ensure compliance with the NAAQS, EPA requires states to adopt SIP aimed at improving air quality in areas of nonattainment or a Maintenance Plan aimed at maintaining air quality in areas that have attained a given standard. New and previously submitted plans, programs, district rules, state regulations, and federal controls are included in the SIPs. Amendments made in 1990 to the federal CAA established deadlines for attainment based on an area's current air pollution levels. States must enact additional regulatory programs for nonattainment's areas in order to adhere with the CAA Section 172. In California, the SIPs

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must adhere to both the NAAQS and the California Ambient Air Quality Standards (CAAQS).

To ensure that State and federal air quality regulations are being met, Air Quality Management Plans (AQMPs) are required. AQMPs present scientific information and use analytical tools to identify a pathway towards attainment of NAAQS and CAAQS. The San Joaquin Valley Air Pollution Control District (SJVAPCD) develops the AQMPs for the region where the Kings County Association of Governments (KCAG) operates. The regional air districts begin the SIP process by submitting their AQMPs to the California Air Resources Board (CARB). CARB is responsible for revising the SIP and submitting it to EPA for approval. EPA then acts on the SIP in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations Title 40, Chapter 1, Part 52, Subpart 7, Section 52.220.

✓ **Transportation Control Measures**

One particular aspect of the SIP development process is the assessment of available transportation control measures (TCMs) as a part of making progress towards clean air goals. TCMs are defined in Section 108(f)(1) of the CAA and are strategies designed to reduce vehicle miles traveled, vehicle idling, and associated air pollution. These goals are generally achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

✓ **Energy Policy Act of 1992 (EPAct)**

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of alternative fueled vehicles (AFVs). States are also required by the act to consider a variety of incentive programs to help promote AFVs.

1.2.3 *State Agencies*

✓ **California Air Resources Board (CARB)**

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing its own air quality legislation called the California Clean Air Act (CCAA), adopted in 1988. CARB was created in 1967 from the merging of the California Motor Vehicle Pollution Control Board and the Bureau of Air Sanitation and its Laboratory.

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CARB has primary responsibility in California to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the EPA. Whereas CARB has primary responsibility and produces a major part of the SIP for pollution sources that are statewide in scope, it relies on the local air districts to provide additional strategies for sources under their jurisdiction. CARB combines its data with all local district data and submits the completed SIP to the EPA. The SIP consists of the emissions standards for vehicular sources and consumer products set by CARB, and attainment plans adopted by the Air Pollution Control Districts (APCDs) and Air Quality Management District's (AQMDs) and approved by CARB.

States may establish their own standards, provided the State standards are at least as stringent as the NAAQS. California has established California Ambient Air Quality Standards (CAAQS) pursuant to California Health and Safety Code (CH&SC) [§39606(b)] and its predecessor statutes.

The CH&SC [§39608] requires CARB to "identify" and "classify" each air basin in the State on a pollutant-by-pollutant basis. Subsequently, CARB designated areas in California as nonattainment based on violations of the CAAQSs. Designations and classifications specific to the SJVAB can be found in the next section of this document. Areas in the State were also classified based on severity of air pollution problems. For each nonattainment class, the CCAA specifies air quality management strategies that must be adopted. For all nonattainment categories, attainment plans are required to demonstrate a five percent-per-year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. In addition, air districts in violation of CAAQS are required to prepare an Air Quality Attainment Plan (AQAP) that lays out a program to attain and maintain the CCAA mandates.

CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Kings County Association of Governments (KCAG) region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. KCAG's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in August 2018, projects that the Kings County region would achieve the prescribed emissions targets.

Other CARB duties include monitoring air quality. CARB has established and maintains, in conjunction with local APCDs and AQMDs, a network of sampling stations (called the State and Local Air Monitoring [SLAMS] network), which monitor the present pollutant levels in the ambient air.

Kings County is in the CARB-designated, SJVAB. A map of the SJVAB is provided in Figure 3. In addition to Kings County, the SJVAB includes Fresno, Kern, Madera, Merced, San Joaquin, Stanislaus, and Tulare Counties. Federal and State standards for criteria pollutants are provided in Table 1.

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Hanford Residential Project – Tract 934 **Figure 3**
San Joaquin Valley Air Basin

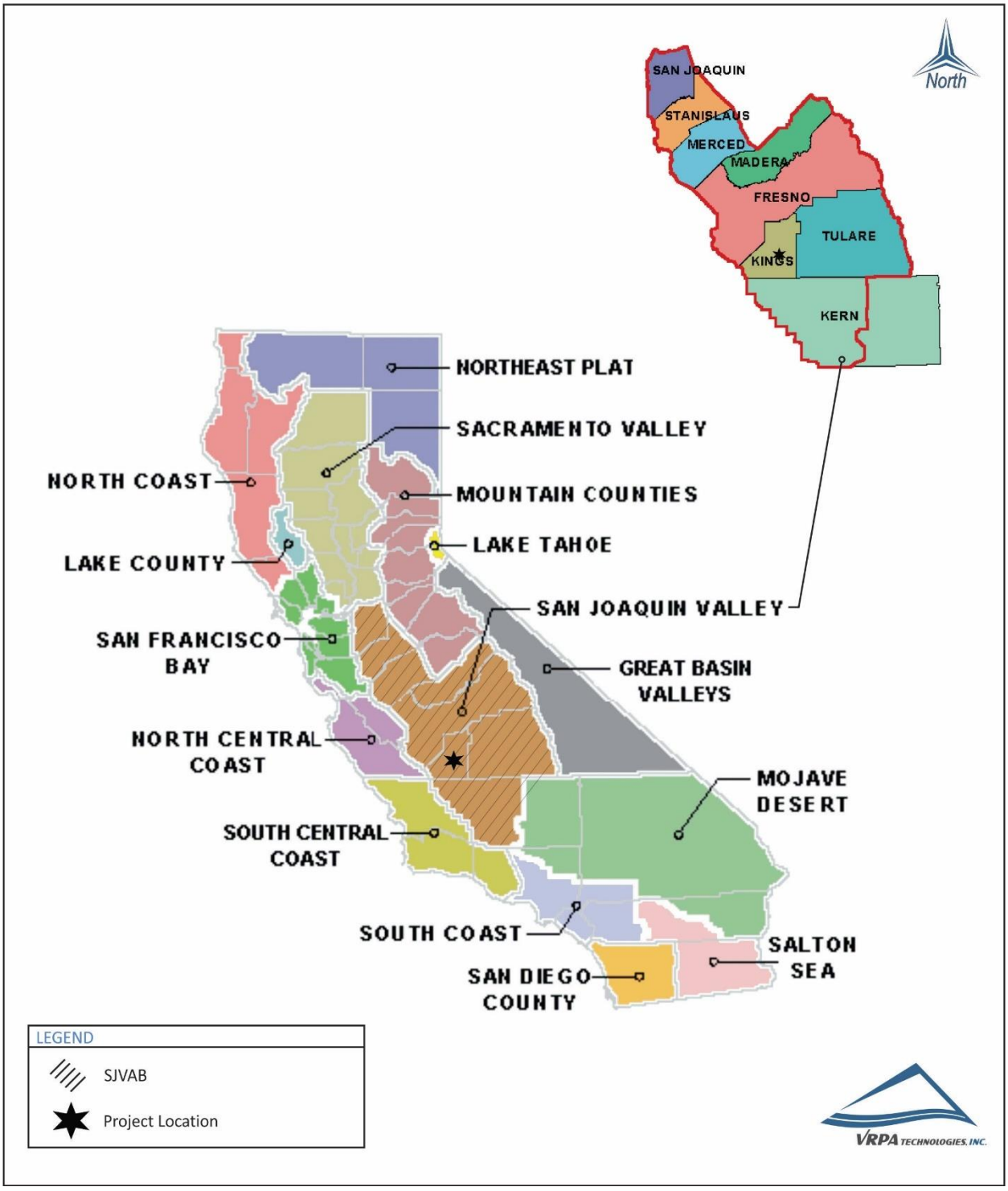

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Table 1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3) [8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10) [9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		--		
Fine Particulate Matter (PM2.5) [9]	24 Hour	--	--	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	--	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		--	--	
Nitrogen Dioxide (NO_2) [10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2) [11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	--		--	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for cetain areas) [11]	--	
	Annual Arithmetic Mean	--		0.030 ppm (for cetain areas) [11]	--	
Lead [12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m^3 (for certain areas) [11]	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m^3		
Visibility Reducing Particles [14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride [12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

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Footnotes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: CARB, 2021

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1.2.4 *State Regulations*

✓ **CARB Mobile-Source Regulation**

The State of California is responsible for controlling emissions from the operation of motor vehicles in the State. Rather than mandating the use of specific technology or the reliance on a specific fuel, CARB's motor vehicle standards specify the allowable grams of pollutant per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved.

✓ **California Clean Air Act**

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The CCAA establishes more stringent ambient air quality standards than those included in the Federal CAA. CARB is the agency responsible for administering the CCAA. CARB established ambient air quality standards pursuant to the CH&SC [§39606(b)], which are similar to the federal standards. The SJVAPCD is one of 35 AQMDs that have prepared air quality management plans to accomplish a five percent (5%) annual reduction in emissions documenting progress toward the State ambient air quality standards.

✓ **Tanner Air Toxics Act**

California regulates Toxic Air Contaminants (TACs) primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted EPA's list of Hazardous Air Pollutants (HAPs) as TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology (BACT) to minimize emissions.

AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators).

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These rules and standards provide for:

- More stringent emission standards for some new urban bus engines, beginning with 2002 model year engines.
- Zero-emission bus demonstration and purchase requirements applicable to transit agencies
- Reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule.

✓ **AB 1493 (Pavley)**

AB 1493 (Pavley) enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB would apply to 2009 and later model year vehicles. CARB estimated that the regulation would reduce climate change emissions from light duty passenger vehicles by an estimated 18 percent in 2020 and by 27 percent in 2030 [Association of Environmental Professionals (AEP) 2007)]. In 2005, the CARB requested a waiver from U.S. EPA to enforce the regulation, as required under the CAA. Despite the fact that no waiver had ever been denied over a 40-year period, the then Administrator of the EPA sent Governor Schwarzenegger a letter in December 2007, indicating he had denied the waiver. On March 6, 2008, the waiver denial was formally issued in the Federal Register. Governor Schwarzenegger and several other states immediately filed suit against the federal government to reverse that decision. On January 21, 2009, CARB requested that EPA reconsider denial of the waiver. EPA scheduled a re-hearing on March 5, 2009. On June 30, 2009, EPA granted a waiver of CAA preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year.

✓ **Assembly Bill 32 (California Global Warming Solutions Act of 2006)**

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. December 31, 2020 is the deadline for achieving the 2020 GHG emissions cap. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that

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the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan adopted in December of 2008. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit.

✓ **Senate Bill 375**

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Kings County Association of Government (KCAG), CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. KCAG 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in August 2018, projects that the Kings County region would achieve the prescribed emissions targets.

This law also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

✓ **Executive Order B-30-15**

Executive Order B-30-15, which was signed by Governor Brown in 2016, establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

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✓ **California Global Warming Solutions Act of 2006: emissions limit, or SB 32**

SB 32 is a California Senate bill expanding upon AB 32 to reduce greenhouse gas (GHG) emissions. The lead author is Senator Fran Pavley and the principal co-author is Assembly member Eduardo Garcia. SB 32 was signed into law on September 8, 2016, by Governor Brown. SB 32 sets into law the mandated reduction target in GHG emissions as written into Executive Order B-30-15. SB 32 requires that there be a reduction in GHG emissions to 40% below the 1990 levels by 2030. Greenhouse gas emissions include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons. The California Air Resources Board (CARB) is responsible for ensuring that California meets this goal. The provisions of SB 32 were added to Section 38566 of the Health and Safety Code subsequent to the bill's approval. The bill went into effect January 1, 2017. SB 32 builds onto Assembly Bill (AB) 32 written by Senator Fran Pavley and Assembly Speaker Fabian Nunez passed into law on September 27, 2006. AB 32 required California to reduce greenhouse gas emissions to 1990 levels by 2020 and SB 32 continues that timeline to reach the targets set in Executive Order B-30-15. SB 32 provides another intermediate target between the 2020 and 2050 targets set in Executive Order S-3-05.

1.2.5 *Regional Agencies*

✓ **San Joaquin Valley Air Pollution Control District**

The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Kings County and throughout the SJVAB. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law.

The District was formed in mid-1991 and prepared and adopted the San Joaquin Valley Air Quality Attainment Plan (AQAP), dated January 30, 1992, in response to the requirements of the State CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least five percent (5%) per year until new, more stringent, 1988 State air quality standards are met.

Activities of the SJVAPCD include the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution, inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by the FCAA and CCAA.

The SJVAPCD has prepared the following State Implementation Plans to address ozone, PM-10 and PM2.5 that currently apply to non-attainment areas:

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- The 2016 Ozone Plan (2008 standard) was adopted by SJVAPCD on June 16, 2016 and subsequently adopted by ARB on July 21, 2016.
- The 2013 1-Hour Ozone Plan (revoked 1997 standard) was adopted by the SJVAPCD on September 19, 2013. EPA withdrew its approval of the plan due to litigation. The District plans to submit a "redesignation substitute" to EPA to maintain its attainment status for this revoked ozone standard.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2012 PM2.5 Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

The SJVAPCD Plans identified above represent SJVAPCD's plan to achieve both state and federal air quality standards. The regulations and incentives contained in these documents must be legally enforceable and permanent. These plans break emissions reductions and compliance into different emissions source categories.

The SJVAPCD also prepared the *Guide for Assessing and Mitigation Air Quality Impacts* (GAMAQI), dated March 19, 2015. The GAMAQI is an advisory document that provides Lead Agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts.

1.2.6 *Regional Regulations*

The SJVAPCD has adopted numerous rules and regulations to implement its air quality plans. Following, are significant rules that will apply to the Project.

✓ **Regulation VIII – Fugitive PM10 Prohibitions**

Regulation VIII is comprised of District Rules 8011 through 8081, which are designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc. The proposed Project will be required to comply with this regulation. Regulation VIII control measures are provided below:

1. *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*

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ground cover.

2. *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.*
3. *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.*
4. *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.*
5. *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.*
6. *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.*
7. *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.*

✓ **Rule 8021 – Construction, Demolition, Excavation, and Other Earthmoving Activities**

District Rule 8021 requires owners or operators of construction projects to submit a Dust Control Plan to the District if at any time the project involves non-residential developments of five or more acres of disturbed surface area or moving, depositing, or relocating of more than 2,500 cubic yards per day of bulk materials on at least three days of the project. The proposed Project will meet these criteria and will be required to submit a Dust Control Plan to the District in order to comply with this rule.

✓ **Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations**

If asphalt paving will be used, then paving operations of the proposed Project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

✓ **Rule 9510 – Indirect Source Review (ISR)**

The purpose of this rule is to fulfill the District's emission reduction commitments in the PM10 and Ozone Attainment Plans, achieve emission reductions from construction activities, and to provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures. The rule is expected to reduce nitrogen oxides and particulates throughout the San Joaquin Valley by more than 10 tons per day.

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1.2.7 *Local Plans*

✓ **City of Hanford General Plan**

California State Law requires every city and county to adopt a comprehensive General Plan to guide its future development. The General Plan essentially serves as a "constitution for development"— the document that serves as the foundation for all land use decisions. The City of Hanford 2035 General Plan includes various elements, including air quality and greenhouse gases, that address local concerns and provides goals and policies to achieve its development goals.

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2.0 Environmental Setting

This section describes existing air quality within the San Joaquin Valley Air Basin and in Kings County, including the identification of air pollutant standards, meteorological and topological conditions affecting air quality, and current air quality conditions. Air quality is described in relation to ambient air quality standards for criteria pollutants such as, ozone, carbon monoxide, and particulate matter. Air quality can be directly affected by the type and density of land use change and population growth in urban and rural areas.

2.1 Geographical Location

The SJVAB is comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Encompassing 24,840 square miles, the San Joaquin Valley is the second largest air basin in California. Cumulatively, counties within the Air Basin represent approximately 16 percent of the State's geographic area. The Air Basin is bordered by the Sierra Nevada Mountains on the east (8,000 to 14,492 feet in elevation), the Coastal Range on the west (4,500 feet in elevation), and the Tehachapi Mountains on the south (9,000 feet elevation). The San Joaquin Valley is open to the north extending to the Sacramento Valley Air Basin.

2.2 Topographic Conditions

Kings County is located within the San Joaquin Valley Air Basin [as determined by the California Air Resources Board (CARB)]. Air basins are geographic areas sharing a common "air shed." A description of the Air Basin in the County, as designated by CARB, is provided in the paragraph below. Air pollution is directly related to the region's topographic features, which impact air movement within the Basin.

Wind patterns within the SJVAB result from marine air that generally flows into the Basin from the San Joaquin River Delta. The Coastal Range hinders wind access into the Valley from the west, the Tehachapi's prevent southerly passage of airflow, and the high Sierra Nevada Mountain Range provides a significant barrier to the east. These topographic features result in weak airflow that becomes restricted vertically by high barometric pressure over the Valley. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Most of the surrounding mountains are above the normal height of summer inversion layers (1,500-3,000 feet).

2.3 Climate Conditions

Hanford is located in one of the most polluted air basins in the country. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Hanford is characterized by warm, dry summers and cool winters with significant Tule fog.

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Ozone, classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Peak ozone levels tend to be higher in the southern portion of the Valley, as the prevailing summer winds sweep precursors downwind of northern source areas before concentrations peak. The separate designations reflect the fact that ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, carbon monoxide (CO), for example, may form high concentrations when wind speed is low. During the winter, Hanford experiences cold temperatures and calm conditions that increase the likelihood of a climate conducive to high CO concentrations.

Precipitation and fog tend to reduce or limit some pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly water-soluble, so precipitation and fog tends to "reduce" CO concentrations in the atmosphere. PM10 is somewhat "washed" from the atmosphere with precipitation. Precipitation in the San Joaquin Valley is strongly influenced by the position of the semi-permanent subtropical high-pressure belt located off the Pacific coast. In the winter, this high- pressure system moves southward, allowing Pacific storms to move through the San Joaquin Valley. These storms bring in moist, maritime air that produces considerable precipitation on the western, upslope side of the Coast Ranges. Significant precipitation also occurs on the western side of the Sierra Nevada. On the valley floor, however, there is some down slope flow from the Coast Ranges and the resultant evaporation of moisture from associated warming results in a minimum of precipitation. Nevertheless, the majority of the precipitation falling in the San Joaquin Valley is produced by those storms during the winter. Precipitation during the summer months is in the form of convective rain showers and is rare. It is usually associated with an influx of moisture into the San Joaquin Valley through the San Francisco area during an anomalous flow pattern in the lower layers of the atmosphere. Although the hourly rates of precipitation from these storms may be high, their rarity keeps monthly totals low.

Precipitation on the San Joaquin Valley floor and in the Sierra Nevada decreases from north to south. Stockton in the north receives about 20 inches of precipitation per year, Fresno in the center, receives about 10 inches per year, and Bakersfield at the southern end of the valley receives less than 6 inches per year. This is primarily because the Pacific storm track often passes through the northern part of the state while the southern part of the state remains protected by the Pacific High. Precipitation in the San Joaquin Valley Air Basin (SJVAB) is confined primarily to the winter months with some also occurring in late summer and fall. Average annual rainfall for the entire San Joaquin Valley is approximately 5 to 16 inches. Snowstorms, hailstorms, and ice storms occur infrequently in the San Joaquin Valley and severe occurrences of any of these are very rare.

The winds and unstable air conditions experienced during the passage of storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong

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low-level temperature inversions and very stable air conditions. This situation leads to the San Joaquin Valley's famous Tule Fogs. The formation of natural fog is caused by local cooling of the atmosphere until it is saturated (dew point temperature). This type of fog, known as radiation fog is more likely to occur inland. Cooling may also be accomplished by heat radiation losses or by horizontal movement of a mass of air over a colder surface. This second type of fog, known as advection fog, generally occurs along the coast.

Conditions favorable to fog formation are also conditions favorable to high concentrations of CO and PM10. Ozone levels are low during these periods because of the lack of sunlight to drive the photochemical reaction. Maximum CO concentrations tend to occur on clear, cold nights when a strong surface inversion is present and large numbers of fireplaces are in use. A secondary peak in CO concentrations occurs during morning commute hours when a large number of motorists are on the road and the surface inversion has not yet broken.

The water droplets in fog, however, can act as a sink for CO and nitrogen oxides (NOx), lowering pollutant concentrations. At the same time, fog could help in the formation of secondary particulates such as ammonium sulfate. These secondary particulates are believed to be a significant contributor of winter season violations of the PM10 and PM2.5 standards.

2.4 Anthropogenic (Man-made) Sources

In addition to climatic conditions (wind, lack of rain, etc.), air pollution can be caused by anthropogenic or man-made sources. Air pollution in the SJVAB can be directly attributed to human activities, which cause air pollutant emissions. Human causes of air pollution in the Valley consist of population growth, urbanization (gas-fired appliances, residential wood heaters, etc.), mobile sources (i.e., cars, trucks, airplanes, trains, etc.), oil production, agriculture, and other socioeconomic activities. The most significant factors, which are accelerating the decline of air quality in the SJVAB, are the Valley's rapid population growth and its associated increases in traffic, urbanization, and industrial activity.

Carbon monoxide emissions overwhelmingly come from mobile sources in the San Joaquin Valley; on-road vehicles contributed 34 percent, while other mobile vehicles, such as trains, planes, and off-road vehicles, contribute another 20 percent in 2012 according to emission projections from the CARB. Motor vehicles account for significant portions of regional gaseous and particulate emissions. Local large employers such as industrial plants can also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Ozone is the result of a photochemical reaction between Oxides of nitrogen (NOx) and Reactive Organic Gases (ROG). Mobile sources contribute 84 percent of all NOx emitted from anthropogenic sources based on data provided in Appendix B of the Air District's 2016 Ozone

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Plan. In addition, mobile sources contribute 26 percent of all the ROG emitted from sources within the San Joaquin Valley.

The principal factors that affect air quality in and around Hanford are:

1. The sink effect, climatic subsidence and temperature inversions and low wind speeds
2. Automobile and truck travel
3. Increases in mobile and stationary pollutants generated by local urban growth

Automobiles, trucks, buses and other vehicles using hydrocarbon (HC) fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters; animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Kings County, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities. Finally, industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Kings County consist of agricultural production and processing operations.

The primary contributors of PM10 emissions in the San Joaquin Valley are farming activities (22%) and road dust, both paved and unpaved (35%) in 2020 according to emission projections from the CARB. Fugitive windblown dust from “open” fields contributed 14 percent of the PM10.

The four major sources of air pollutant emissions in the SJVAB include industrial plants, motor vehicles, construction activities, and agricultural activities. Industrial plants account for significant portions of regional gaseous and particulate emissions. Motor vehicles, including those from large employers, generate substantial regional gaseous and particulate emissions. Finally, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.). In addition to these primary sources of air pollution, urban areas upwind from Kings County including areas north and west of the San Joaquin Valley, can cause or generate emissions that are transported into Kings County. All four of the major pollutant sources affect ambient air quality throughout the Air Basin.

2.4.1 *Motor Vehicles*

Automobiles, trucks, buses and other vehicles using hydrocarbon fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

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2.4.2 *Agricultural and Other Miscellaneous Activities*

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters, animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Hanford, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities.

2.4.3 *Industrial Plants*

Industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Kings County consist of agricultural production and processing operations.

2.5 San Joaquin Valley Air Basin Monitoring

SJVAPCD and the CARB maintain numerous air quality monitoring sites throughout each County in the Air Basin to measure ozone, PM2.5, and PM10. It is important to note that the federal ozone 1-hour standard was revoked by the EPA and is no longer applicable for federal standards. The closest monitoring station to the Project is located at the Hanford's S Irwin Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide. Monitoring data for the past three years is summarized in Table 2.

Table 3 identifies the Kings County's attainment status. As indicated, the SJVAB is nonattainment for Ozone (1 hour and 8 hour) and PM. In accordance with the 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; classifications range from marginal nonattainment to extreme nonattainment. The FCAA contains provisions for changing the classifications using factors such as clean air progress rates and requests from States to move areas to a higher classification.

On April 16, 2004 EPA issued a final rule classifying the SJVAB as extreme nonattainment for Ozone, effective May 17, 2004 (69 FR 20550). The (federal) 1-hour ozone standard was revoked on June 6, 2005. However, many of the requirements in the 1-hour attainment plan (SIP) continue to apply to the SJVAB. The current ozone plan is the (federal) 8-hour ozone plan adopted in 2007. The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010.

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Table 2
Maximum Pollutant Levels at the Hanford-Irwin Monitoring Station

Pollutant	Time Averaging	2018 Maximums	2019 Maximums	2020 Maximums	Standards National	Standards State
Ozone (O_3)	1 hour	0.108 ppm	0.093 ppm	0.103 ppm	-	0.09 ppm
Ozone (O_3)	8 hour	0.082 ppm	0.076 ppm	0.088 ppm	0.070 ppm	0.070 ppm
Nitrogen Dioxide (NO_2)	1 hour	56.3 ppb	62.9 ppb	51.9 ppb	100 ppb	0.18 ppm
Nitrogen Dioxide (NO_2)	Annual Average	8.0 ppb	8.0 ppb	8.0 ppb	0.053 ppm	0.030 ppm
Particulates (PM_{10})	24 hour	181.1 µg/m^3	220.5 µg/m^3	180.9 µg/m3	150 µg/m^3	50 µg/m^3
Particulates (PM_{10})	Federal Annual Arithmetic Mean	47.3 µg/m^3	44.8 µg/m^3	51.5 µg/m^3	-	20 µg/m^3
Particulates ($PM_{2.5}$)	24 hour	107.8 µg/m^3	48.2 µg/m^3	147.0 µg/m^3	35 µg/m^3	-
Particulates ($PM_{2.5}$)	Federal Annual Arithmetic Mean	17.7 µg/m^3	12.1 µg/m^3	19.8 µg/m^3	12 µg/m^3	12 µg/m^3

Source: California Air Resources Board (ADAM) Air Pollution Summaries, 2021

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Table 3
Kings County Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone - 1 Hour	Revoked in 2005	Nonattainment/Severe
Ozone - 8 Hour	Nonattainment/Extreme [a]	No State Standard
PM10	Attainment	Nonattainment
PM2.5	Nonattainment	Nonattainment
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: CARB Website, 2021

a. Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

Notes:

National Designation Categories

Non-Attainment Area: Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Unclassified/Attainment Area: Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant or meets the national primary or secondary ambient air quality standard for the pollutant.

State Designation Categories

Unclassified: A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.

Attainment: A pollutant is designated attainment if the State standard for that pollutant was not violated at any site in the area during a three-year period.

Non-attainment: A pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

Non-Attainment/Transitional: A subcategory of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for the pollutant.

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2.6 Air Quality Standards

The FCAA, first adopted in 1963, and periodically amended since then, established National Ambient Air Quality Standards (NAAQS). A set of 1977 amendments determined a deadline for the attainment of these standards. That deadline has since passed. Other CAA amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the CCAA (State 1988 Statutes, Chapter 568), which set forth a program for achieving more stringent California Ambient Air Quality Standards. The CARB implements State ambient air quality standards, as required in the CCAA, and cooperates with the federal government in implementing pertinent sections of the FCAA Amendments (FCAAA). Further, CARB regulates vehicular emissions throughout the State. The SJVAPCD regulates stationary sources, as well as some mobile sources. Attainment of the more stringent State PM10 Air Quality Standards is not currently required.

The EPA uses six "criteria pollutants" as indicators of air quality and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called the NAAQS.

The SJVAPCD operates regional air quality monitoring networks that provide information on average concentrations of pollutants for which State or federal agencies have established ambient air quality standards. Descriptions of nine pollutants of importance in Kings County follow.

2.6.1 *Ozone (1-hour and 8-hour)*

The most severe air quality problem in the Air Basin is the high level of ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. Here, ground level, or "bad" ozone, is an air pollutant that damages human health, vegetation, and many common materials. It is a key ingredient of urban smog. The troposphere extends to a level about 10 miles up, where it meets the second layer, the stratosphere. The stratospheric, or "good" ozone layer, extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" ozone is what is known as a photochemical pollutant. It needs reactive organic gases (ROG), NOx, and sunlight. ROG and NOx are emitted from various sources throughout Kings County. In order to reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors.

Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

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Ozone is a regional air pollutant. It is generated over a large area and is transported and spread by wind. Ozone, the primary constituent of smog, is the most complex, difficult to control, and pervasive of the criteria pollutants. Unlike other pollutants, ozone is not emitted directly into the air by specific sources. Ozone is created by sunlight acting on other air pollutants (called precursors), specifically NOx and ROG. Sources of precursor gases to the photochemical reaction that form ozone number in the thousands. Common sources include consumer products, gasoline vapors, chemical solvents, and combustion products of various fuels. Originating from gas stations, motor vehicles, large industrial facilities, and small businesses such as bakeries and dry cleaners, the ozone-forming chemical reactions often take place in another location, catalyzed by sunlight and heat. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins. Approximately 50 million people lived in counties with air quality levels above the EPA's health-based national air quality standard in 1994. The highest levels of ozone were recorded in Los Angeles, closely followed by the San Joaquin Valley. High levels also persist in other heavily populated areas, including the Texas Gulf Coast and much of the Northeast.

While the ozone in the upper atmosphere absorbs harmful ultraviolet light, ground-level ozone is damaging to the tissues of plants, animals, and humans, as well as to a wide variety of inanimate materials such as plastics, metals, fabrics, rubber, and paints. Societal costs from ozone damage include increased medical costs, the loss of human and animal life, accelerated replacement of industrial equipment, and reduced crop yields.

✓ ***Health Effects***

While ozone in the upper atmosphere protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone can adversely affect the human respiratory system. Many respiratory ailments, as well as cardiovascular disease, are aggravated by exposure to high ozone levels. Ozone also damages natural ecosystems, such as: forests and foothill communities; agricultural crops; and some man-made materials, such as rubber, paint, and plastic. High levels of ozone may negatively affect immune systems, making people more susceptible to respiratory illnesses, including bronchitis and pneumonia. Ozone accelerates aging and exacerbates pre-existing asthma and bronchitis and, in cases with high concentrations, can lead to the development of asthma in active children. Active people, both children and adults, appear to be more at risk from ozone exposure than those with a low level of activity. Additionally, the elderly and those with respiratory disease are also considered sensitive populations for ozone.

People who work or play outdoors are at a greater risk for harmful health effects from ozone. Children and adolescents are also at greater risk because they are more likely than adults to spend time engaged in vigorous activities. Research indicates that children under 12 years of age spend nearly twice as much time outdoors daily than adults. Teenagers spend at least twice as much time as adults in active sports and outdoor activities. In addition, children

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inhale more air per pound of body weight than adults, and they breathe more rapidly than adults. Children are less likely than adults to notice their own symptoms and avoid harmful exposures.

Ozone is a powerful oxidant—it can be compared to household bleach, which can kill living cells (such as germs or human skin cells) upon contact. Ozone can damage the respiratory tract, causing inflammation and irritation, and it can induce symptoms such as coughing, chest tightness, shortness of breath, and worsening of asthmatic symptoms. Ozone in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. Exposure to levels of ozone above the current ambient air quality standard leads to lung inflammation and lung tissue damage and a reduction in the amount of air inhaled into the lungs.

The CARB found ozone standards in Kings County nonattainment of Federal and State standards.

2.6.2 *Suspended PM (PM10 and PM2.5)*

Particulate matter pollution consists of very small liquid and solid particles that remain suspended in the air for long periods. Some particles are large or concentrated enough to be seen as soot or smoke. Others are so small they can be detected only with an electron microscope. Particulate matter is a mixture of materials that can include smoke, soot, dust, salt, acids, and metals. Particulate matter is emitted from stationary and mobile sources, including diesel trucks and other motor vehicles; power plants; industrial processes; wood-burning stoves and fireplaces; wildfires; dust from roads, construction, landfills, and agriculture; and fugitive windblown dust. PM10 refers to particles less than or equal to 10 microns in aerodynamic diameter. PM2.5 refers to particles less than or equal to 2.5 microns in aerodynamic diameter and are a subset of PM10. Particulates of concern are those that are 10 microns or less in diameter. These are small enough to be inhaled, pass through the respiratory system and lodge in the lungs, possibly leading to adverse health effects.

In the western United States, there are sources of PM10 in both urban and rural areas. Because particles originate from a variety of sources, their chemical and physical compositions vary widely. The composition of PM10 and PM2.5 can also vary greatly with time, location, the sources of the material and meteorological conditions. Dust, sand, salt spray, metallic and mineral particles, pollen, smoke, mist, and acid fumes are the main components of PM10 and PM2.5. In addition to those listed previously, secondary particles can also be formed as precipitates from chemical and photochemical reactions of gaseous sulfur dioxide (SO2) and NOx in the atmosphere to create sulfates (SO4) and nitrates (NO3). Secondary particles are of greatest concern during the winter months where low inversion layers tend to trap the precursors of secondary particulates.

The District's 2008 PM2.5 Plan built upon the aggressive emission reduction strategy adopted in

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the 2007 Ozone Plan and strives to bring the valley into attainment status for the 1997 NAAQS for PM2.5. The District's 2012 PM2.5 Plan provides multiple control strategies to reduce emissions of PM2.5 and other pollutants that form PM2.5. The plan's comprehensive control strategy includes regulatory actions, incentive programs, technology advancement, policy and legislative positions, public outreach, participation and communication, and additional strategies.

✓ ***Health Effects***

PM10 and PM2.5 particles are small enough—about one-seventh the thickness of a human hair, or smaller—to be inhaled and lodged in the deepest parts of the lung where they evade the respiratory system's natural defenses. Health problems begin as the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. Non-health-related effects include reduced visibility and soiling of buildings. PM10 can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. PM10 and PM2.5 can aggravate respiratory disease and cause lung damage, cancer, and premature death.

Although particulate matter can cause health problems for everyone, certain people are especially vulnerable to adverse health effects of PM10. These "sensitive populations" include children, the elderly, exercising adults, and those suffering from chronic lung disease such as asthma or bronchitis. Of greatest concern are recent studies that link PM10 exposure to the premature death of people who already have heart and lung disease, especially the elderly. Acidic PM10 can also damage manmade materials and is a major cause of reduced visibility in many parts of the United States.

The CARB found PM10 standards in Kings County in attainment of Federal standards and nonattainment for State standards. The CARB found PM2.5 standards in Kings County nonattainment of Federal and State standards.

2.6.3 *Carbon Monoxide (CO)*

Carbon monoxide (CO) is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO is an odorless, colorless, poisonous gas that is highly reactive. CO is a byproduct of motor vehicle exhaust, contributes more than two thirds of all CO emissions nationwide. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. These emissions can result in high concentrations of CO, particularly in local areas with heavy traffic congestion. Other sources of CO emissions include industrial processes and fuel combustion in sources such as boilers and incinerators. Despite an overall

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downward trend in concentrations and emissions of CO, some metropolitan areas still experience high levels of CO.

✓ ***Health Effects***

CO enters the bloodstream and binds more readily to hemoglobin than oxygen, reducing the oxygen-carrying capacity of blood and thus reducing oxygen delivery to organs and tissues. The health threat from CO is most serious for those who suffer from cardiovascular disease. Healthy individuals are also affected but only at higher levels of exposure. At high concentrations, CO can cause heart difficulties in people with chronic diseases and can impair mental abilities. Exposure to elevated CO levels is associated with visual impairment, reduced work capacity, reduced manual dexterity, poor learning ability, difficulty performing complex tasks, and in prolonged, enclosed exposure, death.

The adverse health effects associated with exposure to ambient and indoor concentrations of CO are related to the concentration of carboxyhemoglobin (COHb) in the blood. Health effects observed may include an early onset of cardiovascular disease; behavioral impairment; decreased exercise performance of young, healthy men; reduced birth weight; sudden infant death syndrome (SIDS); and increased daily mortality rate.

Most of the studies evaluating adverse health effects of CO on the central nervous system examine high-level poisoning. Such poisoning results in symptoms ranging from common flu and cold symptoms (shortness of breath on mild exertion, mild headaches, and nausea) to unconsciousness and death.

The CARB found CO standards in Kings County as unclassified/attainment of Federal standards and unclassified for State standards.

2.6.4 *Nitrogen Dioxide (NO2)*

Nitrogen oxides (NOx) is a family of highly reactive gases that are primary precursors to the formation of ground-level ozone and react in the atmosphere to form acid rain. NOx is emitted from combustion processes in which fuel is burned at high temperatures, principally from motor vehicle exhaust and stationary sources such as electric utilities and industrial boilers. A brownish gas, NOx is a strong oxidizing agent that reacts in the air to form corrosive nitric acid, as well as toxic organic nitrates. EPA regulates only nitrogen dioxide (NO2) as a surrogate for this family of compounds because it is the most prevalent form of NOx in the atmosphere that is generated by anthropogenic (human) activities.[1]

✓ ***Health Effects***

NOx is an ozone precursor that combines with Reactive Organic Gases (ROG) to form ozone.

1 United States Environmental Protection Agency (EPA), Nitrogen Oxides (NOx). Why and How They Are Controlled, 456/F-99-006R, November 2019

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See the ozone section above for a discussion of the health effects of ozone.

Direct inhalation of NOx can also cause a wide range of health effects. NOx can irritate the lungs, cause lung damage, and lower resistance to respiratory infections such as influenza. Short-term exposures (e.g., less than 3 hours) to low levels of nitrogen dioxide (NO2) may lead to changes in airway responsiveness and lung function in individuals with preexisting respiratory illnesses. These exposures may also increase respiratory illnesses in children. Long-term exposures to NO2 may lead to increased susceptibility to respiratory infection and may cause irreversible alterations in lung structure. Other health effects associated with NOx are an increase in the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO2 may lead to eye and mucus membrane aggravation, along with pulmonary dysfunction. NOx can cause fading of textile dyes and additives, deterioration of cotton and nylon, and corrosion of metals due to production of particulate nitrates. Airborne NOx can also impair visibility. NOx is a major component of acid deposition in California. NOx may affect both terrestrial and aquatic ecosystems. NOx in the air is a potentially significant contributor to a number of environmental effects such as acid rain and eutrophication in coastal waters. Eutrophication occurs when a body of water suffers an increase in nutrients that reduce the amount of oxygen in the water, producing an environment that is destructive to fish and other animal life.

NO2 is toxic to various animals as well as to humans. Its toxicity relates to its ability to combine with water to form nitric acid in the eye, lung, mucus membranes, and skin. Studies of the health impacts of NO2 include experimental studies on animals, controlled laboratory studies on humans, and observational studies.

In animals, long-term exposure to NOx increases susceptibility to respiratory infections, lowering their resistance to such diseases as pneumonia and influenza. Laboratory studies show susceptible humans, such as asthmatics, exposed to high concentrations of NO2, can suffer lung irritation and, potentially, lung damage. Epidemiological studies have also shown associations between NO2 concentrations and daily mortality from respiratory and cardiovascular causes as well as hospital admissions for respiratory conditions.

NOx contributes to a wide range of environmental effects both directly and when combined with other precursors in acid rain and ozone. Increased nitrogen inputs to terrestrial and wetland systems can lead to changes in plant species composition and diversity. Similarly, direct nitrogen inputs to aquatic ecosystems such as those found in estuarine and coastal waters can lead to eutrophication as discussed above. Nitrogen, alone or in acid rain, also can acidify soils and surface waters. Acidification of soils causes the loss of essential plant nutrients and increased levels of soluble aluminum, which is toxic to plants. Acidification of surface waters creates conditions of low pH and levels of aluminum that are toxic to fish and other aquatic organisms.

The CARB found NO2 standards in Kings County as unclassified/attainment of Federal standards and attainment for State standards.

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2.6.5 *Sulfur Dioxide (SO2)*

The major source of sulfur dioxide (SO2) is the combustion of high-sulfur fuels for electricity generation, petroleum refining and shipping. High concentrations of SO2 can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Short-term exposures of asthmatic individuals to elevated SO2 levels during moderate activity may result in breathing difficulties that can be accompanied by symptoms such as wheezing, chest tightness, or shortness of breath. Other effects that have been associated with longer-term exposures to high concentrations of SO2, in conjunction with high levels of PM, include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs' defenses. SO2 also is a major precursor to PM2.5, which is a significant health concern and a main contributor to poor visibility. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain.

The CARB found SO2 standards in the Kings County as unclassified/attainment for Federal standards and attainment for State standards.

2.6.6 *Lead (Pb)*

Lead, a naturally occurring metal, can be a constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, so it essentially persists forever. Lead was used until recently to increase the octane rating in automobile fuel. Since the 1980s, lead has been phased out in gasoline, reduced in drinking water, reduced in industrial air pollution, and banned or limited in consumer products. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels; however, the use of leaded fuel has been mostly phased out. Since this has occurred the ambient concentrations of lead have dropped dramatically.

Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children. Effects on the nervous systems of children are one of the primary health risk concerns from lead. In high concentrations, children can even suffer irreversible brain damage and death. Children 6 years old and under are most at risk, because their bodies are growing quickly.

The CARB found Lead standards in Kings County as unclassified/attainment of Federal standards and attainment for State standards.

2.6.7 *Toxic Air Contaminants (TAC)*

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TAC) are another

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group of pollutants of concern. TAC are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TAC is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TAC are regulated on the basis of risk rather than specification of safe levels of contamination. The ten TAC are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (diesel PM). Caltrans' guidance for transportation studies references the Federal Highway Administration (FHWA) memorandum titled "Interim Guidance on Air Toxic Analysis in NEPA Documents" which discusses emissions quantification of six "priority" compounds of 21 Mobile Source Air Toxics (MSAT) identified by the United States Environmental Protection Agency (USEPA). The six "priority" compounds are diesel exhaust (particulate matter and organic gases), benzene, 1,3-butadiene, acetaldehyde, formaldehyde, and acrolein.

Some studies indicate that diesel PM poses the greatest health risk among the TAC listed above. A 10-year research program (California Air Resources Board 1998) demonstrated that diesel PM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to diesel PM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

Diesel PM differs from other TAC in that it is not a single substance but a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TAC, however, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. The CARB has made preliminary concentration estimates based on a diesel PM exposure method. This method uses the CARB emissions inventory's PM10 database, ambient PM10 monitoring data, and the results from several studies to estimate concentrations of diesel PM. Table 4 depicts the CARB Handbook's recommended buffer distances associated with various types of common sources.

Existing air quality concerns within Hanford and the entire SJVAB are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, odors, and increases in greenhouse gas emissions contributing to climate change. The primary source of ozone (smog) pollution is motor vehicles. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

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TABLE 4
Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities*

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads [1]	- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). - Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. - Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

1: The recommendation to avoid siting new sensitive land uses within 500 feet of a freeway was identified in CARB's Air Quality and Land Use Handbook published in 2005. CARB recently published a technical advisory to the Air Quality and Land Use Handbook indicating that new research has demonstrated promising strategies to reduce pollution exposure along transportation corridors.

*Notes:
• These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.
• Recommendations are based primarily on data showing that the air pollution exposures addressed here (i.e., localized) can be reduced as much as 80% with the recommended separation.
• The relative risk for these categories varies greatly (see Table 1-2). To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.
• These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists. The recommended distances take into account other factors in addition to available health risk data (see individual category descriptions).
• Site-specific project design improvements may help reduce air pollution exposures and should also be considered when siting new sensitive land uses.
• This table does not imply that mixed residential and commercial development in general is incompatible. Rather it focuses on known problems like dry cleaners using perchloroethylene that can be addressed with reasonable preventative actions.
• A summary of the basis for the distance recommendations can be found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Health Perspective.

Source: SJVAPCD 2021

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2.6.8 *Odors*

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. 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 in Table 5 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project does not propose any uses that would be potential odor sources; however, the information presented in Table 5 will be used as a screening level analysis to determine if the Project would be impacted by existing odor sources in the study area. Such information is presented for informational purposes, but it is noted that the environment's effect on the Project, including exposure to potential odors, would not be an impact for CEQA purposes.

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TABLE 5
Screening Levels for Potential Odor Sources

Type of Facility	Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Compositing Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g. auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Source: SJVAPCD 2021

2.6.9 *Naturally Occurring Asbestos (NOA)*

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rocks' ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

The proposed Project's construction phase may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021.

2.6.10 *Greenhouse Gas Emissions*

Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the

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atmosphere because of human activities are:

- ✓ **Carbon Dioxide (CO2):** Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement, asphalt paving, truck trips). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- ✓ **Methane (CH4):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- ✓ **Nitrous Oxide (N2O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- ✓ **Fluorinated Gases:** Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

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3.0 Air-Quality Impacts

3.1 Methodology

The impact assessment for air quality focuses on potential effects the Project might have on air quality within the Hanford region. The SJVAPCD has established thresholds of significance for determining environmental significance. These thresholds separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of Project operations. Impacts will be evaluated both on the basis of CEQA Appendix G criteria and SJVAPCD significance criteria. The impacts to be evaluated will be those involving construction and operational emissions of criteria pollutants. The SJVAPCD has established thresholds for certain pollutants shown in Table 6.

Table 6
SJVAPCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$
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

Source: SJVAPCD 2020

3.1.1 *CalEEMod*

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as CEQA and NEPA documents, pre-project planning, compliance with local air quality rules and regulations, etc.

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3.2 Short-Term Impacts

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust and exhaust pollutants generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture. Exhaust pollutants are the non-useable gaseous waste products produced during the combustion process. Engine exhaust contains CO, HC, and NOx pollutants which are harmful to the environment.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the Project area and may require frequent washing during the construction period.

PM10 emissions can result from construction activities of the Project. The SJVAPCD has determined that compliance with Regulation VIII and other control measures will constitute sufficient mitigation to reduce PM10 impacts to a level considered less-than significant for most development projects. Even with implementation of District Regulation VIII and District Rule 9510, large development projects may not be able to reduce project specific construction impacts below District thresholds of significance.

Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or offsite. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this Project, construction emissions were estimated using CalEEMod Model defaults for construction equipment.

Table 7 shows the CalEEMod estimated construction emissions that would be generated from construction of the Project. Results of the analysis show that emissions generated from construction of the Project will not exceed the SJVAPCD emission thresholds.

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Table 7
Project Construction Emissions (tons/year)

Summary Report	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$	CO2e
Project Construction Emissions (tons)	2.81	3.09	2.79	0.01	0.66	0.34	497.88
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

3.3 Long-Term Emissions

Long-Term emissions from the Project would be generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as lawn maintenance equipment.

3.3.1 *Localized Operational Emissions – Ozone/Particulate Matter*

Significance criteria have been established for criteria pollutant emissions as documented in Section 3.1. Operational emissions have been estimated for the Project using the CalEEMod Model and detailed results are included in Appendix A of this report.

Results of the CalEEMod analysis are shown in Table 8. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants.

Table 8
Project Operational Emissions (tons/year)

Summary Report	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$	CO2e
Project Opeational Emissions	7.89	1.63	2.17	0.02	1.66	0.47	2063.63
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, VRPA 2021

As noted previously, the Project will be subject to the SJVAPCD's Regulation VIII-Fugitive PM10 Prohibitions. Regulation VIII is comprised of District Rules 8011 through 8081, which are designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

3.3.2 *Localized Operational Emissions*

✓ **Carbon Monoxide**

The SJVAPCD is currently in unclassified/attainment for Federal standards and attainment for

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State standards for CO. An analysis of localized CO concentrations is typically warranted to ensure that standards are maintained. Segment counts in the immediate vicinity of the Project site along 13th Avenue and Grangeville Boulevard were obtained from the City of Hanford traffic counts which are typically updated every three years. Daily traffic counts along 13th Avenue and Grangeville Boulevard (see appendices) were adjusted to reflect 2021 and 2042 traffic and conditions. Adjusted counts were then compared to the Modified HCM-Based Level of Service (LOS) Tables (Florida Tables). Results of this analysis demonstrates that adjacent roadway segment will operate at LOS 'D' or better through the Year 2042. As a result, the overall CO concentrations at roadways and intersections in the study area would be less than significant.

✓ **Toxic Air Contaminants (TAC)**

The SJVAPCD's Guidance Document, Guidance for Assessing and Mitigating Air Quality Impacts – 2015, identifies the need for projects to analyze the potential for adverse air quality impacts to sensitive receptors. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the proposed Project is a Type B project in that it may potentially place sensitive receptors in the vicinity of existing sources. Type A projects would potentially place new toxic sources in the vicinity of existing receptors. Considering the components of the Project and the Source Categories provided in Table 4, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. Since the Project is not located within the recommended buffer distances associated with the sources found in Table 4, a health risk assessment is not needed at this time. As noted above, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources.

✓ **Odors**

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

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Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the SJVAPCD. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The Project will not generate odorous emissions given the nature or characteristics of the Project. The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant.

✓ **Naturally Occurring Asbestos (NOA)**

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Construction of the Project may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021. Compliance with Rule 8021 would limit fugitive dust emissions from construction, demolition, excavation, extraction, and other earthmoving activities associated with the Project.

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✓ **Greenhouse Gas Emissions**

CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Kings County Association of Governments (KCAG) region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. KCAG's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in August 2018, projects that the Kings County region would achieve the prescribed emissions targets.

In 2009, the SJVAPCD adopted the following guidance documents applicable to projects within the San Joaquin Valley:

- ✓ Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009), and
- ✓ District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency (SJVAPCD 2009).

This guidance and policy are the reference documents referenced in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts adopted in March 2015 (SJVAPCD 2015). Consistent with the District Guidance and District Policy above, SJVAPCD (2015) acknowledges the current absence of numerical thresholds, and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and
iii. If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. This threshold is often used by agencies, such as the California Public Utilities Commission, to evaluate GHG impacts in areas that do not have specific thresholds (CPUC

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2015)[2]. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 9 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is approximately 79% less than the threshold identified by the SCAQMD.

Table 9
Project Operational Greenhouse Gas Emissions

Summary Report	CO_2e
Project Operational Emissions Per Year	2,080 MT/yr

Source: CalEEMod, VRPA 2021

3.3.3 *Indirect Source Review*

The Project is subject to the SJVAPCD's ISR program, which is also known as Rule 9510. Rule 9510 and the Administrative ISR Fee Rule (Rule 3180) are the result of state requirements outlined in the California Health and Safety Code, Section 40604 and the State Implementation Plan (SIP). The purpose of the SJVAPCD's ISR program is to reduce emissions of NOx and PM10 from new projects. In general, new development contributes to the air-pollution problem in the Valley by increasing the number of vehicles and vehicle miles traveled.

Utilizing the ISR Fee Estimator calculator available on the SJVAPCD website, it was determined that the Project's total cost for emission reductions is $126,272.64 without implementation of emission reduction measures. The ISR Fee Estimator worksheets are included in the appendices. The fee noted above may be reduced dependent upon the formal ISR review process.

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2 California Public Utilities Commission (CPUC). 2015. Section 4.7, "Greenhouse Gases." Final Environmental Impact Report for the Santa Barbara County Reliability Project. May 2015. Accessed January 18, 2018. http://www.cpuc.ca.gov/environment/info/ene/sbcrp/SBCRP_FEIR.html.

4.0 Impact Determinations and Recommended Mitigation

In accordance with CEQA, when a proposed project is consistent with a General Plan for which an EIR has been certified, the effects of that project are evaluated to determine if they will result in project-specific significant adverse impacts on the environment. The criteria used to determine the significance of an air quality or greenhouse gas impact are based on the following thresholds of significance, which come from Appendix G of the CEQA Guidelines and the General Plan EIR. Accordingly, air quality or greenhouse gas impacts resulting from the Project are considered significant if the Project would:

Air Quality

a) Conflict with or obstruct implementation of the applicable air quality plan?
b) 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?
c) Expose sensitive receptors to substantial pollutant concentrations?
d) Result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Greenhouse Gas Emissions

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?

4.1 Air Quality

4.1.1 *Conflict with or obstruct implementation of the applicable air quality plan*

The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. KCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in

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the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Hanford 2035 General Plan. The Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

4.1.2 *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard*

The Kings County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM10, and nonattainment for Federal and State standards for PM2.5. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed in Section 4.1.1, the Project is consistent with the currently adopted General Plan for the City of Hanford and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM10 Maintenance Plan, and 2012 PM2.5 Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project is not characterized as cumulatively insignificant when project emissions fall below thresholds of significance. As discussed in Section 3.1, the SJVAPCD has established thresholds of significance for determining environmental significance which are provided in Table 6.

As discussed above in Section 3.2 and 3.3, results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, no mitigation is needed.

4.1.3 *Expose sensitive receptors to substantial pollutant concentrations*

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors

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include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Project is a Type B Project in that it may potentially place sensitive receptors in the vicinity of existing sources.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. For Type B Projects, one type of screening tool is found in the CARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 4) with recommended buffer distances associated with various types of common sources. The screening level analysis for the Project shows that TAC's are not a concern based upon the recommendations provided in Table 4. An evaluation of nearby land uses shows that the Project will not place sensitive receptors in the vicinity of existing toxic sources. As noted above, the proposed Project is not a Type A project and would not place new toxic sources in the vicinity of existing sources. Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Short-Term Impacts

The annual emissions from the construction phase of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 7. Therefore, construction emissions associated with the Project are considered less than significant.

Long-Term Impacts

Long-Term emissions from the Project are generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. Table 8 summarizes the Project's operational impacts by pollutant. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants. Therefore, operational emissions associated with the Project are considered less than significant.

4.1.4 *Result in other emissions such as those leading to odors adversely affecting a substantial number of people*

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- ✓ Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and

- ✓ Receivers – residential or other sensitive receptor projects or other projects built for the

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intent of attracting people located near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project will not generate odorous emissions given the nature or characteristics of the Project.

Based on the assessment above, the Project will not generate potential odorous emissions or attract receivers and other sensitive receptors near existing odor sources. Therefore, no mitigation is needed.

4.2 Greenhouse Gas Emissions

4.2.1 *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*

The SJVAPCD acknowledges the current absence of numerical thresholds and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and
iii. If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO2eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 9 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is approximately 79% less than the threshold identified by the SCAQMD.

The KCAG Regional Climate Action Plan identifies a baseline (2005) GHG emissions inventory for

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all countywide sectors (transportation, waste management, etc.). Kings County's baseline GHG emissions is approximately 1,046,804 MTCO2eq./year. The proposed Project's GHG emissions represents 0.2% of the total GHG emissions for Kings County's baseline GHG emissions.

Based on the assessment above, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, any impacts would be less than significant.

4.2.2 *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases*

California passed the California Global Warming Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020. On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

SB 375 requires MPOs to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the KCAG region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. KCAG's 2018 RTP/SCS, which was adopted in August 2018, projects that the Kings County region would achieve the prescribed emissions targets.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. KCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. The applicable General Plan for the project is City of Hanford 2035 General Plan Update, which was adopted in 2018.

The Project is consistent with the currently adopted General Plan for the City of Hanford and the adopted KCAG 2018 RTP/SCS and is therefore consistent with the population growth and VMT applied in those plan documents. Therefore, the Project is consistent with the growth

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assumptions used in the applicable AQP. It should also be noted that yearly GHG emissions generated by the Project (Table 9) are approximately 79% less than the threshold identified by the SCAQMD (see the discussion for Impact 4.2.1 above).

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- ✓ California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs for long-term climate change goals.
  - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.
- ✓ Energy Efficiency – Pursuit of comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards.
  - The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure through existing regulation. The Project would not conflict or obstruct this reduction measure.
- ✓ Low Carbon Fuel – Development and adoption of the low carbon fuel standard.
  - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.

Based on the assessment above, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, any impacts would be less than significant.

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APPENDIX A

CalEEMod/Road Construction Emissions Worksheets

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Tract 934

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	161.00	Dwelling Unit	35.64	289,800.00	460

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage adjusted for project characteristics

Construction Phase - Adjustment for Project Characteristics

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	740.00	475.00
tblConstructionPhase	PhaseEndDate	8/1/2025	7/26/2024
tblConstructionPhase	PhaseEndDate	2/28/2025	2/25/2024
tblConstructionPhase	PhaseEndDate	5/16/2025	5/10/2024
tblConstructionPhase	PhaseStartDate	5/17/2025	5/11/2024
tblConstructionPhase	PhaseStartDate	3/1/2025	2/26/2024
tblLandUse	LotAcreage	52.27	35.64

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblWoodstoves	NumberCatalytic	35.64	0.00
tblWoodstoves	NumberNoncatalytic	35.64	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1200	1.1925	0.7673	1.3900e-003	0.2090	0.0593	0.2682	0.1031	0.0549	0.1579	0.0000	122.1789	122.1789	0.0349	1.2000e-004	123.0872
2022	0.3241	3.0857	2.8053	5.6200e-003	0.5168	0.1414	0.6581	0.2047	0.1316	0.3363	0.0000	493.1638	493.1638	0.1216	5.6300e-003	497.8826
2023	0.2300	1.9847	2.3308	4.4800e-003	0.0753	0.0919	0.1672	0.0203	0.0865	0.1069	0.0000	392.7946	392.7946	0.0733	7.7300e-003	396.9310
2024	2.7873	0.5830	0.8237	1.4400e-003	0.0176	0.0270	0.0446	4.7100e-003	0.0252	0.0300	0.0000	126.7441	126.7441	0.0295	1.2800e-003	127.8648
Maximum	**2.7873**	**3.0857**	**2.8053**	**5.6200e-003**	**0.5168**	**0.1414**	**0.6581**	**0.2047**	**0.1316**	**0.3363**	**0.0000**	**493.1638**	**493.1638**	**0.1216**	**7.7300e-003**	**497.8826**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1200	1.1925	0.7673	1.3900e-003	0.2090	0.0593	0.2682	0.1031	0.0549	0.1579	0.0000	122.1787	122.1787	0.0349	1.2000e-004	123.0871
2022	0.3241	3.0857	2.8053	5.6200e-003	0.5168	0.1414	0.6581	0.2047	0.1316	0.3363	0.0000	493.1633	493.1633	0.1216	5.6300e-003	497.8821
2023	0.2300	1.9847	2.3308	4.4800e-003	0.0753	0.0919	0.1672	0.0203	0.0865	0.1069	0.0000	392.7943	392.7943	0.0733	7.7300e-003	396.9306
2024	2.7873	0.5830	0.8237	1.4400e-003	0.0176	0.0270	0.0446	4.7100e-003	0.0252	0.0300	0.0000	126.7440	126.7440	0.0295	1.2800e-003	127.8647
Maximum	**2.7873**	**3.0857**	**2.8053**	**5.6200e-003**	**0.5168**	**0.1414**	**0.6581**	**0.2047**	**0.1316**	**0.3363**	**0.0000**	**493.1633**	**493.1633**	**0.1216**	**7.7300e-003**	**497.8821**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-27-2021	12-26-2021	1.2084	1.2084
2	12-27-2021	3-26-2022	1.3412	1.3412
3	3-27-2022	6-26-2022	0.9029	0.9029
4	6-27-2022	9-26-2022	0.6119	0.6119
5	9-27-2022	12-26-2022	0.6071	0.6071
6	12-27-2022	3-26-2023	0.5516	0.5516
7	3-27-2023	6-26-2023	0.5594	0.5594
8	6-27-2023	9-26-2023	0.5593	0.5593

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9	**9-27-2023**	**12-26-2023**	0.5548	0.5548
10	**12-27-2023**	**3-26-2024**	0.4639	0.4639
11	**3-27-2024**	**6-26-2024**	1.8549	1.8549
12	**6-27-2024**	**9-26-2024**	1.0754	1.0754
		Highest	1.8549	1.8549

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4467	0.0740	1.2199	4.5000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	71.6991	71.6991	3.2100e-003	1.2800e-003	72.1603
Energy	0.0209	0.1783	0.0759	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	325.3031	325.3031	0.0232	6.1200e-003	327.7049
Mobile	0.7059	1.3796	6.5953	0.0165	1.6196	0.0154	1.6350	0.4329	0.0145	0.4474	0.0000	1,529.8093	1,529.8093	0.0754	0.0908	1,558.7383
Waste						0.0000	0.0000		0.0000	0.0000	33.6153	0.0000	33.6153	1.9866	0.0000	83.2805
Water						0.0000	0.0000		0.0000	0.0000	3.3279	7.3932	10.7212	0.3430	8.2200e-003	21.7446
Total	**2.1735**	**1.6319**	**7.8911**	**0.0181**	**1.6196**	**0.0413**	**1.6609**	**0.4329**	**0.0404**	**0.4733**	**36.9432**	**1,934.2048**	**1,971.1480**	**2.4314**	**0.1064**	**2,063.6286**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4467	0.0740	1.2199	4.5000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	71.6991	71.6991	3.2100e-003	1.2800e-003	72.1603
Energy	0.0209	0.1783	0.0759	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	325.3031	325.3031	0.0232	6.1200e-003	327.7049
Mobile	0.7059	1.3796	6.5953	0.0165	1.6196	0.0154	1.6350	0.4329	0.0145	0.4474	0.0000	1,529.8093	1,529.8093	0.0754	0.0908	1,558.7383
Waste						0.0000	0.0000		0.0000	0.0000	33.6153	0.0000	33.6153	1.9866	0.0000	83.2805
Water						0.0000	0.0000		0.0000	0.0000	3.3279	7.3932	10.7212	0.3430	8.2200e-003	21.7446
Total	**2.1735**	**1.6319**	**7.8911**	**0.0181**	**1.6196**	**0.0413**	**1.6609**	**0.4329**	**0.0404**	**0.4733**	**36.9432**	**1,934.2048**	**1,971.1480**	**2.4314**	**0.1064**	**2,063.6286**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/27/2021	12/3/2021	5	50	
2	Site Preparation	Site Preparation	12/4/2021	1/14/2022	5	30	
3	Grading	Grading	1/15/2022	4/29/2022	5	75	

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4	Building Construction	Building Construction	4/30/2022	2/25/2024	5	475	
5	Paving	Paving	2/26/2024	5/10/2024	5	55	
6	Architectural Coating	Architectural Coating	5/11/2024	7/26/2024	5	55	

Acres of Grading (Site Preparation Phase): 45

Acres of Grading (Grading Phase): 225

Acres of Paving: 0

Residential Indoor: 586,845; Residential Outdoor: 195,615; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	58.00	17.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0791	0.7860	0.5391	9.7000e-004		0.0388	0.0388		0.0360	0.0360	0.0000	85.0020	85.0020	0.0239	0.0000	85.6001
Total	**0.0791**	**0.7860**	**0.5391**	**9.7000e-004**		**0.0388**	**0.0388**		**0.0360**	**0.0360**	**0.0000**	**85.0020**	**85.0020**	**0.0239**	**0.0000**	**85.6001**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3500e-003	1.0200e-003	0.0112	3.0000e-005	3.0100e-003	2.0000e-005	3.0300e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.5278	2.5278	9.0000e-005	8.0000e-005	2.5548
Total	**1.3500e-003**	**1.0200e-003**	**0.0112**	**3.0000e-005**	**3.0100e-003**	**2.0000e-005**	**3.0300e-003**	**8.0000e-004**	**2.0000e-005**	**8.2000e-004**	**0.0000**	**2.5278**	**2.5278**	**9.0000e-005**	**8.0000e-005**	**2.5548**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0791	0.7860	0.5391	9.7000e-004		0.0388	0.0388		0.0360	0.0360	0.0000	85.0019	85.0019	0.0239	0.0000	85.6000
Total	**0.0791**	**0.7860**	**0.5391**	**9.7000e-004**		**0.0388**	**0.0388**		**0.0360**	**0.0360**	**0.0000**	**85.0019**	**85.0019**	**0.0239**	**0.0000**	**85.6000**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3500e-003	1.0200e-003	0.0112	3.0000e-005	3.0100e-003	2.0000e-005	3.0300e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.5278	2.5278	9.0000e-005	8.0000e-005	2.5548
Total	**1.3500e-003**	**1.0200e-003**	**0.0112**	**3.0000e-005**	**3.0100e-003**	**2.0000e-005**	**3.0300e-003**	**8.0000e-004**	**2.0000e-005**	**8.2000e-004**	**0.0000**	**2.5278**	**2.5278**	**9.0000e-005**	**8.0000e-005**	**2.5548**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2045	0.0000	0.2045	0.1019	0.0000	0.1019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.2045**	**0.0204**	**0.2250**	**0.1019**	**0.0188**	**0.1207**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.9000e-004	5.3800e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2134	1.2134	4.0000e-005	4.0000e-005	1.2263
Total	**6.5000e-004**	**4.9000e-004**	**5.3800e-003**	**1.0000e-005**	**1.4500e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2134**	**1.2134**	**4.0000e-005**	**4.0000e-005**	**1.2263**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2045	0.0000	0.2045	0.1019	0.0000	0.1019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.2045**	**0.0204**	**0.2250**	**0.1019**	**0.0188**	**0.1207**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.9000e-004	5.3800e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2134	1.2134	4.0000e-005	4.0000e-005	1.2263
Total	**6.5000e-004**	**4.9000e-004**	**5.3800e-003**	**1.0000e-005**	**1.4500e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2134**	**1.2134**	**4.0000e-005**	**4.0000e-005**	**1.2263**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1142	0.0000	0.1142	0.0522	0.0000	0.0522	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.1142**	**8.0600e-003**	**0.1223**	**0.0522**	**7.4200e-003**	**0.0597**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.2000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5877	0.5877	2.0000e-005	2.0000e-005	0.5936
Total	**3.0000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.5877**	**0.5877**	**2.0000e-005**	**2.0000e-005**	**0.5936**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1142	0.0000	0.1142	0.0522	0.0000	0.0522	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.1142**	**8.0600e-003**	**0.1223**	**0.0522**	**7.4200e-003**	**0.0597**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.2000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5877	0.5877	2.0000e-005	2.0000e-005	0.5936
Total	**3.0000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.5877**	**0.5877**	**2.0000e-005**	**2.0000e-005**	**0.5936**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3451	0.0000	0.3451	0.1370	0.0000	0.1370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1359	1.4566	1.0891	2.3300e-003		0.0613	0.0613		0.0564	0.0564	0.0000	204.5048	204.5048	0.0661	0.0000	206.1583
Total	**0.1359**	**1.4566**	**1.0891**	**2.3300e-003**	**0.3451**	**0.0613**	**0.4064**	**0.1370**	**0.0564**	**0.1934**	**0.0000**	**204.5048**	**204.5048**	**0.0661**	**0.0000**	**206.1583**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4700e-003	1.7800e-003	0.0203	5.0000e-005	6.0300e-003	3.0000e-005	6.0600e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	4.8976	4.8976	1.6000e-004	1.5000e-004	4.9468
Total	**2.4700e-003**	**1.7800e-003**	**0.0203**	**5.0000e-005**	**6.0300e-003**	**3.0000e-005**	**6.0600e-003**	**1.6000e-003**	**3.0000e-005**	**1.6300e-003**	**0.0000**	**4.8976**	**4.8976**	**1.6000e-004**	**1.5000e-004**	**4.9468**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3451	0.0000	0.3451	0.1370	0.0000	0.1370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1359	1.4566	1.0891	2.3300e-003		0.0613	0.0613		0.0564	0.0564	0.0000	204.5045	204.5045	0.0661	0.0000	206.1580
Total	**0.1359**	**1.4566**	**1.0891**	**2.3300e-003**	**0.3451**	**0.0613**	**0.4064**	**0.1370**	**0.0564**	**0.1934**	**0.0000**	**204.5045**	**204.5045**	**0.0661**	**0.0000**	**206.1580**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4700e-003	1.7800e-003	0.0203	5.0000e-005	6.0300e-003	3.0000e-005	6.0600e-003	1.6000e-003	3.0000e-005	1.6300e-003	0.0000	4.8976	4.8976	1.6000e-004	1.5000e-004	4.9468
Total	**2.4700e-003**	**1.7800e-003**	**0.0203**	**5.0000e-005**	**6.0300e-003**	**3.0000e-005**	**6.0600e-003**	**1.6000e-003**	**3.0000e-005**	**1.6300e-003**	**0.0000**	**4.8976**	**4.8976**	**1.6000e-004**	**1.5000e-004**	**4.9468**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1493	1.3664	1.4318	2.3600e-003		0.0708	0.0708		0.0666	0.0666	0.0000	202.7596	202.7596	0.0486	0.0000	203.9740
Total	**0.1493**	**1.3664**	**1.4318**	**2.3600e-003**		**0.0708**	**0.0708**		**0.0666**	**0.0666**	**0.0000**	**202.7596**	**202.7596**	**0.0486**	**0.0000**	**203.9740**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5100e-003	0.0833	0.0256	3.2000e-004	9.9100e-003	9.4000e-004	0.0108	2.8600e-003	9.0000e-004	3.7600e-003	0.0000	30.5537	30.5537	1.9000e-004	4.4400e-003	31.8820
Worker	0.0167	0.0120	0.1376	3.6000e-004	0.0408	2.2000e-004	0.0410	0.0108	2.0000e-004	0.0110	0.0000	33.1407	33.1407	1.1000e-003	1.0200e-003	33.4731
Total	**0.0202**	**0.0953**	**0.1632**	**6.8000e-004**	**0.0507**	**1.1600e-003**	**0.0518**	**0.0137**	**1.1000e-003**	**0.0148**	**0.0000**	**63.6944**	**63.6944**	**1.2900e-003**	**5.4600e-003**	**65.3551**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1493	1.3664	1.4318	2.3600e-003		0.0708	0.0708		0.0666	0.0666	0.0000	202.7594	202.7594	0.0486	0.0000	203.9737
Total	**0.1493**	**1.3664**	**1.4318**	**2.3600e-003**		**0.0708**	**0.0708**		**0.0666**	**0.0666**	**0.0000**	**202.7594**	**202.7594**	**0.0486**	**0.0000**	**203.9737**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5100e-003	0.0833	0.0256	3.2000e-004	9.9100e-003	9.4000e-004	0.0108	2.8600e-003	9.0000e-004	3.7600e-003	0.0000	30.5537	30.5537	1.9000e-004	4.4400e-003	31.8820
Worker	0.0167	0.0120	0.1376	3.6000e-004	0.0408	2.2000e-004	0.0410	0.0108	2.0000e-004	0.0110	0.0000	33.1407	33.1407	1.1000e-003	1.0200e-003	33.4731
Total	**0.0202**	**0.0953**	**0.1632**	**6.8000e-004**	**0.0507**	**1.1600e-003**	**0.0518**	**0.0137**	**1.1000e-003**	**0.0148**	**0.0000**	**63.6944**	**63.6944**	**1.2900e-003**	**5.4600e-003**	**65.3551**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7100e-003	0.0991	0.0327	4.6000e-004	0.0147	6.5000e-004	0.0154	4.2500e-003	6.2000e-004	4.8700e-003	0.0000	43.7946	43.7946	1.7000e-004	6.3300e-003	45.6865
Worker	0.0228	0.0156	0.1864	5.2000e-004	0.0606	3.1000e-004	0.0609	0.0161	2.9000e-004	0.0164	0.0000	47.6538	47.6538	1.4700e-003	1.3900e-003	48.1062
Total	**0.0255**	**0.1147**	**0.2191**	**9.8000e-004**	**0.0753**	**9.6000e-004**	**0.0763**	**0.0203**	**9.1000e-004**	**0.0213**	**0.0000**	**91.4485**	**91.4485**	**1.6400e-003**	**7.7200e-003**	**93.7927**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7100e-003	0.0991	0.0327	4.6000e-004	0.0147	6.5000e-004	0.0154	4.2500e-003	6.2000e-004	4.8700e-003	0.0000	43.7946	43.7946	1.7000e-004	6.3300e-003	45.6865
Worker	0.0228	0.0156	0.1864	5.2000e-004	0.0606	3.1000e-004	0.0609	0.0161	2.9000e-004	0.0164	0.0000	47.6538	47.6538	1.4700e-003	1.3900e-003	48.1062
Total	**0.0255**	**0.1147**	**0.2191**	**9.8000e-004**	**0.0753**	**9.6000e-004**	**0.0763**	**0.0203**	**9.1000e-004**	**0.0213**	**0.0000**	**91.4485**	**91.4485**	**1.6400e-003**	**7.7200e-003**	**93.7927**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0294	0.2689	0.3233	5.4000e-004		0.0123	0.0123		0.0115	0.0115	0.0000	46.3698	46.3698	0.0110	0.0000	46.6440
Total	**0.0294**	**0.2689**	**0.3233**	**5.4000e-004**		**0.0123**	**0.0123**		**0.0115**	**0.0115**	**0.0000**	**46.3698**	**46.3698**	**0.0110**	**0.0000**	**46.6440**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-004	0.0152	4.8900e-003	7.0000e-005	2.2600e-003	1.0000e-004	2.3700e-003	6.5000e-004	1.0000e-004	7.5000e-004	0.0000	6.6391	6.6391	2.0000e-005	9.6000e-004	6.9252
Worker	3.2400e-003	2.1200e-003	0.0265	8.0000e-005	9.3200e-003	5.0000e-005	9.3600e-003	2.4800e-003	4.0000e-005	2.5200e-003	0.0000	7.0977	7.0977	2.0000e-004	2.0000e-004	7.1619
Total	**3.6500e-003**	**0.0174**	**0.0314**	**1.5000e-004**	**0.0116**	**1.5000e-004**	**0.0117**	**3.1300e-003**	**1.4000e-004**	**3.2700e-003**	**0.0000**	**13.7368**	**13.7368**	**2.2000e-004**	**1.1600e-003**	**14.0870**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0294	0.2689	0.3233	5.4000e-004		0.0123	0.0123		0.0115	0.0115	0.0000	46.3698	46.3698	0.0110	0.0000	46.6439
Total	**0.0294**	**0.2689**	**0.3233**	**5.4000e-004**		**0.0123**	**0.0123**		**0.0115**	**0.0115**	**0.0000**	**46.3698**	**46.3698**	**0.0110**	**0.0000**	**46.6439**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-004	0.0152	4.8900e-003	7.0000e-005	2.2600e-003	1.0000e-004	2.3700e-003	6.5000e-004	1.0000e-004	7.5000e-004	0.0000	6.6391	6.6391	2.0000e-005	9.6000e-004	6.9252
Worker	3.2400e-003	2.1200e-003	0.0265	8.0000e-005	9.3200e-003	5.0000e-005	9.3600e-003	2.4800e-003	4.0000e-005	2.5200e-003	0.0000	7.0977	7.0977	2.0000e-004	2.0000e-004	7.1619
Total	**3.6500e-003**	**0.0174**	**0.0314**	**1.5000e-004**	**0.0116**	**1.5000e-004**	**0.0117**	**3.1300e-003**	**1.4000e-004**	**3.2700e-003**	**0.0000**	**13.7368**	**13.7368**	**2.2000e-004**	**1.1600e-003**	**14.0870**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2619	0.4022	6.3000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	55.0730	55.0730	0.0178	0.0000	55.5183
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0272**	**0.2619**	**0.4022**	**6.3000e-004**		**0.0129**	**0.0129**		**0.0119**	**0.0119**	**0.0000**	**55.0730**	**55.0730**	**0.0178**	**0.0000**	**55.5183**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	7.5000e-004	9.4200e-003	3.0000e-005	3.3100e-003	2.0000e-005	3.3300e-003	8.8000e-004	1.0000e-005	9.0000e-004	0.0000	2.5240	2.5240	7.0000e-005	7.0000e-005	2.5468
Total	**1.1500e-003**	**7.5000e-004**	**9.4200e-003**	**3.0000e-005**	**3.3100e-003**	**2.0000e-005**	**3.3300e-003**	**8.8000e-004**	**1.0000e-005**	**9.0000e-004**	**0.0000**	**2.5240**	**2.5240**	**7.0000e-005**	**7.0000e-005**	**2.5468**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2619	0.4022	6.3000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	55.0729	55.0729	0.0178	0.0000	55.5182
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0272**	**0.2619**	**0.4022**	**6.3000e-004**		**0.0129**	**0.0129**		**0.0119**	**0.0119**	**0.0000**	**55.0729**	**55.0729**	**0.0178**	**0.0000**	**55.5182**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	7.5000e-004	9.4200e-003	3.0000e-005	3.3100e-003	2.0000e-005	3.3300e-003	8.8000e-004	1.0000e-005	9.0000e-004	0.0000	2.5240	2.5240	7.0000e-005	7.0000e-005	2.5468
Total	**1.1500e-003**	**7.5000e-004**	**9.4200e-003**	**3.0000e-005**	**3.3100e-003**	**2.0000e-005**	**3.3300e-003**	**8.8000e-004**	**1.0000e-005**	**9.0000e-004**	**0.0000**	**2.5240**	**2.5240**	**7.0000e-005**	**7.0000e-005**	**2.5468**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.7200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9700e-003	0.0335	0.0498	8.0000e-005		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003	0.0000	7.0215	7.0215	4.0000e-004	0.0000	7.0313
Total	**2.7250**	**0.0335**	**0.0498**	**8.0000e-005**		**1.6800e-003**	**1.6800e-003**		**1.6800e-003**	**1.6800e-003**	**0.0000**	**7.0215**	**7.0215**	**4.0000e-004**	**0.0000**	**7.0313**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.0000e-004	7.5300e-003	2.0000e-005	2.6500e-003	1.0000e-005	2.6600e-003	7.0000e-004	1.0000e-005	7.2000e-004	0.0000	2.0192	2.0192	6.0000e-005	6.0000e-005	2.0374
Total	**9.2000e-004**	**6.0000e-004**	**7.5300e-003**	**2.0000e-005**	**2.6500e-003**	**1.0000e-005**	**2.6600e-003**	**7.0000e-004**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**2.0192**	**2.0192**	**6.0000e-005**	**6.0000e-005**	**2.0374**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.7200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9700e-003	0.0335	0.0498	8.0000e-005		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003	0.0000	7.0214	7.0214	4.0000e-004	0.0000	7.0313
Total	**2.7250**	**0.0335**	**0.0498**	**8.0000e-005**		**1.6800e-003**	**1.6800e-003**		**1.6800e-003**	**1.6800e-003**	**0.0000**	**7.0214**	**7.0214**	**4.0000e-004**	**0.0000**	**7.0313**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.0000e-004	7.5300e-003	2.0000e-005	2.6500e-003	1.0000e-005	2.6600e-003	7.0000e-004	1.0000e-005	7.2000e-004	0.0000	2.0192	2.0192	6.0000e-005	6.0000e-005	2.0374
Total	**9.2000e-004**	**6.0000e-004**	**7.5300e-003**	**2.0000e-005**	**2.6500e-003**	**1.0000e-005**	**2.6600e-003**	**7.0000e-004**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**2.0192**	**2.0192**	**6.0000e-005**	**6.0000e-005**	**2.0374**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7059	1.3796	6.5953	0.0165	1.6196	0.0154	1.6350	0.4329	0.0145	0.4474	0.0000	1,529.8093	1,529.8093	0.0754	0.0908	1,558.7383
Unmitigated	0.7059	1.3796	6.5953	0.0165	1.6196	0.0154	1.6350	0.4329	0.0145	0.4474	0.0000	1,529.8093	1,529.8093	0.0754	0.0908	1,558.7383

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	1,519.84	1,535.94	1376.55	4,298,153	4,298,153
Total	1,519.84	1,535.94	1,376.55	4,298,153	4,298,153

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.509079	0.051904	0.169516	0.159109	0.028747	0.006626	0.008281	0.037038	0.000603	0.000188	0.024404	0.001122	0.003284

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	118.7827	118.7827	0.0192	2.3300e-003	119.9573
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	118.7827	118.7827	0.0192	2.3300e-003	119.9573
NaturalGas Mitigated	0.0209	0.1783	0.0759	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	206.5204	206.5204	3.9600e-003	3.7900e-003	207.7476
NaturalGas Unmitigated	0.0209	0.1783	0.0759	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	206.5204	206.5204	3.9600e-003	3.7900e-003	207.7476

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.87005e+006	0.0209	0.1783	0.0759	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	206.5204	206.5204	3.9600e-003	3.7900e-003	207.7476
Total		**0.0209**	**0.1783**	**0.0759**	**1.1400e-003**		**0.0144**	**0.0144**		**0.0144**	**0.0144**	**0.0000**	**206.5204**	**206.5204**	**3.9600e-003**	**3.7900e-003**	**207.7476**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.87005e+006	0.0209	0.1783	0.0759	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	206.5204	206.5204	3.9600e-003	3.7900e-003	207.7476
Total		**0.0209**	**0.1783**	**0.0759**	**1.1400e-003**		**0.0144**	**0.0144**		**0.0144**	**0.0144**	**0.0000**	**206.5204**	**206.5204**	**3.9600e-003**	**3.7900e-003**	**207.7476**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.28381e+006	118.7827	0.0192	2.3300e-003	119.9573
Total		**118.7827**	**0.0192**	**2.3300e-003**	**119.9573**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.28381e+006	118.7827	0.0192	2.3300e-003	119.9573
Total		**118.7827**	**0.0192**	**2.3300e-003**	**119.9573**

6.0 Area Detail

6.1 Mitigation Measures Area

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4467	0.0740	1.2199	4.5000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	71.6991	71.6991	3.2100e-003	1.2800e-003	72.1603
Unmitigated	1.4467	0.0740	1.2199	4.5000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	71.6991	71.6991	3.2100e-003	1.2800e-003	72.1603

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.0500e-003	0.0602	0.0256	3.8000e-004		4.8700e-003	4.8700e-003		4.8700e-003	4.8700e-003	0.0000	69.7464	69.7464	1.3400e-003	1.2800e-003	70.1609
Landscaping	0.0359	0.0138	1.1943	6.0000e-005		6.6300e-003	6.6300e-003		6.6300e-003	6.6300e-003	0.0000	1.9527	1.9527	1.8700e-003	0.0000	1.9995
Total	**1.4467**	**0.0740**	**1.2199**	**4.4000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**71.6991**	**71.6991**	**3.2100e-003**	**1.2800e-003**	**72.1604**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.0500e-003	0.0602	0.0256	3.8000e-004		4.8700e-003	4.8700e-003		4.8700e-003	4.8700e-003	0.0000	69.7464	69.7464	1.3400e-003	1.2800e-003	70.1609
Landscaping	0.0359	0.0138	1.1943	6.0000e-005		6.6300e-003	6.6300e-003		6.6300e-003	6.6300e-003	0.0000	1.9527	1.9527	1.8700e-003	0.0000	1.9995
Total	**1.4467**	**0.0740**	**1.2199**	**4.4000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**71.6991**	**71.6991**	**3.2100e-003**	**1.2800e-003**	**72.1604**

7.0 Water Detail

7.1 Mitigation Measures Water

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.7212	0.3430	8.2200e-003	21.7446
Unmitigated	10.7212	0.3430	8.2200e-003	21.7446

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	10.4898 / 6.61313	10.7212	0.3430	8.2200e-003	21.7446
Total		**10.7212**	**0.3430**	**8.2200e-003**	**21.7446**

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	10.4898 / 6.61313	10.7212	0.3430	8.2200e-003	21.7446
Total		**10.7212**	**0.3430**	**8.2200e-003**	**21.7446**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	33.6153	1.9866	0.0000	83.2805
Unmitigated	33.6153	1.9866	0.0000	83.2805

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	165.6	33.6153	1.9866	0.0000	83.2805
Total		**33.6153**	**1.9866**	**0.0000**	**83.2805**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	165.6	33.6153	1.9866	0.0000	83.2805
Total		**33.6153**	**1.9866**	**0.0000**	**83.2805**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

APPENDIX B

City of Hanford Traffic Counts / Capacity Tables

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
9th Ave.	south of Lacey	**112**			2,179			2,110	
	south of Third	**113**			1,401			1,512	
	south of Han/Arm	**136**			1,020			1,186	
9 1/4 Ave.	north of Grangeville	**157**	2,101		1,996			2,235	
	north of Florinda	**56**			3,362			3,482	
	south of Myrtle	**70**			3,591			3,868	
10th Ave.	south of Encore	**10**	6,320			6,993			7,969
	south of Greenwood	**23**	11,731			10,777			12,412
	south of Terrace	**33**		15,802				17,509	
	south of Bass	**55**		18,683				14,403	
	south of Ivy	**69**		18,446				16,230	
	south of Fifth	**97**						19,311	
	north of Han/Arm	**119**	8,339			8,513			9,997
	south of Garden	**140**		4,079				4,412	
	south of Houston	**138**		2,983				2,988	
	south of Iona	**142**		2,227	2,075			2,293	
11th Ave.	north of Flint	**22**		2,572				2,644	
	south of Furlong	**2**		5,696				5,559	
	south of Pepper	**1**		8,459				8,448	
	south of Magnolia	**18**		13,158				12,248	
	north of Terrace	**29**						15,529	

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
11th Ave.	south of Neville	**50**						18,285	
	north of Lacey	**73**		18,891				19,322	
	south of Seventh	**99**		18,886				27,636	
	south of Washington	**116**						15,087	
	north of Thompson	**128**						9,918	
	north of Buena Vista	**132**						6,238	
	south of Houston	**137**	4,122		3,776			4,059	
	south of Industry	**141**		2,798				2,893	
12th Ave.	north of Fargo	**156**	4,609		4,225			5,366	
	north of Vineyard	**36**			8,926			11,845	
	south of Muscat	**17**			11,770			14,530	
	south of Glenn	**54**			16,280			17,132	
	south of Liberty	**47**			16,658			16,622	
	north of Mall	**87**			14,643			17,874	
	south of Mall	**158**						32,161	
	north of Han/Arm	**114**			12,301			16,622	
	south of Oriole	**127**			6,193			6,647	
	south of Hume	**153**			3,541			3,721	
13th Ave.	north of Grangeville	**154**	3,041		3,149			3,461	
	south of Grangeville	**95**	4,342		4,769			5,064	
	north of Lacey	**85**			5,925			5,408	
	south of Lacey	**101**		6,298				7,211	

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Aspen St.	north of Trinity	**7**		1,578			1,667		
Campus Dr.	north of Forum	**58**	5,227		5,263			4,414	
	south of Lacey	**88**	3,880		4,231			3,867	
Centennial Dr.	south of Berkshire	**37**	1,198		1,317			1,827	
	south of Grangeville	**46**	3,363		3,298			4,323	
	north of Charlie Chambers	**71**		3,318			4,989		
	south of Lacey	**161**			4,410			6,650	
	west of 12th	**90**					6,019		
Cortner St.	east of Pine	**21**	2,208			2,509			2,539
	west of Yosemite	**148**		1,760			1,455		
Davis St.	east of Kimball	**115**			3,218			3,448	
Douty St.	south of White Oak	**8**			2,160			2,444	
	south of Encore	**9**			3,590			3,885	
	north of Magnolia	**19**	4,403	4,956			4,783		
	south of Leland	**27**	5,429	5,993			5,529		
	south of Lorita	**32**	6,354			6,296			6,756
	north of Malone	**53**	5,765	5,831			5,702		
	north of Center/Tenth	**76**	6,316				5,778		
	north of Seventh	**94**	6,510				5,811		

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Douty St.	south of Lang	**109**	5,839			2,766			2,828
Elm St.	west of 11th	**65**							6,831
Fargo Ave.	west of 12th	**155**	3,222		3,381			3,587	
	east of 12th	**35**	7,657		7,868			8,977	
	west of Fountain Plaza	**12**		9,459			10,502		
	east of Aspen	**13**	9,075			9,314			9,961
	east of Kensington	**14**			8,216			8,187	
	west of Encore	**15**			4,732			4,661	
	west of 9 1/4	**16**	2,602			2,743			3,068
Fifth St.	east of Brown	**104**		765				977	
Fitzgerald Ln	south of Castoro	**163**		2,334				1,980	
	south of Bristol	**30**			3,713			3,204	
Flint Ave	west of 11th	**28**			1,968			3,138	
	west of Douty	**3**		3,770				4,568	
	west of Hwy 43	**11**	3,687		3,889			5,020	
Florinda St.	west of Kaweah	**61**	5,409			4,922			5,282
	east of Brown	**62**	4,902			4,768			5,115
	west of Gladys	**63**		3,199				4,684	

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Florinda St.	east of Lassen	**64**	2,397		2,313			2,401	
Fourth St.	west of Phillips	**106**				4,281			4,705
	east of Brown	**107**				4,607			4,333
Garner Ave.	south of Goleta	**89**			2,595			2,531	
Glacier Wy	north of Pebble	**20**			1,862			2,219	
	south of Fargo	**160**			1,202			1,338	
Glendale Ave	east of 13th	**162**	776		885			1,057	
	west of 12th	**166**			3,842			4,618	
Grangeville Bl.	west of 13th	**83**	5,835			5,726			6,347
	west of Centennial	**38**	7,466			6,752			8,150
	west of 12th	**39**				9,268			11,331
	west of University	**40**				11,212			13,568
	east of Rodgers	**42**				14,257			14,992
	west of Kaweah	**43**		14,476				15,392	
	west of Kensington	**44**		13,650			11,902		
	west of Harding	**45**				7,205			8,340
	east of 9 1/4	**49**	4,343			3,541			3,781
Greenfield Ave.	east of Centennial	**167**					1,441		

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Greenfield Ave.	west of 12th	**168**						2,540	
	east of University	**169**						6,169	
	east of Della	**60**	2,151		3,051			4,128	
	east of Hansen	**59**	3,637	3,901				4,870	
	north of Lacey	**72**	5,996		5,400			5,353	
Han/Arm Rd.	east of 13th	**118**	5,257		5,470			6,287	
	west of 12th	**165**	5,850			6,225		7,357	
	east of Greenbrier	**120**			5,925			9,717	
	west of Bengston	**121**			9,763			10,624	
	east of Anacapa	**122**			8,572			9,320	
	east of Williams	**123**			9,768			9,647	
	east of Harris	**124**			7,038			7,410	
	west of 9 3/4	**125**			521		604		
	west of 9 1/8	**126**			195		184		
Houston Ave.	west of 12th	**164**		2,106				2,885	
	east of 12th	**150**			2,895			3,622	
	west of 11th	**134**			2,998			3,771	
	east of 11th	**135**	3,356		3,507			4,273	
	west of Elvira	**144**			3,499			4,090	
	east of Shaw	**145**			2,466			2,800	
Hume Ave.	east of 12th	**130**		2,581				3,037	

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Hume Ave.	west of Dawn	**131**		2,651				3,083	
	east of Santa Rosa	**147**		2,270				1,072	
Idaho Ave.	east of 11th	**143**		512				658	
Iona Ave.	east of 11th	**139**		723				1,041	
Irwin St.	north of Katherine	**52**		2,038			1,865		
	north of Myrtle	**75**		3,789			3,249		
	north of Seventh	**93**			2,886			2,885	
	south of Han/Arm	**129**			1,402			949	
Ivy St.	west of Kaweah	**67**			2,333			2,605	
	east of Brown	**68**			1,843			1,853	
Kings Co. Dr	south of Forum	**82**				3,370			3,373
Lacey Blvd.	west of 13th	**98**				7,221			7,634
	east of Magna Carta	**77**				12,246			11,535
	west of 12th	**78**				13,105			11,772
	east of Mall	**79**				15,829			15,648
	west of Greenfield	**80**				16,211			17,448
	west of Phillips	**81**				9,075			11,391
	west of 9 1/2	**84**		4,753		7,003			6,982

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Lacey Blvd.	west of Hwy 43	**86**				3,565			6,642
Leland Way	east of Fairmont	**25**				2,279			2,378
	east of Oakwood	**26**				2,361			2,579
Liberty St	east of Centennial	**66**				772			847
Mall Dr.	south of Lacey	**146**				9,395			8,564
	east of 12th	**149**	11,704			11,690			11,521
Manor Ave	south of Davis	**117**		615			653		
	north of State	**133**		1,160			1,366		
McCreary Ave.	east of Short	**34**		1,400			1,579		
Pepper Dr.	east of Zion	**24**		665			617		
	east of 11th	**4**				1,203			1,591
Redington St.	north of Malone	**51**	3,285		3,252			3,525	
	north of Center	**74**	5,290			5,006			6,125
	north of Seventh	**92**	5,222		4,467				5,881
	north of Fourth	**105**			2,836			3,583	
Rodgers Rd.	south of Terrace	**41**			1,613			1,521	

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Rodgers Rd.	north of Cameron	**57**	2,371			2,224			2,415
Seventh St.	east of Mall	**152**		6,496				7,650	
	west of 11th	**151**			6,905			7,172	
	east of Williams	**103**			8,736			10,465	
	east of Phillips	**91**						7,527	
	east of Brown	**96**		6,302				6,118	
Sixth St.	west of Phillips	**100**		3,766				3,929	
	east of Brown	**102**		4,241				4,116	
	west of 11th	**6**						2,101	
Third St.	west of Phillips	**108**			3,895			4,348	
	east of Brown	**110**			3,165			3,372	
	east of 10th	**111**			4,116			2,807	
University Ave.	south of Berkshire	**31**			2,713			2,774	
	south of Malone	**48**			3,290			3,228	
Vintage Ave.	south of Berkshire	**159**			2,054			2,093	

STATE HIGHWAYS

		2011	2012	2013	2014	2015	2016	2017
Hwy 43	south of Houston	7,400	7,400	7,400	7,200	7,000	7,100	

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

CITY OF HANFORD

(update counts every 3 years)

Street	Location	Station	2011 Traffic Count	2012 Traffic Count	2013 Traffic Count	2014 Traffic Count	2015 Traffic Count	2016 Traffic Count	2017 Traffic Count
Hwy 43	north of Houston		8,300	8,300	7,600	6,900	7,300	7,400	
	south of Hwy 198		8,300	8,300	7,600	7,200	7,400	7,500	
	north of Hwy 198		15,200	15,200	15,200	11,000	11,500	11,600	
	south of Lacey		15,200	15,200	15,200	11,000	11,500	11,600	
	north of Lacey		13,300	13,300	13,300	10,500	11,000	11,100	
	south of Grangeville		13,300	13,300	13,300	10,500	11,000	11,100	
	north of Grangeville		11,900	11,900	11,900	8,100	8,200	8,300	
	south of 10th		5,700	5,700	5,700	5,500	5,700	5,800	
	north of 10th		9,800	9,800	9,400	9,400	9,800	10,300	
Hwy 198	west of 12th		30,500	30,500	30,500	32,000	32,000	36,000	
	east of 12th		28,000	28,000	28,000	29,500	29,500	33,500	
	west of 11th		28,000	28,000	28,000	29,500	29,500	33,500	
	east of 11th		22,200	22,200	22,200	23,700	23,700	28,000	
	west of 10th		17,000	17,000	17,000	19,500	19,500	23,500	
	east of 10th		19,500	19,500	19,500	22,500	22,500	26,500	
	west of Hwy 43		19,500	19,500	19,500	22,500	22,500	26,500	
	east of Hwy 43		19,000	19,000	19,000	25,000	25,000	27,000	

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

APPENDIX C

ISR Fee Estimator Worksheets

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Emissions Estimator Worksheet

Applicant/Business Name:	**Tract 934**
Project Name:	**Tract 934**
Project Location:	**Hanford, CA**
District Project ID No.:	

Project Construction Emissions

If applicant selected Construction Clean Fleet Mitigation Measure - Please select "Yes" from dropdown menu: No

			NOx					PM10					Total Achieved On-Site Reductions (tons)		
Project Phase Name	ISR Phase	Construction Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Emission Reductions Required by Rule[5]	ISR Phase	NOx	PM10
1	1	12/1/2021	3.0857	3.0857	0.0000	0.6171	0.6171	0.6581	0.6581	0.0000	0.2961	0.2961	1	0.0000	0.0000
	2				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	2	0.0000	0.0000
	3				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	3	0.0000	0.0000
	4				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	4	0.0000	0.0000
	5				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	5	0.0000	0.0000
	6				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	6	0.0000	0.0000
	7				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	7	0.0000	0.0000
	8				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	8	0.0000	0.0000
	9				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	9	0.0000	0.0000
	10				0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	10	0.0000	0.0000
		Total	**3.0857**	**3.0857**	**0.0000**	**0.6171**	0.6171	**0.6581**	**0.6581**	**0.0000**	**0.2961**	0.2961	**Total**	**0.0000**	**0.0000**

Project Operations Emissions (Area + Mobile)

			NOx						PM10						Total Required Off-Site Reductions (tons)		
Project Phase Name	ISR Phase	Operation Start Date	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]	Unmitigated Baseline[1] (TPY)	Mitigated Baseline[2] (TPY)	Achieved On-site Reductions[3] (tons)	Required Off-site Reductions[4] (tons)	Total Emission Reductions Required by Rule[6]	Average Annual Emission Reductions Required by Rule[7]	ISR Phase	NOx	PM10
1	1	1/1/2025	1.6319	1.6319	0.0000	4.0798	4.0798	0.4080	1.6609	1.6609	0.0000	8.3045	8.3045	0.8305	1	4.6969	8.6006
	2				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	2	0.0000	0.0000
	3				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	3	0.0000	0.0000
	4				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	4	0.0000	0.0000
	5				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	5	0.0000	0.0000
	6				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	6	0.0000	0.0000
	7				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	7	0.0000	0.0000
	8				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	8	0.0000	0.0000
	9				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	9	0.0000	0.0000
	10				0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	10	0.0000	0.0000
		Total	**1.6319**	**1.6319**	**0.0000**	**4.0798**	**4.0798**	**0.4080**	**1.6609**	**1.6609**	**0.0000**	**8.3045**	**8.3045**	**0.8305**	**Total**	**4.6969**	**8.6006**

Notes:

TPY: Tons Per Year

[1] **Unmitigated Baseline:** The project's baseline emissions generated with no on-site emission reduction measures.

[2] **Mitigated Baseline:** The project's baseline emissions generated after on-site emisison reduction measures have been applied.

[3] **Achieved On-site Reductions:** The project's emission reductions achieved after on-site emission reduction measures have been applied.

[4] **Required Off-site Reductions:** The project's remaining emission reductions required by Rule 9510 if on-site emission reduction measures did not achieive the required rule reductions.

[5] **Emission Reductions Required by Rule:** The project's emission reductions required (20% NOx and 45% PM10) for construction from the unmitigated baseline.

[6] **Total Emission Reductions Required by Rule:** The project's emission reductions required (33.3% NOx and 50% PM10) for operations from the unmitigated baseline over a 10-year period.

[7] **Average Annual Emission Reductions Required by Rule:** The project's total emission reduction for operations required by Rule 9510 divided by 10 years.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Fee Estimator Worksheet

Applicant/Business Name:	Tract 934
Project Name:	Tract 934
Project Location:	Hanford, CA
District Project ID No.:	

NOTES:
(1) The start date for each ISR phase is shown in TABLE 1.
(2) If you have chosen a **ONE-TIME** payment for the project, then the total amount due for ALL PHASES is shown under TABLE 2.
(3) If you have chosen a **DEFERRED** payment schedule or would like to propose a **DEFERRED** payment schedule for the project, the total amount due for a specific year is shown in TABLE 3 according to the schedule in TABLE 1.
* If you have not provided a proposed payment date, the District sets a default invoice date of 60 days prior to start of the ISR phase.

If applicant selected Fee Deferral Schedule - Please select "Yes" from dropdown menu: **No**

TABLE 1 - PROJECT INFORMATION

Project Phase Name	ISR Phase	Start Date per Phase	Scheduled Payment Date*
1	1	12/1/21	FALSE
	2		
	3		
	4		
	5		
	6		
	7		
	8		
	9		
	10		
TOTAL (tons)			

TABLE 2 - No Fee Deferral Schedule (FDS)

Pollutant	Required Offsite Reductions (tons)
NOx	4.6969
PM10	8.6006
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	0.0000
PM10	0.0000
NOx	4.6969
PM10	8.6006

TABLE 2 - NO FDS

2021
4.6969
8.6006
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
0.0000
4.6969
8.6006

TABLE 3 - APPROVED FEE DEFERRAL SCHEDULE (FDS) BY PAYMENT YEAR

2021	2022	2023	2024	2025	2026	2027	2028	2029
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000
$0	$0	$0	$0	$0	$0	$0	$0	$0
$0	$0	$0	$0	$0	$0	$0	$0	$0
$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.0
$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.0
			$0.00					

Offsite Fee by Pollutant ($)	NOx	$43,916
	PM10	$77,500
Administrative Fee ($)		$4,856.64
Offsite Fee ($)		$121,416.00
Total Project Offsite Fee ($)		$126,272.64

Rule 9510 Fee Schedule ($/ton)		
Year	Nox	PM10
2021 and Beyond	$9,350	$9,011

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Appendix B: Traffic Impact Study and VMT Analysis (AMENDED)

Prepared by Peters Engineering Group dated January 28, 2022.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

TRAFFIC STUDY

Proposed Tract 934

Southeast of the Intersection of
Grangeville Boulevard and 13th Avenue

Hanford, California

Prepared For:

Lennar Homes, Inc.
8080 North Palm Avenue, Suite 110
Fresno, California 93711

Date:

January 28, 2022

Job No.:

21-047.01

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Walter Diamond
Lennar Homes, Inc.
8080 North Palm Avenue, Suite 110
Fresno, California 93711

January 28, 2022

Subject: Traffic Study
Proposed Tract 934
Southeast of the Intersection of Grangeville Boulevard and 13th Avenue
Hanford, California

Dear Mr. Diamond:

1.0 INTRODUCTION

This report presents the results of a traffic study for a single-family residential project in Hanford, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the project and traffic operations in the vicinity of the project site. This report also presents the results of traffic modeling estimating the CEQA transportation impacts of the project based on vehicle miles traveled (VMT).

2.0 PROJECT DESCRIPTION

The proposed project is a 161-lot single-family residential subdivision on approximately 35.64 acres located southeast of the intersection of Grangeville Boulevard and 13th Avenue in Hanford, California. Site access will be via two local streets connecting to Grangeville Boulevard and local streets connecting to Ella Street and Malone Street on the east side of the site.

A vicinity map is presented in the attached Figure 1, Site Vicinity Map, and a site plan is presented Figure 2, Site Plan, following the text of this report.

3.0 STUDY AREA AND TIME PERIOD

The study locations were determined in consultation with City of Hanford staff. This report includes analysis of the following intersections:

1. Grangeville Boulevard / 13th Avenue
2. Grangeville Boulevard / Centennial Avenue
3. Malone Street / Centennial Avenue
4. Devon Street / 13th Avenue

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

The study time periods are the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (includes pending projects), and;
- Cumulative Year 2042 Conditions.

4.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study intersections are illustrated in Figure 3, Lane Configurations.

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. The assumed lane configurations for the intersection of 13th Avenue and Devon Street are also illustrated on Figure 3.

The year 2042 analyses assume that the existing lane configurations and control will be maintained through the year 2042.

5.0 GENERAL PLAN ROADWAY DESIGNATIONS

The City of Hanford 2035 General Plan designates the roadways at the study intersections as follows:

Grangeville Boulevard: arterial

13th Avenue: major arterial

Centennial Avenue: collector

Malone Street: not designated (local street)

Devon Street: collector

6.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were determined by performing manual turning movement counts at the study intersections between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The counts also included determination of truck percentages. The intersection of 13th Avenue and Devon Street does not yet exist, so counts were performed at the intersection of 13th Avenue and Stagecoach Drive to determine the volumes on 13th Avenue.

The traffic count data sheets are presented in Appendix A and include the dates the counts were performed. The existing peak-hour turning movement volumes are presented in Figure 4, Existing Peak Hour Traffic Volumes.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

7.0 PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 1 presents trip generation estimates for the project.

Table 1
Project Trip Generation Estimate

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 (210)	161	9.44	1,520	0.74	25:75	30	90	120	0.99	63:37	101	59	160

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

8.0 PROJECT-SPECIFIC TRAFFIC MODELING

The regional distribution of Project trips can be estimated by performing a select zone analysis using an available travel model. The relevant Project data were provided to the Kittelson & Associates, Inc. to perform Project-specific traffic modeling using the Kings County travel model maintained by the Kings County Association of Governments (KCAG). Details of the travel model can be found on the KCAG web site: www.kingscog.org. The results of the traffic modeling are presented in Appendix B.

9.0 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The regional distribution of Project traffic based on the traffic modeling is presented in Figure 5, Project Trip Distribution Percentages. Project traffic volumes at the study intersections are presented in Figure 6, Peak-Hour Project Traffic Volumes.

10.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

Peak-hour existing-plus-Project traffic volumes are presented in Figure 7, Existing-Plus-Project Peak-Hour Traffic Volumes.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

11.0 PENDING AND APPROVED PROJECTS

The traffic analyses for the near-term and long-term conditions consider the effects of traffic expected to be generated by pending and approved projects in the study area. The City of Hanford provided a list of projects and the project status that were considered in the near-term and long-term conditions analysis scenarios. The following projects were considered:

1. Tract 927: 133 single-family homes northeast of the intersection of 13th Avenue and Grangeville Boulevard
2. Tract 922: 194 single family homes northeast of the intersection of 13th Avenue and Stagecoach Drive (mostly built out)
3. Tract 929: 158 single-family homes northeast of the intersection of 13th Avenue and Devon Street
4. Tract 918: 142 single-family homes northwest of the intersection of Centennial Avenue and Devon Street (mostly built out)
5. Tract 919: 125 single-family homes southwest of the intersection of Centennial and Fargo Avenues (mostly built out)
6. Tract 928: 283 single-family lots southeast of the intersection of Centennial and Fargo Avenues

12.0 NEAR-TERM WITH-PROJECT TRAFFIC VOLUMES

The near-term with-Project peak-hour turning movement volumes are presented in Figure 8, Near-Term With-Project Peak-Hour Traffic Volumes. The near-term volumes include the existing traffic volumes, trips expected to be generated by the pending and approved projects, and Project trips.

13.0 CUMULATIVE TRAFFIC VOLUMES (YEAR 2042)

Cumulative traffic volumes for the year 2042 were projected based on information obtained from the Kings County travel model maintained by KCAG. The KCAG travel model output is presented in Appendix B. The future traffic volumes were projected utilizing an Increment Method where possible. The Increment Method is applied by taking the difference between the base year and horizon year traffic volumes obtained from the travel model and adding it to the existing traffic volumes. Where the Increment Method projected less than one percent annual growth, a minimum annual growth rate of one percent was maintained to project future traffic volumes. Where an increment method was used, future turning movements were forecast based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."*

The year 2042 cumulative traffic volumes are presented in Figure 9, Cumulative (Year 2042) Peak Hour Traffic Volumes.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

14.0 SIGNIFICANCE CRITERIA

14.1 Vehicle Miles Traveled - California Environmental Quality Act (CEQA)

The State of California Governor's Office of Planning and Research document entitled *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 (Technical Advisory) provides guidance for determining a project's transportation impacts based on VMT.

For residential projects, the Technical Advisory states: "*A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.*" The Technical Advisory indicates screening maps can be used to screen out projects from a requirement to prepare a detailed VMT analysis.

14.2 Operational Analyses - City of Hanford

The State of California does not recognize traffic congestion and delay as an environmental impact per CEQA. However, Policy T29 of the City of Hanford 2035 General Plan states: "*Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary.*" In addition, the County of Kings 2035 General Plan Policy C A1.3.1 states: "*Maintain and manage County roadway systems to maintain a minimum Level of Service Standard "D" or better on all major roadways and arterial intersections."*

The Transportation Research Board *Highway Capacity Manual, 6th Edition,* (HCM) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst." Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 2 and 3.

Table 2
Level of Service Characteristics for Unsignalized Intersections

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

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Table 3
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is no greater than 1.0. 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 for Tables 1 and 2: *Highway Capacity Manual, 6th Edition,* Transportation Research Board, 2016

For purposes of this study, a traffic issue will be recognized if the Project will:

- decrease the LOS below D at an intersection; or
- exacerbate the delay at an intersection already operating at a substandard LOS (i.e., LOS E or LOS F) by increasing the average delay by 5.0 seconds or more.

Queues will be considered in the analysis of signalized intersections, particularly to determine if excessive queues are expected to block adjacent lanes operating on a different traffic signal phase. Blocking typically results in congested conditions that may cause worse conditions at the blocked location than those identified by the LOS analyses alone. Since stop-sign-controlled intersections do not have different phases on adjacent lanes, the LOS analyses provide a good indication of the intersection operations and a separate queuing analysis is not performed.

15.0 VEHICLE MILES TRAVELED (VMT) ANALYSES

Senate Bill 743 (Steinberg, 2013), which was codified in California Public Resources Code § 21099, required changes to the guidelines implementing the California Environmental Quality Act (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 1500, et seq.) as to the analysis of transportation impacts. Per Public Resources Code § 21099(b)(1):

> "The Office of Planning and Research shall prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, the office shall recommend potential

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> metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

In January 2019, the Natural Resources Agency certified the Office of Planning and Research's (OPR) proposed revisions, which resulted in the creation of Section 15064.3 of the CEQA Guidelines. Section 15064.3(a) describes its purpose as:

> "This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."

OPR created a Technical Advisory (December 2018) (TA)[1] as guidance for evaluating vehicle miles traveled (VMT) impacts. The TA is incorporated herein by reference. VMT significance thresholds are recommended by OPR beginning on page 8 of the TA. Beginning on page 10 of the TA, OPR states:

> "Public Resources Code section 21099 directs OPR to propose criteria for determining the significance of transportation impacts. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in selecting a significance threshold that may be appropriate for their particular projects. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to 'consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence.' (CEQA Guidelines, § 15064.7, subd. (c).) Based on OPR's extensive review of the applicable research, and in light of an assessment by the California Air Resources Board quantifying the need for VMT reduction in order to meet the State's long-term climate goals, OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold.
>
> "Fifteen percent reductions in VMT are achievable at the project level in a variety of place types. [citing CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, p. 55, available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf]
>
> "Moreover, a fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its

[1] https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

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> climate goals. As described above, section 21099 states that the criteria for determining significance must 'promote the reduction in greenhouse gas emissions.' In its document *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals15,* CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals."

According to the California Air Resources Board's (CARB) webpage[2]:

> "Senate Bill 375 requires CARB to develop and set regional targets for greenhouse gas (GHG) emission reductions from passenger vehicles. CARB has set regional targets, indexed to years 2020 and 2035, to help achieve significant additional GHG emission reductions from changed land use patterns and improved transportation in support of the State's climate goals, as well as in support of statewide public health and air quality objectives. Metropolitan planning organizations (MPOs) must prepare a sustainable communities strategy (SCS) that will reduce GHG emissions to achieve these regional targets, if feasible to do so."

The same CARB webpage identifies a thirteen percent (13%) target for GHG emission reduction from passenger vehicles (indexed to year 2035)[3] for the Kings County Association of Governments (KCAG) MPO.

OPR's recommendation "that a per capita or per employee VMT that is fifteen percent below that of existing development" is a valid threshold for the City of Hanford (City) because it is consistent with CARB's thirteen percent (13%) GHG vehicle emission reduction target to which KCAG's members, including the City, are subject. It is reasonable to conclude that a reduction in VMT directly corresponds to a reduction in GHG emissions from passenger vehicles and that a proposed project that is estimated to generate a per capita or per employee VMT that is more than fifteen percent (15%) below that of existing development will result in GHG emission reduction consistent with CARB's thirteen percent (13%) reduction target for the KCAG metropolitan planning organization (MPO). For purposes of the City's VMT evaluation efforts, it is appropriate to utilize OPR's recommended fifteen-percent-below-existing-development VMT threshold because it is consistent CARB's applicable GHG emission reduction target.

[2] https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets
[3] https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets

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The TA suggests that screening thresholds be utilized to identify projects that are expected to cause a less-than-significant impact. Page 12 of the TA indicates:

> "Many agencies use 'screening thresholds' to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing."

With respect to map-based screening, the TA states:

> "Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT (see recommendations below). Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis."

KCAG created an online VMT mapping tool that identifies VMT per capita and VMT per employee by traffic analysis zone (TAZ). The mapping tool is available at: https://www.arcgis.com/apps/webappviewer/index.html?id=84b4b47b08ac41af88779212180ff36c. A print generated using the mapping tool is included in Appendix B.

The KCAG mapping tool reflects a VMT per capita of 7.78 for the TAZ in which the Project will be located, which is more than fifteen percent (15%) below the County VMT per capita average of 9.6.

KCAG's mapping tool was created utilizing trip-based transportation models created for the eight (8) San Joaquin Valley MPOs to satisfy the requirements of SB 375. The modeling process is described in the *Documentation for the EIGHT SAN JOAQUIN VALLEY MPO TRAFFIC MODELS TO MEET THE REQUIREMENTS OF SB 375* (August 30, 2012)[4], which is incorporated herein by reference.

According to Appendix VIII of KCAG's 2018 Regional Transportation Plan (RTP), the 2012 transportation model was revalidated for a 2015 base year and is described on Appendix VIII page 26 as:

> "The KCAG model was revalidated to a 2015 base year for the 2018 RTP. The revalidation included new inventories of base year housing and employment, updates to the road network and transit coverage to reflect recent changes in the transportation system, and updated traffic counts to represent the 2015 base year. The KCAG model traffic validation is based on several criteria, including vehicle-miles of travel, total volume by road type, and percent of links within acceptable limits."

[4] https://www.mcagov.org/DocumentCenter/View/195/Traffic-Model

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Revalidation efforts utilized traffic data provided by the City. The RTP, which was adopted by KCAG and can be found at:

https://www.kingscog.org/vertical/Sites/%7BC427AE30-9936-4733-B9D4-140709AD3BBF%7D/uploads/KCAG_2018_RTPSCS_Full_Document.pdf,

and the City's underlying traffic data are incorporated herein by reference.

Page 26 of Appendix VIII describes KCAG's VMT projection process as follows:

> "Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT."

It can be concluded that, based upon KCAG's VMT mapping tool, the Project's VMT impact will be less than significant because VMT associated with the Project will be below the fifteen-percent-below-existing-development threshold.

16.0 INTERSECTION OPERATIONAL ANALYSES

The intersection LOS was determined using the computer program Synchro 11, which is based on HCM procedures for calculating levels of service. The intersection analysis sheets are presented in Appendix C.

Tables 4 through 6 present the results of the intersection analyses. For signalized intersections the overall intersection level of service and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections an overall intersection level of service is not defined by HCM. Therefore, for one-way and two-way stop-controlled intersections the level of service and average delay per vehicle for the approach with the greatest delay is reported.

Table 4
Intersection LOS Summary - Existing and Existing-Plus-Project Conditions

Intersection	Control	Existing				Existing Plus Project			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Grangeville / 13th Ave	Signals	18.2	B	14.9	B	18.4	B	15.2	B
Grangeville / Centennial	Signals	22.9	C	17.4	B	24.2	C	18.0	B
Malone / Centennial	OWS	15.0	C	11.1	B	15.2	C	11.6	B
Devon / 13th Ave	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE

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Table 5
Intersection LOS Summary - Existing and Near-Term With-Project Conditions

Intersection	Control	Existing				Near-Term With Project			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Grangeville / 13th Ave	Signals	18.2	B	14.9	B	20.7	C	16.6	B
Grangeville / Centennial	Signals	22.9	C	17.4	B	31.6	C	19.4	B
Malone / Centennial	OWS	15.0	C	11.1	B	16.6	C	12.1	B
Devon / 13th Ave	OWS	DNE	DNE	DNE	DNE	13.3	B	13.7	B

Table 6
Intersection LOS Summary - Existing and Year 2042 Conditions

Intersection	Control	Existing				Year 2042			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Grangeville / 13th Ave	Signals	18.2	B	14.9	B	23.3	C	18.5	B
Grangeville / Centennial	Signals	22.9	C	17.4	B	36.7	D	21.8	C
Malone / Centennial	OWS	15.0	C	11.1	B	18.5	C	12.5	B
Devon / 13th Ave	OWS	DNE	DNE	DNE	DNE	14.1	B	14.4	B

Note for Tables 4 through 6:
DNE: does not exist OWS: one-way stop

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The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths at the study intersections. The calculated 95th-percentile queue lengths are presented in Tables 7 and 8.

Table 8
Intersection Queuing Summary – A.M. Peak Hour

Intersection	Existing Storage Capacity (feet)	95th-Percentile Queue Length (feet)			
Approach		Existing	Existing Plus Project	Near-Term With Project	2042 With Project
Grangeville / 13th					
Eastbound L	300	23	25	38	43
Eastbound T	>1,000	100	105	140	188
Eastbound R	270	8	8	10	15
Westbound L	270	70	75	100	135
Westbound T	>1,000	78	80	108	128
Westbound R	225	3	3	8	8
Northbound L	200	40	40	48	70
Northbound T	>1,000	40	40	68	78
Northbound R	290	25	28	38	50
Southbound L	230	13	13	20	23
Southbound T	>1,000	73	75	125	143
Southbound R	190	8	10	18	23
Grangeville / Centennial					
Eastbound L	245	25	28	38	48
Eastbound T	>1,000	170	198	298	355
Eastbound R	100+	40	43	55	75
Westbound L	240	123	135	165	238
Westbound T	>1,000	120	128	193	220
Westbound R	150+	20	20	30	38
Northbound L	150	48	50	75	100
Northbound TR	>1,000	90	103	130	185
Southbound L	150	60	63	98	110
Southbound TR	930	180	193	288	353

+ Additional storage capacity exists beyond the striped turn lane.

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Table 9
Intersection Queuing Summary – P.M. Peak Hour

Intersection Approach	Existing Storage Capacity (feet)	95th-Percentile Queue Length (feet)			
		Existing	Existing Plus Project	Near-Term With Project	2042 With Project
Grangeville / 13th					
Eastbound L	300	18	20	30	45
Eastbound T	>1,000	73	78	103	138
Eastbound R	270	3	3	5	8
Westbound L	270	23	25	30	38
Westbound T	>1,000	45	48	63	85
Westbound R	225	3	3	5	5
Northbound L	200	18	18	20	28
Northbound T	>1,000	45	48	75	115
Northbound R	290	15	20	25	33
Southbound L	230	10	10	15	20
Southbound T	>1,000	28	28	53	60
Southbound R	190	3	5	8	10
Grangeville / Centennial					
Eastbound L	245	18	18	23	43
Eastbound T	>1,000	73	80	110	130
Eastbound R	100+	18	20	25	40
Westbound L	240	53	63	70	95
Westbound T	>1,000	60	68	90	105
Westbound R	150+	10	10	15	18
Northbound L	150	28	30	40	60
Northbound TR	>1,000	88	95	125	168
Southbound L	150	23	25	33	35
Southbound TR	930	50	55	75	93

\+ Additional storage capacity exists beyond the striped turn lane.

17.0 DISCUSSION OF OPERATIONAL ANALYSES

The results of the intersection operational analyses indicate that the study locations are currently operating at acceptable levels of service and are expected to continue to operate at acceptable levels of service through the year 2042 with construction of the Project. Calculated 95th-percentile queues are contained within the available storage length.

18.0 CONCLUSIONS

Standard traffic engineering principles and methods were employed to establish the existing conditions, to estimate the number of trips expected to be generated by the Project, and to analyze the traffic conditions that may occur in the future. The conclusion of this traffic study is that the Project will not cause traffic issues requiring improvements. The study locations are currently operating at acceptable levels of service and are expected to continue

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

to operate at acceptable levels of service through the year 2042 with construction of the Project.

The Project may be presumed to cause a less-than-significant transportation impact based on the Kings County VMT screening map.

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

PETERS ENGINEERING GROUP

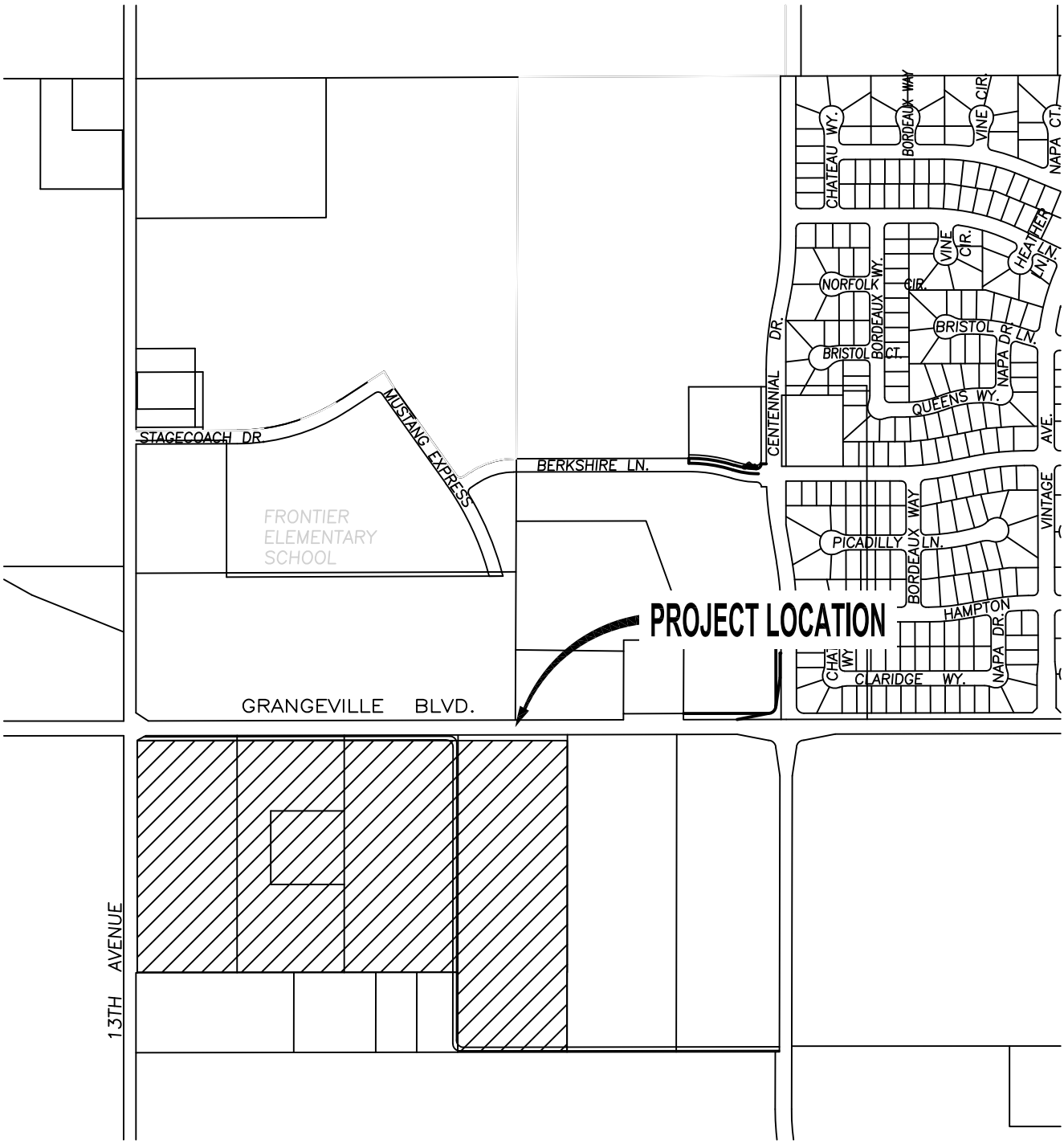
John Rowland, PE, TE

Attachments: Figures
Appendix A - Traffic Count Data Sheets
Appendix B - Kings County Travel Model Output
Appendix C - Intersection Analyses

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

FIGURES

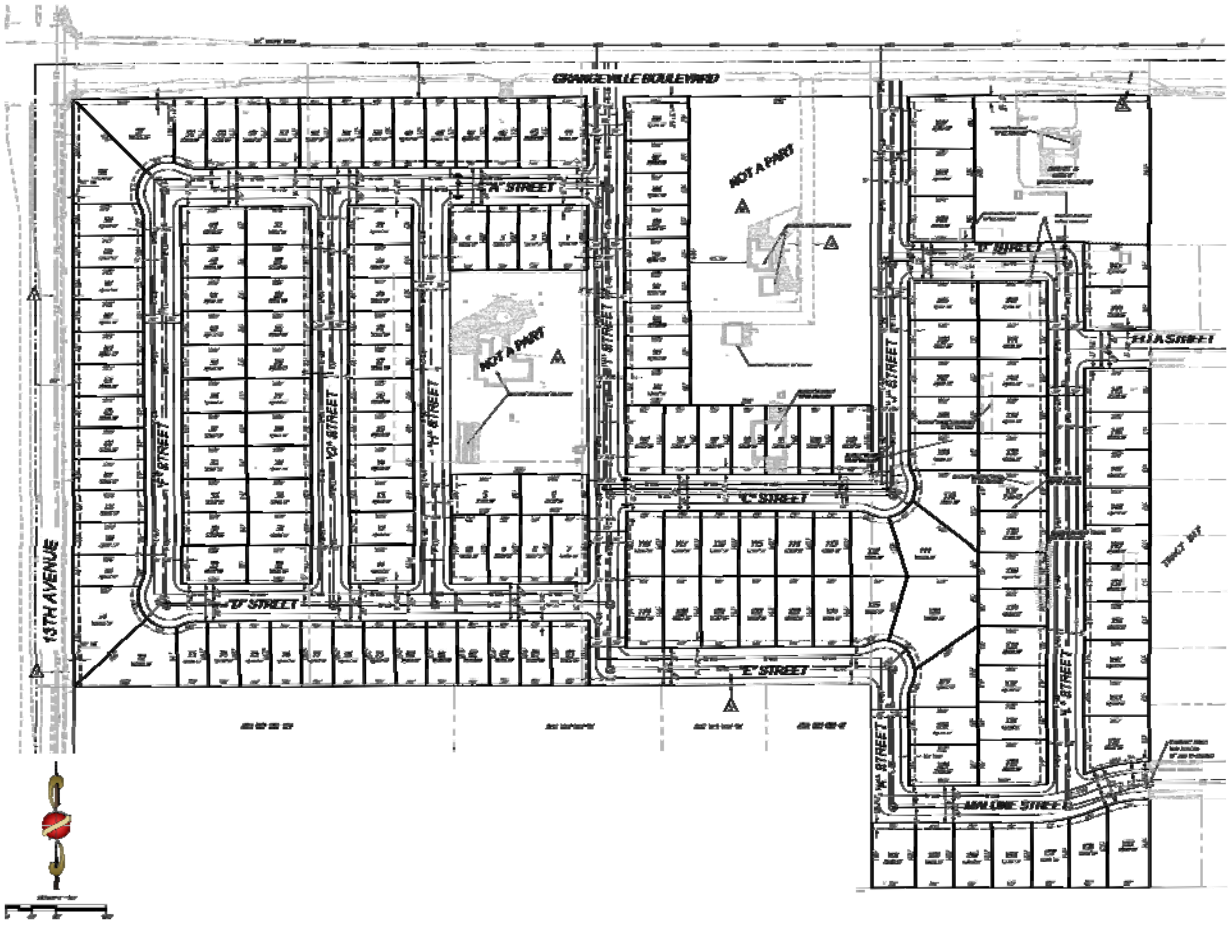
Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



Proposed Tract 934
Hanford, California

SITE VICINITY MAP

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

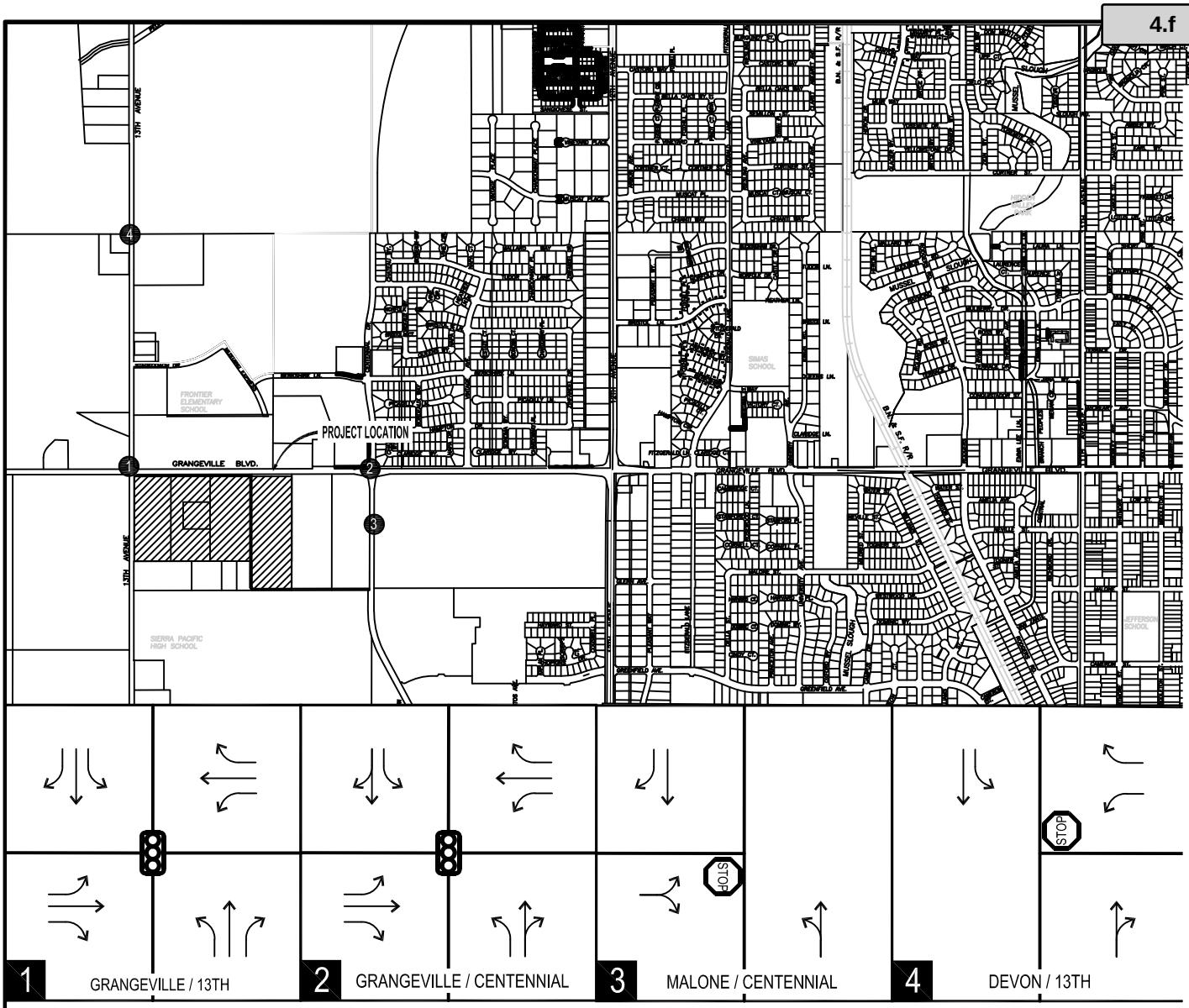


Proposed Tract 934
Hanford, California

SITE PLAN

Not to Scale

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



Proposed Tract 934
Hanford, California

LANE CONFIGURATIONS

Not to Scale

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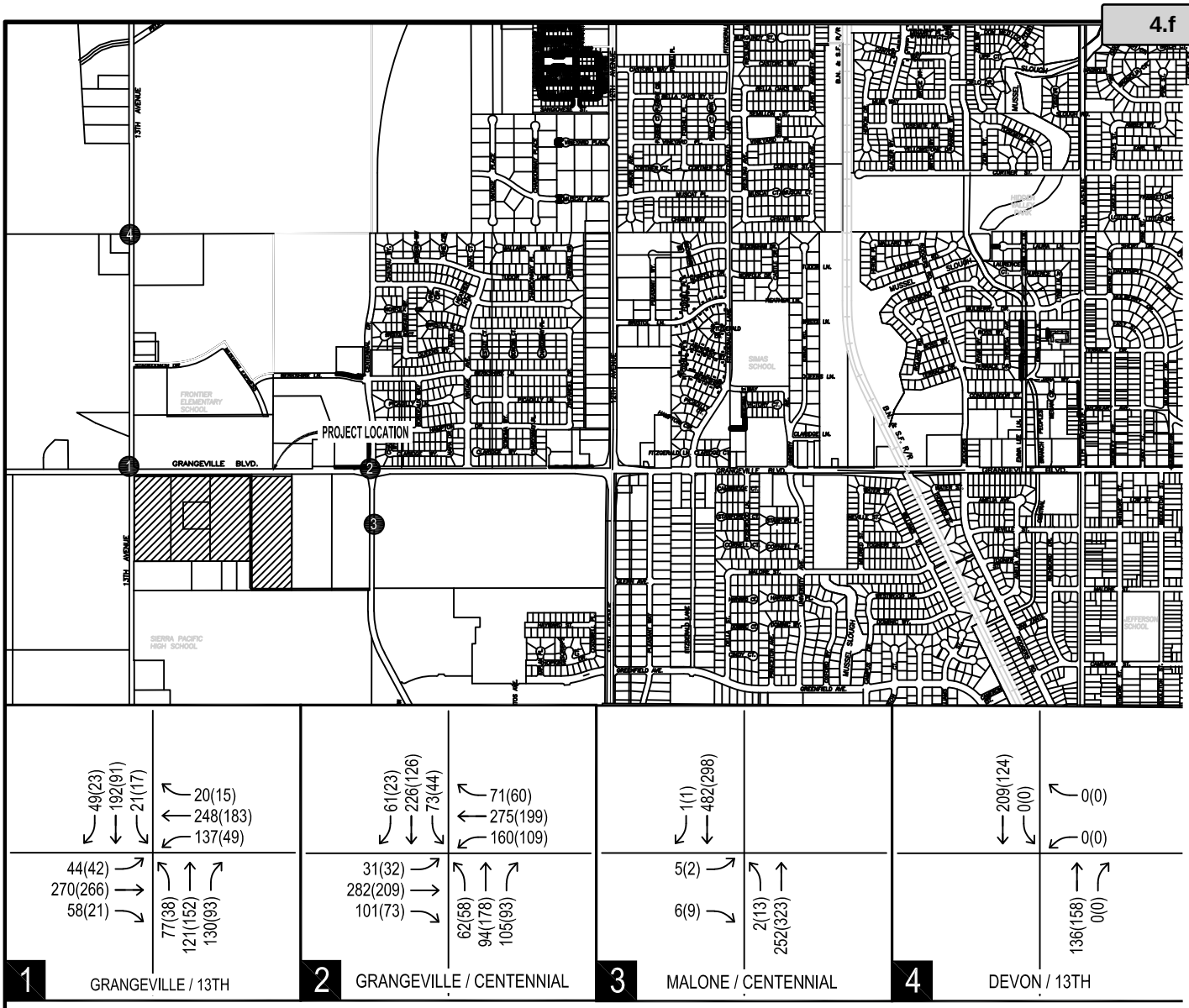
Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



LEGEND

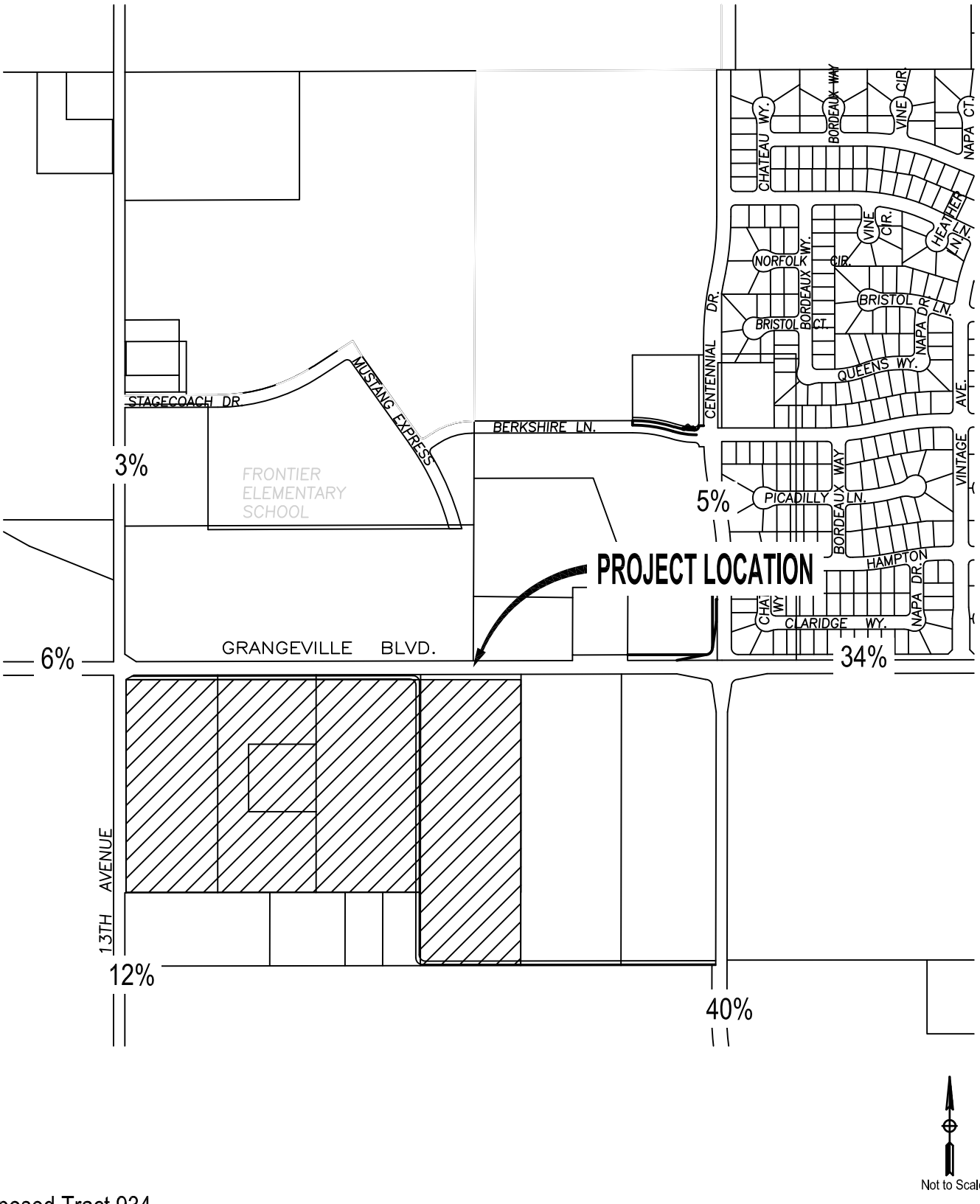
XX	STUDY AREA INTERSECTIONS
	PROJECT SITE
XX (YY)	AM (PM) VOLUMES

Proposed Tract 934
Hanford, California

EXISTING PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

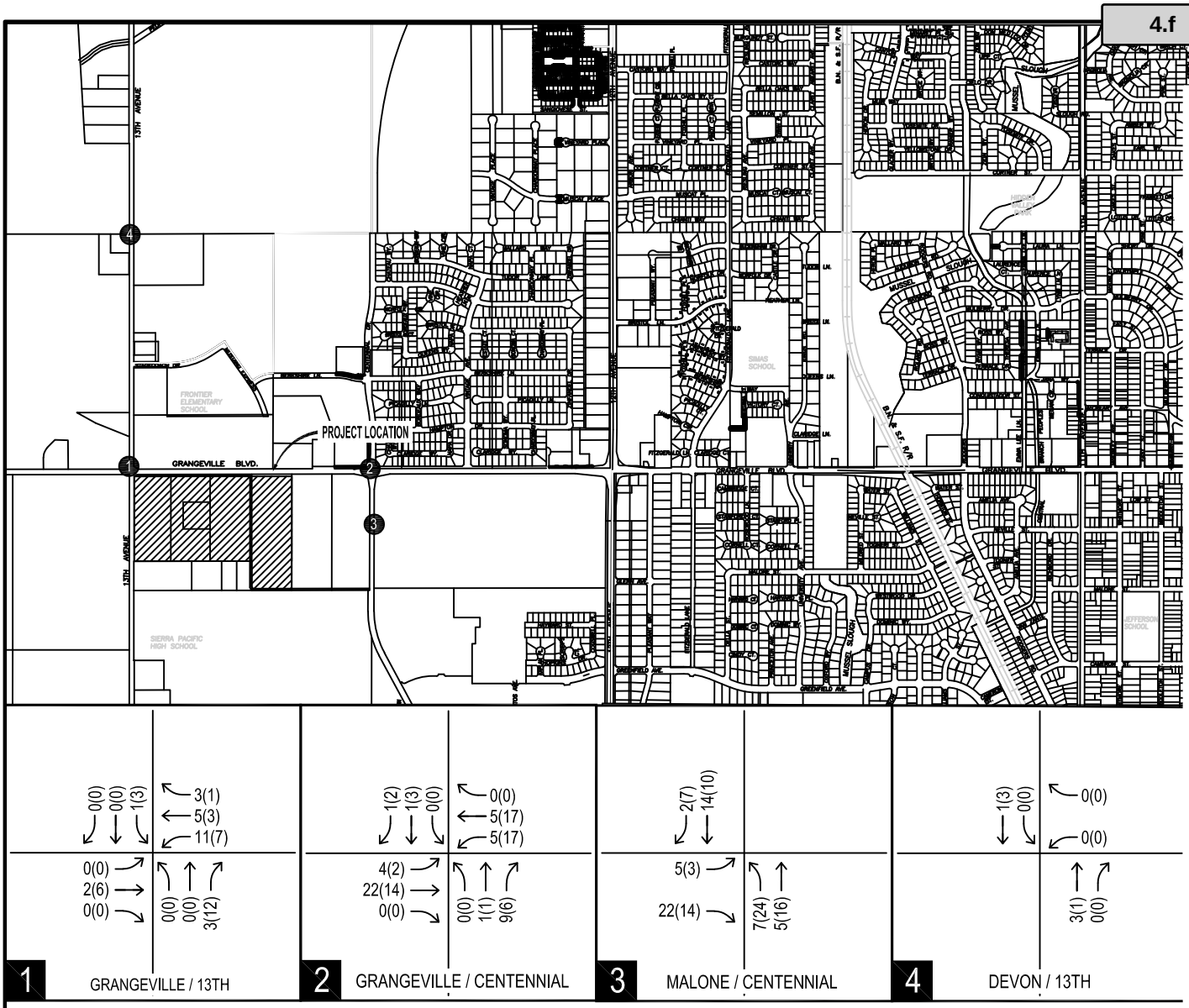
Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



Proposed Tract 934
Hanford, California

PROJECT TRIP DISTRIBUTION PERCENTAGES

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



LEGEND

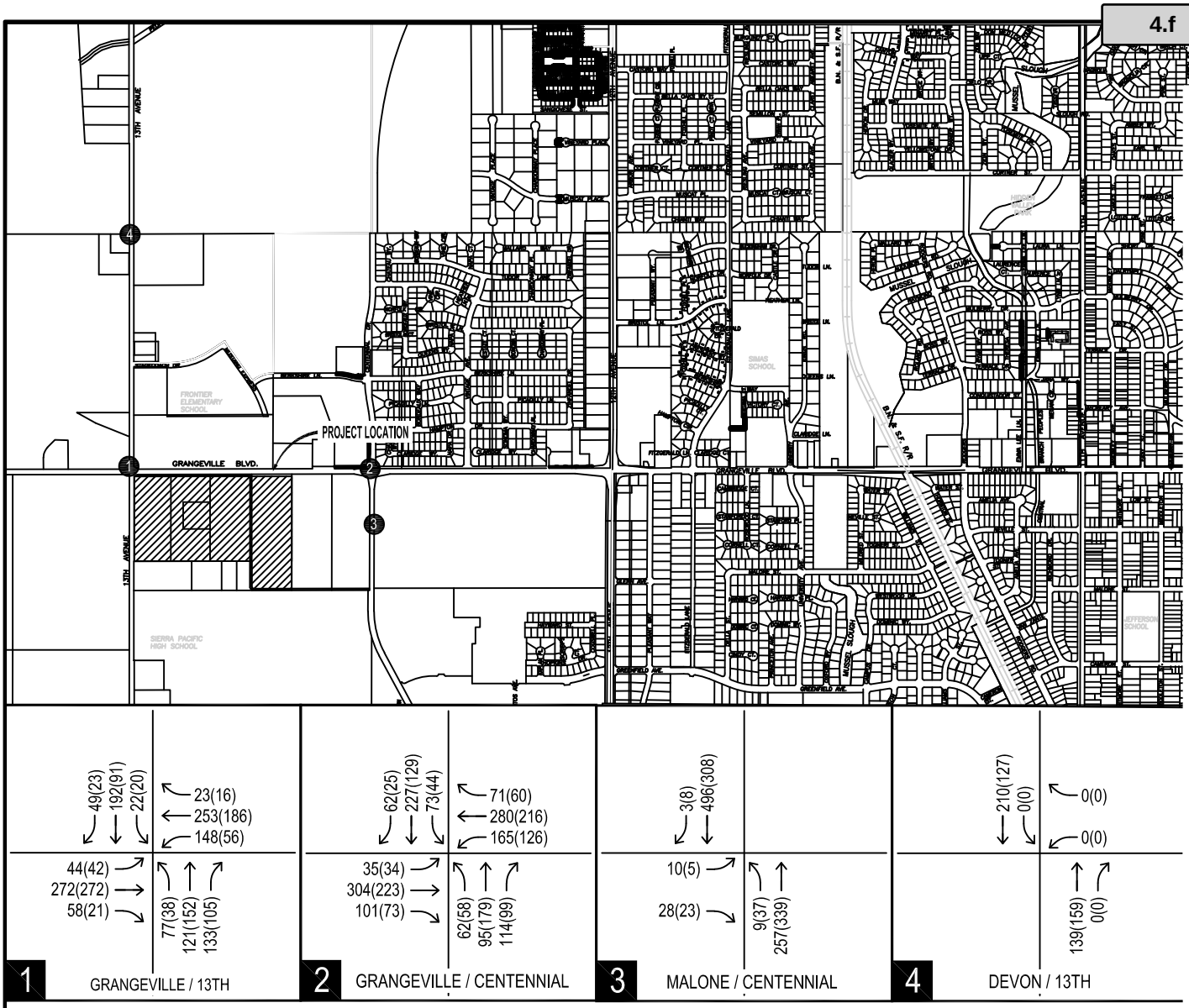
XX	STUDY AREA INTERSECTIONS
	PROJECT SITE
XX (YY)	AM (PM) VOLUMES

Proposed Tract 934
Hanford, California

PEAK-HOUR PROJECT TRAFFIC VOLUMES

Not to Scale

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



LEGEND

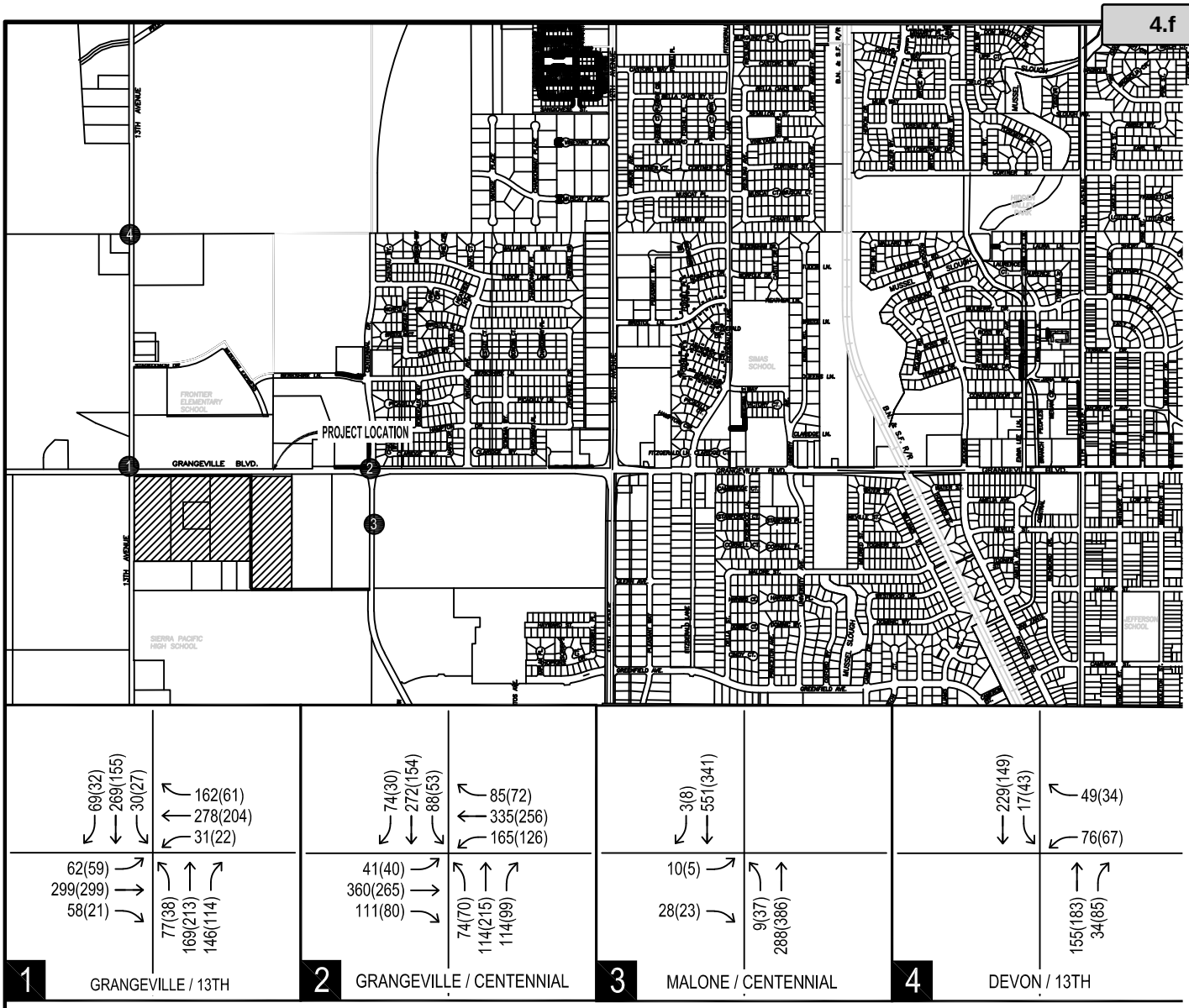
XX	STUDY AREA INTERSECTIONS
	PROJECT SITE
XX (YY)	AM (PM) VOLUMES

Proposed Tract 934
Hanford, California

EXISTING PLUS PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



LEGEND

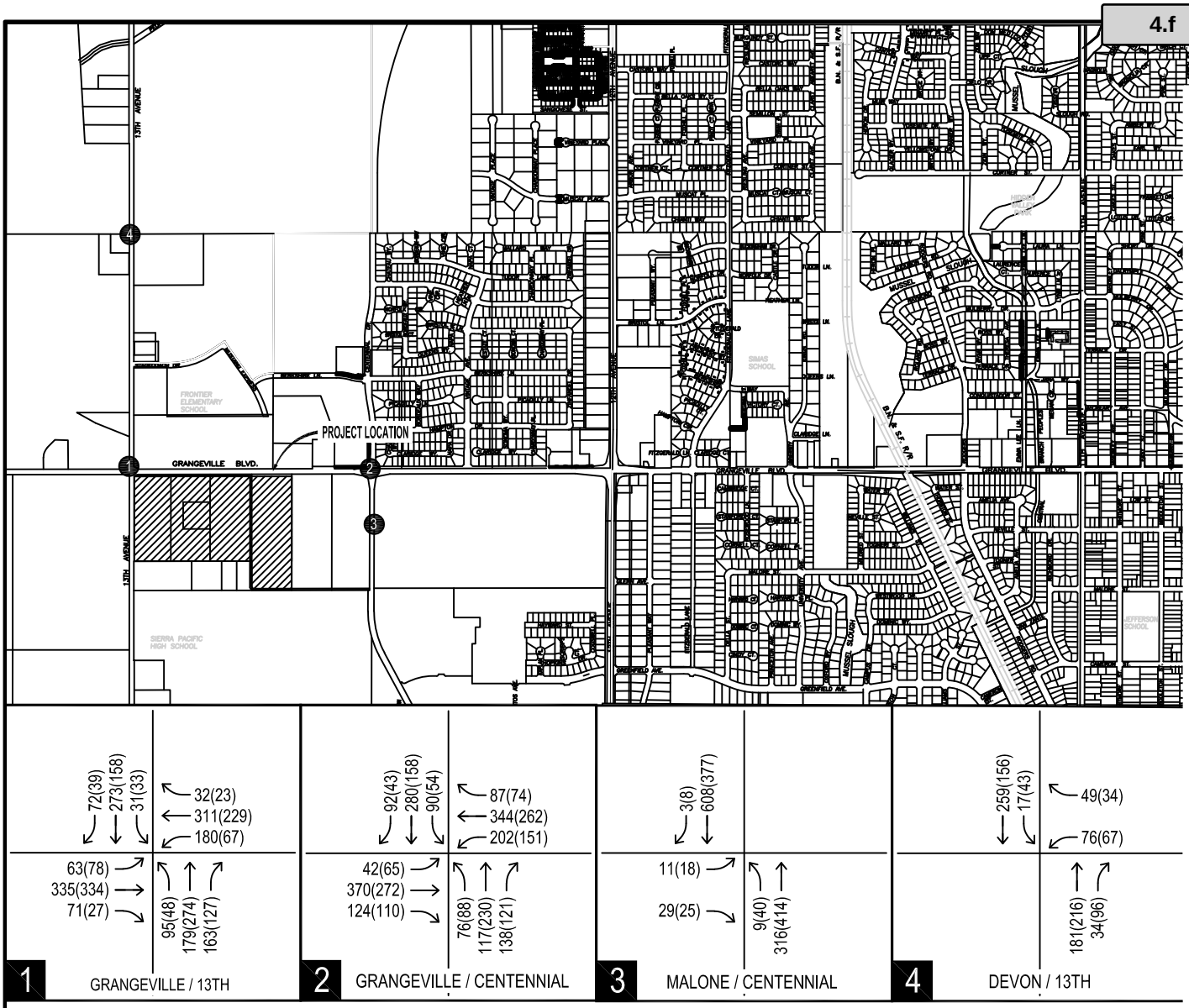
XX	STUDY AREA INTERSECTIONS
	PROJECT SITE
XX (YY)	AM (PM) VOLUMES

Proposed Tract 934
Hanford, California

NEAR-TERM WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



LEGEND

(XX)	STUDY AREA INTERSECTIONS
	PROJECT SITE
XX (YY)	AM (PM) VOLUMES

Proposed Tract 934
Hanford, California

CUMULATIVE (YEAR 2042) WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

Not to Scale

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Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

APPENDIX A

TRAFFIC COUNT DATA SHEETS

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION Grangeville Blvd @ 13th Ave
COUNTY Kings
COLLECTION DATE Thursday, September 16, 2021

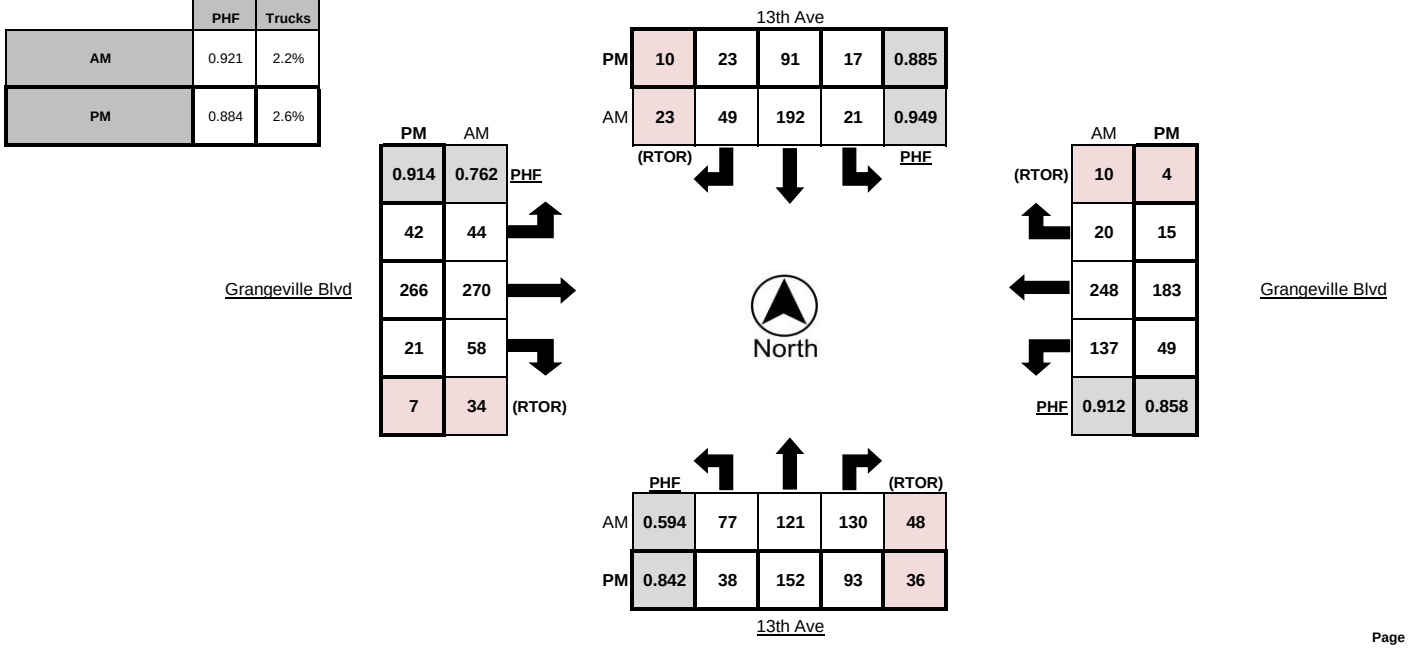
LATITUDE 36.3426
LONGITUDE -119.6911
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:00 AM - 7:15 AM	0	15	8	6	5	2	32	11	3	6	0	18	2	0	0	20	53	5	1	0
7:15 AM - 7:30 AM	4	18	7	4	1	4	51	12	6	3	7	32	4	3	1	19	52	2	0	0
7:30 AM - 7:45 AM	4	25	13	6	2	3	48	15	6	2	10	61	11	9	2	31	60	6	3	2
7:45 AM - 8:00 AM	19	28	24	5	4	7	44	16	8	1	17	96	9	8	3	34	71	6	3	1
8:00 AM - 8:15 AM	16	29	32	11	2	4	49	7	4	1	11	78	15	7	0	39	63	4	3	3
8:15 AM - 8:30 AM	38	39	61	26	1	7	51	11	5	4	6	35	23	10	0	33	54	4	1	2
8:30 AM - 8:45 AM	4	18	16	12	1	3	20	12	5	3	9	47	6	3	5	15	36	4	0	1
8:45 AM - 9:00 AM	3	10	6	2	1	2	28	5	2	2	7	27	6	2	0	6	37	1	0	1
TOTAL	**88**	**182**	**167**	**72**	**17**	**32**	**323**	**89**	**39**	**22**	**67**	**394**	**76**	**42**	**11**	**197**	**426**	**32**	**11**	**10**

	Northbound					Southbound					Eastbound					Westbound				
Time	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
4:00 PM - 4:15 PM	18	43	23	12	4	6	26	5	4	2	10	71	7	1	3	17	48	6	3	1
4:15 PM - 4:30 PM	4	38	21	11	1	4	24	9	2	3	8	63	6	2	1	11	34	5	1	0
4:30 PM - 4:45 PM	7	40	25	5	1	2	25	4	1	2	12	74	4	3	4	12	39	3	0	1
4:45 PM - 5:00 PM	9	31	24	8	0	5	16	5	3	3	12	58	4	1	0	9	62	1	0	0
5:00 PM - 5:15 PM	6	32	26	12	1	5	19	4	1	1	7	49	6	1	4	9	66	8	0	1
5:15 PM - 5:30 PM	4	43	19	8	0	3	34	3	0	4	3	55	2	2	0	17	37	5	0	0
5:30 PM - 5:45 PM	4	41	18	9	0	5	23	6	2	1	5	45	4	2	2	13	52	2	0	0
5:45 PM - 6:00 PM	3	32	21	7	1	3	27	7	1	0	7	51	7	4	3	17	47	9	1	1
TOTAL	**55**	**300**	**177**	**72**	**8**	**33**	**194**	**43**	**14**	**16**	**64**	**466**	**40**	**16**	**17**	**105**	**385**	**39**	**5**	**4**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:30 AM - 8:30 AM	77	121	130	48	9	21	192	49	23	8	44	270	58	34	5	137	248	20	10	8
4:00 PM - 5:00 PM	38	152	93	36	6	17	91	23	10	10	42	266	21	7	8	49	183	15	4	2

	PHF	Trucks
AM	0.921	2.2%
PM	0.884	2.6%



Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

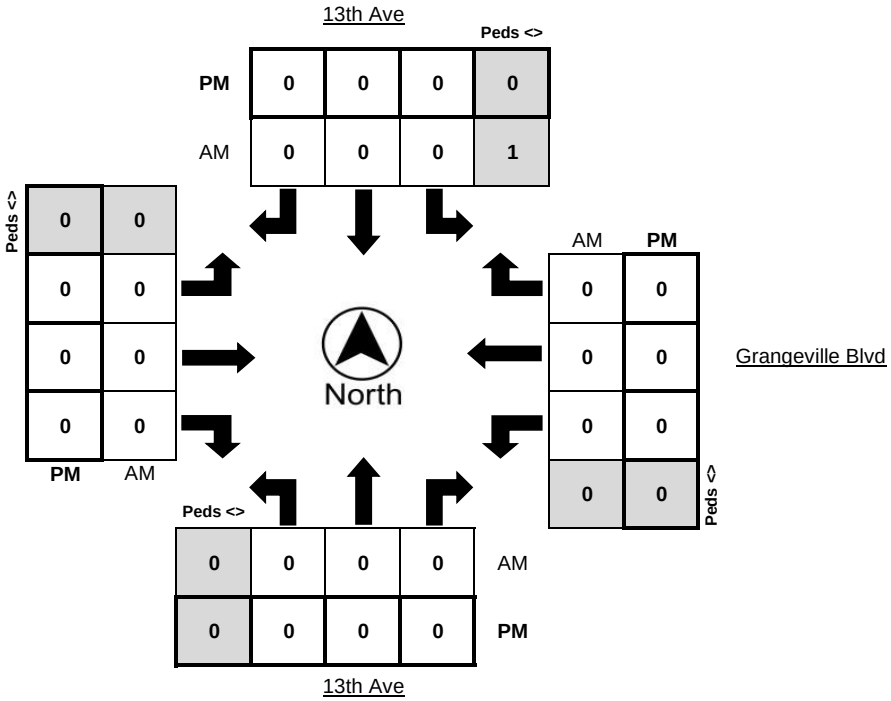
LOCATION Grangeville Blvd @ 13th Ave
LATITUDE 36.3426
COUNTY Kings
LONGITUDE -119.6911
COLLECTION DATE Thursday, September 16, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	1
PM Peak Total	**0**	**0**



Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

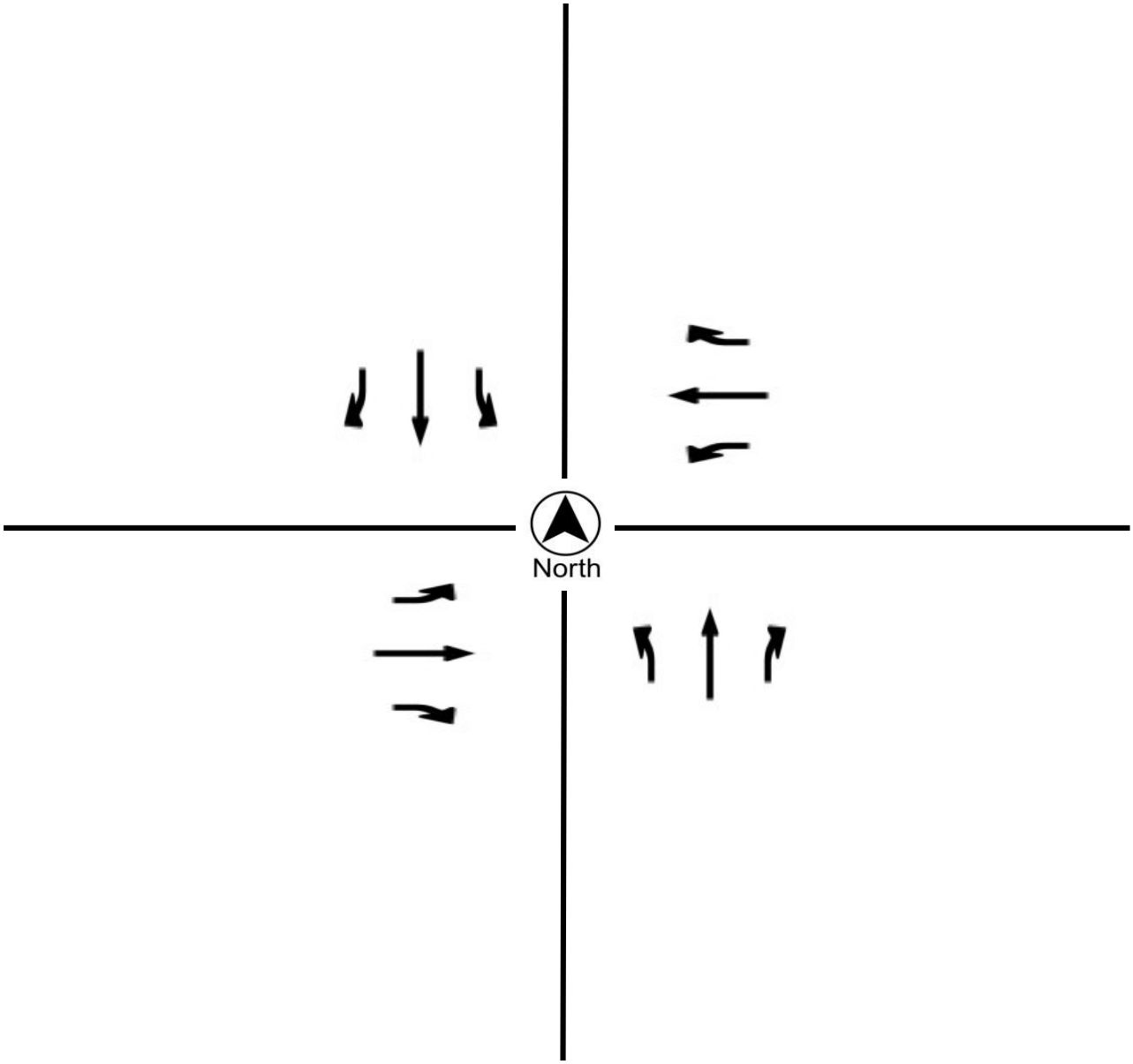
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	Grangeville Blvd @ 13th Ave	**N/S STREET**	13th Ave
COUNTY	Kings	**E/W STREET**	Grangeville Blvd
COLLECTION DATE	Thursday, September 16, 2021	**WEATHER**	Clear
CYCLE TIME	58 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION Grangeville Blvd @ Centennial Dr
COUNTY Kings
COLLECTION DATE Thursday, September 16, 2021

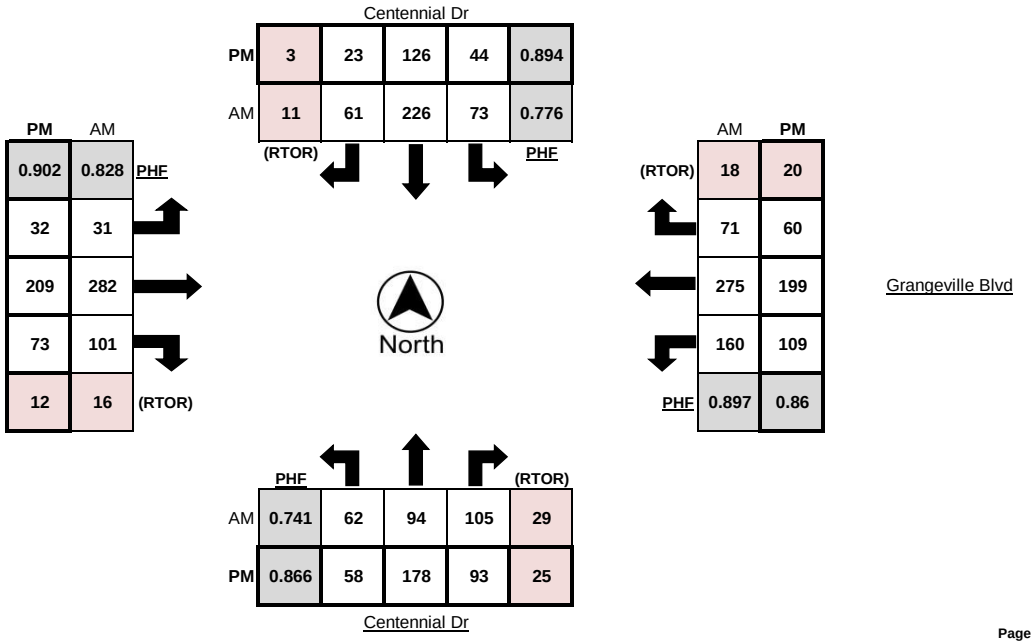
LATITUDE 36.3426
LONGITUDE -119.6819
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:00 AM - 7:15 AM	15	10	9	1	1	9	32	11	0	0	3	16	9	1	2	8	46	4	0	0
7:15 AM - 7:30 AM	7	12	19	3	0	14	32	16	2	0	3	30	12	2	1	22	53	7	1	2
7:30 AM - 7:45 AM	15	23	29	7	2	18	53	13	3	0	4	53	13	3	2	27	67	32	2	2
7:45 AM - 8:00 AM	24	30	34	9	3	30	70	16	5	1	6	78	41	2	4	46	70	19	6	2
8:00 AM - 8:15 AM	8	19	14	3	0	19	66	18	2	1	8	82	21	8	2	48	78	15	9	4
8:15 AM - 8:30 AM	15	22	28	10	0	6	37	14	1	2	13	69	26	3	0	39	60	5	1	4
8:30 AM - 8:45 AM	11	19	8	1	1	6	22	5	0	0	4	39	29	2	0	13	38	5	2	0
8:45 AM - 9:00 AM	11	15	11	3	1	9	23	2	0	4	2	31	5	2	1	14	33	7	3	2
TOTAL	**106**	**150**	**152**	**37**	**8**	**111**	**335**	**95**	**13**	**8**	**43**	**398**	**156**	**23**	**12**	**217**	**445**	**94**	**24**	**16**

	Northbound					Southbound					Eastbound					Westbound				
Time	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
4:00 PM - 4:15 PM	14	39	24	2	1	6	26	6	2	0	12	74	24	5	3	28	52	12	2	0
4:15 PM - 4:30 PM	14	32	18	1	0	6	34	4	0	1	9	70	17	1	0	17	33	7	0	1
4:30 PM - 4:45 PM	16	40	14	2	1	8	29	3	2	0	15	67	10	4	1	23	36	17	3	0
4:45 PM - 5:00 PM	12	42	26	7	0	10	34	7	1	0	5	60	22	4	0	35	51	21	10	1
5:00 PM - 5:15 PM	16	52	27	9	0	12	21	5	1	0	12	56	13	3	1	24	62	14	3	2
5:15 PM - 5:30 PM	11	45	18	4	0	8	36	6	0	0	7	53	16	1	0	25	41	12	3	1
5:30 PM - 5:45 PM	19	39	22	5	0	14	35	5	1	0	8	40	22	4	0	25	45	13	4	0
5:45 PM - 6:00 PM	6	24	27	7	0	7	44	7	2	0	8	52	18	5	1	22	58	12	2	2
TOTAL	**108**	**313**	**176**	**37**	**2**	**71**	**259**	**43**	**9**	**1**	**76**	**472**	**142**	**27**	**6**	**199**	**378**	**108**	**27**	**7**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:30 AM - 8:30 AM	62	94	105	29	5	73	226	61	11	4	31	282	101	16	8	160	275	71	18	12
4:45 PM - 5:45 PM	58	178	93	25	0	44	126	23	3	0	32	209	73	12	1	109	199	60	20	4

	PHF	Trucks
AM	0.830	1.9%
PM	0.926	0.4%



Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

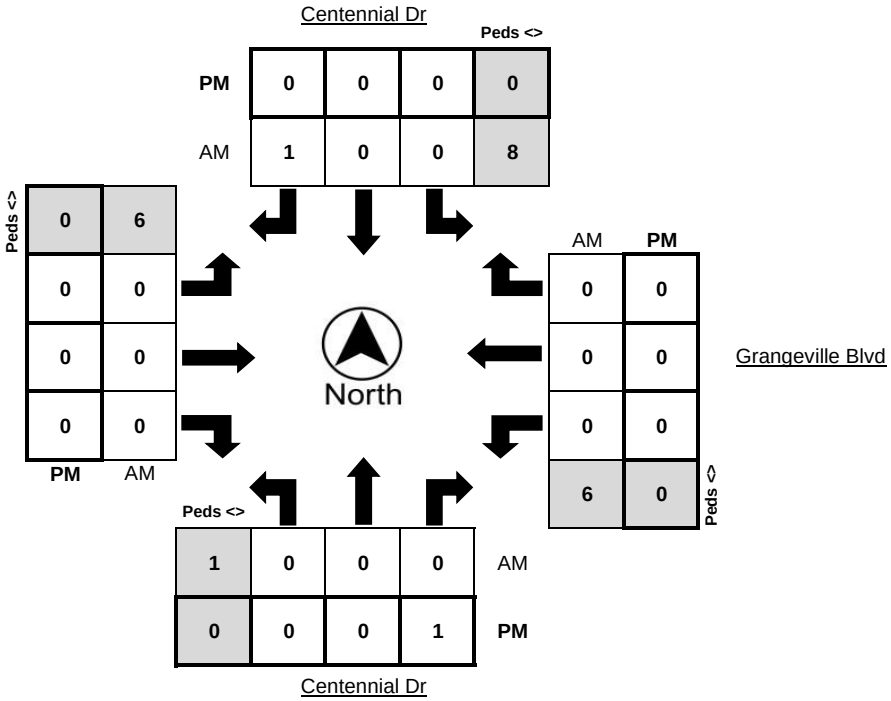
LOCATION Grangeville Blvd @ Centennial Dr
LATITUDE 36.3426
COUNTY Kings
LONGITUDE -119.6819
COLLECTION DATE Thursday, September 16, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	2
8:00 AM - 8:15 AM	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	4
8:15 AM - 8:30 AM	0	0	0	2	0	0	1	1	0	0	0	1	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**7**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	8	0	0	1	1	0	0	0	6	0	0	0	6
4:45 PM - 5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	1	21
PM Peak Total	1	0



Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

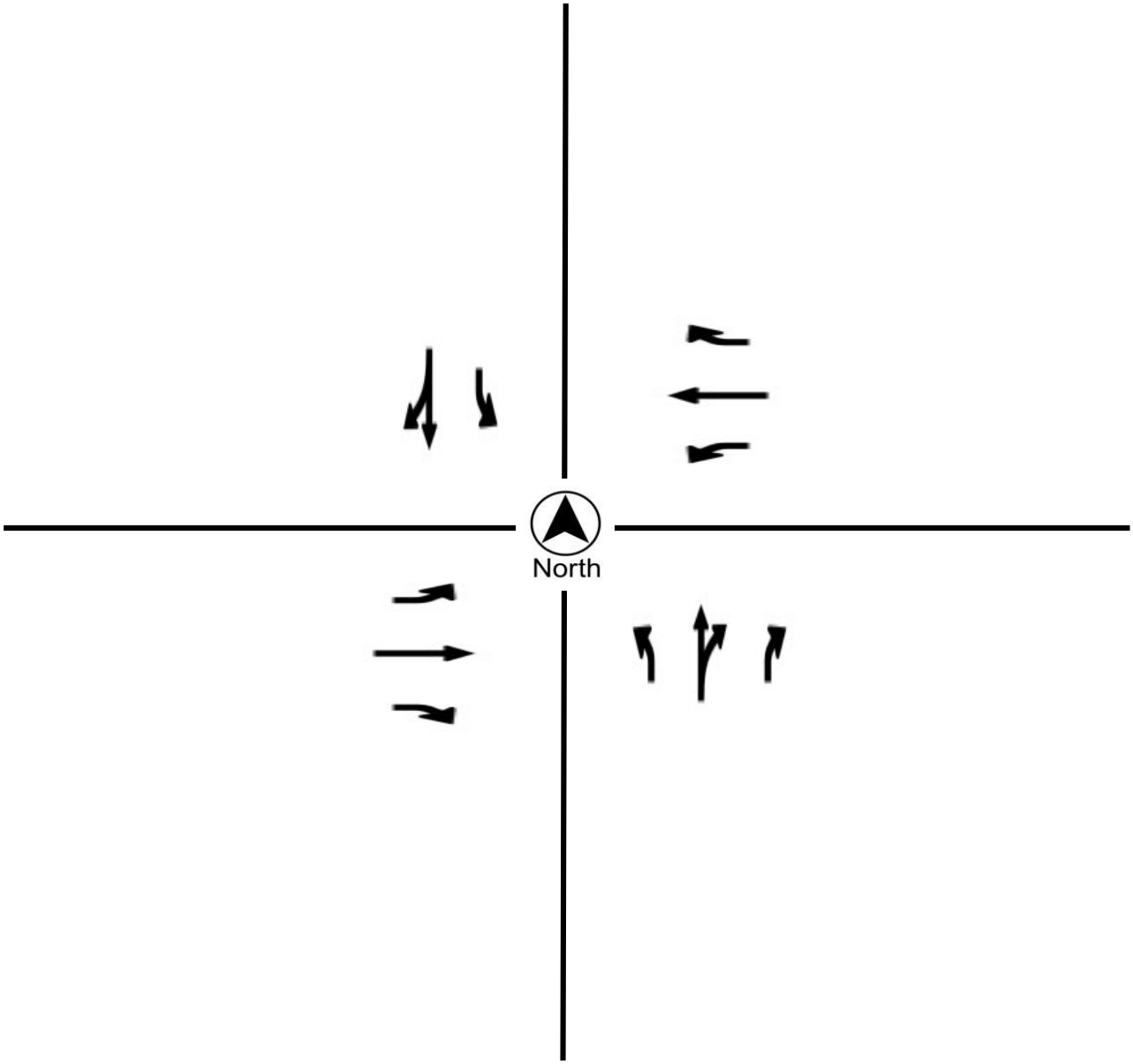
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	Grangeville Blvd @ Centennial Dr	**N/S STREET**	Centennial Dr
COUNTY	Kings	**E/W STREET**	Grangeville Blvd
COLLECTION DATE	Thursday, September 16, 2021	**WEATHER**	Clear
CYCLE TIME	74 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

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Hanford, CA 93230

800-975-6938 Phone/Fax
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Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

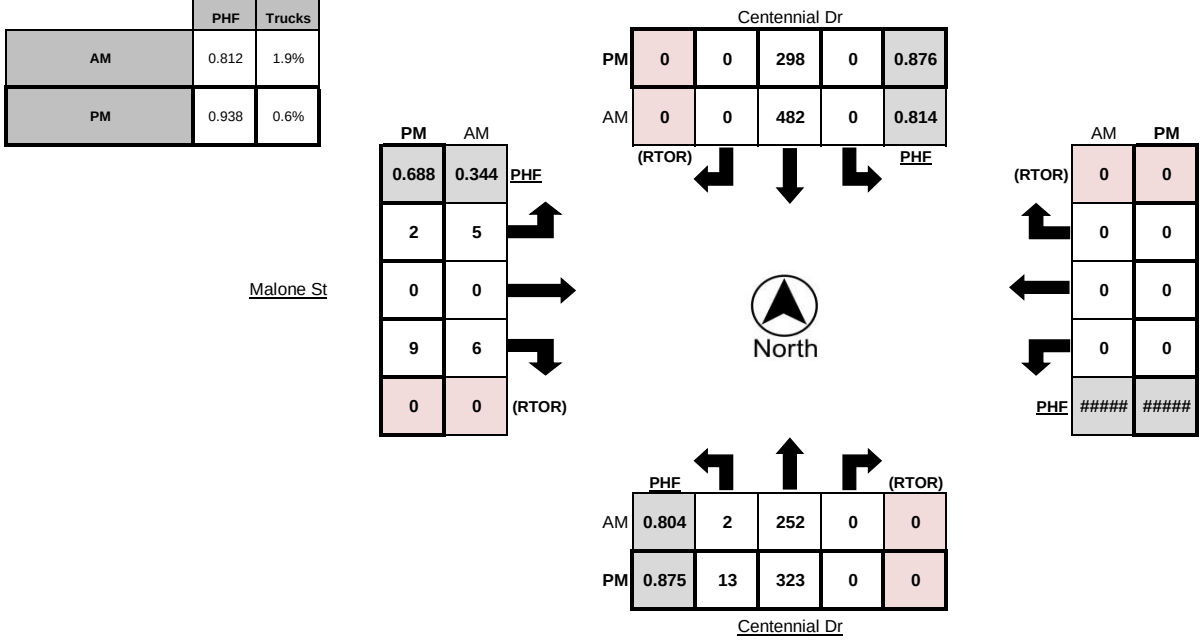
LOCATION Centennial Dr @ Malone St
COUNTY Kings
COLLECTION DATE Thursday, September 16, 2021
LATITUDE 36.3394
LONGITUDE -119.6820
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:00 AM - 7:15 AM	1	34	0	0	1	0	51	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	1	41	0	0	0	0	63	0	0	4	0	0	4	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	1	64	0	0	3	0	92	0	0	1	3	0	5	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	79	0	0	3	0	148	0	0	2	2	0	1	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	1	42	0	0	0	0	136	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	67	0	0	0	0	106	0	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	3	37	0	0	1	0	61	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	1	38	0	0	1	0	40	0	0	5	1	0	2	0	0	0	0	0	0	0
TOTAL	**8**	**402**	**0**	**0**	**9**	**0**	**697**	**0**	**0**	**19**	**6**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
4:00 PM - 4:15 PM	1	74	0	0	1	0	72	0	0	0	0	0	2	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	1	69	0	0	0	0	69	0	0	3	1	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	5	67	0	0	1	0	56	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	2	83	0	0	0	0	85	0	0	2	0	0	2	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	4	92	0	0	0	0	61	0	0	1	1	0	2	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	3	74	0	0	0	0	72	0	0	1	0	0	2	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	4	74	0	0	0	0	80	0	0	0	1	0	3	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	2	56	0	0	0	0	86	0	0	2	2	0	3	0	0	0	0	0	0	0
TOTAL	**22**	**589**	**0**	**0**	**2**	**0**	**581**	**0**	**0**	**9**	**5**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:30 AM - 8:30 AM	2	252	0	0	6	0	482	0	0	8	5	0	6	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	13	323	0	0	0	0	298	0	0	4	2	0	9	0	0	0	0	0	0	0

	PHF	Trucks
AM	0.812	1.9%
PM	0.938	0.6%



Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

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Hanford, CA 93230

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www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

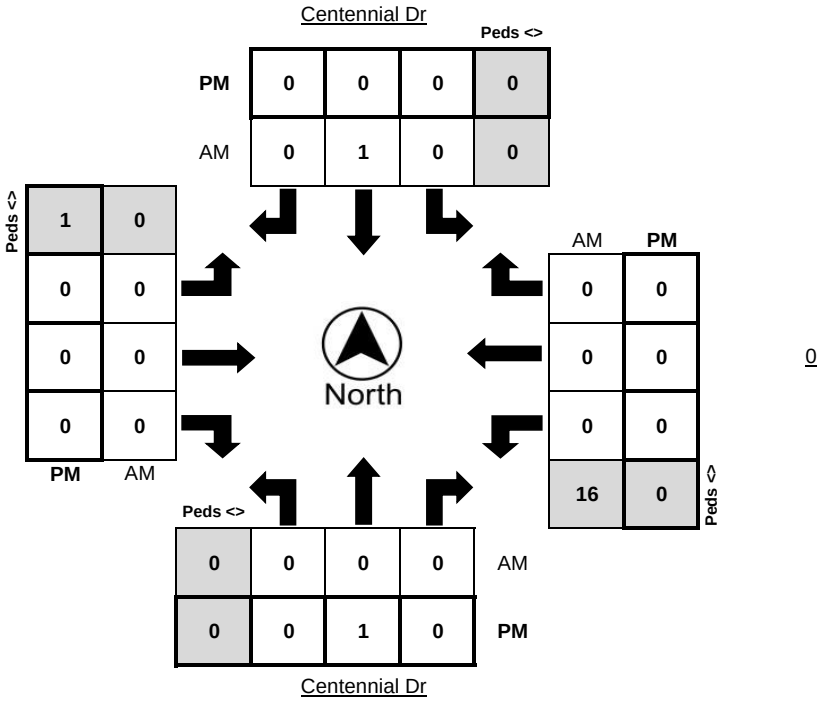
LOCATION Centennial Dr @ Malone St
LATITUDE 36.3394
COUNTY Kings
LONGITUDE -119.6820
COLLECTION DATE Thursday, September 16, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
TOTAL	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	0	0	1	0	0	0	0	0	16	0	0	0	0
4:45 PM - 5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

	Bikes	Peds
AM Peak Total	1	16
PM Peak Total	1	1



Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

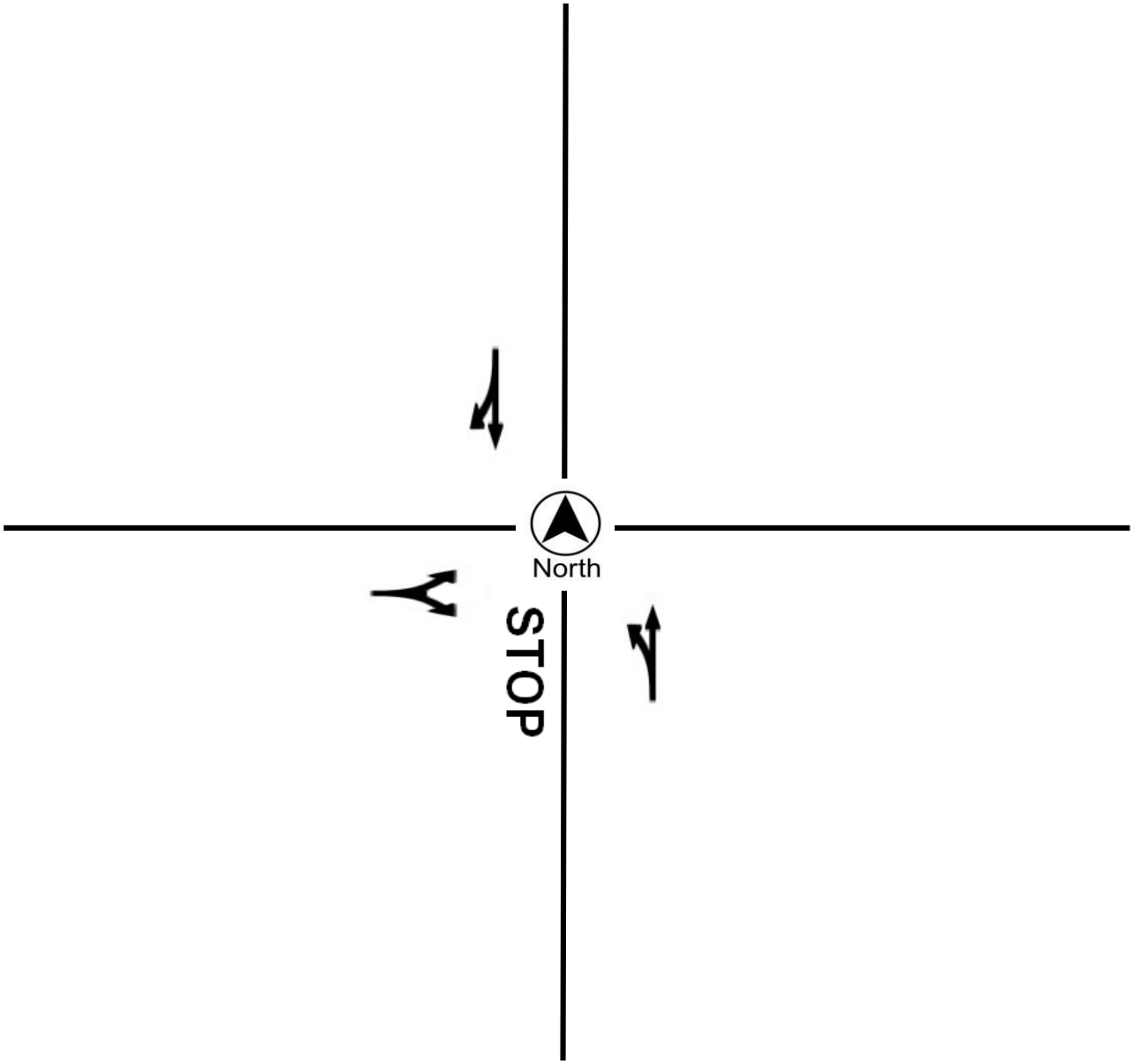
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	Centennial Dr @ Malone St	**N/S STREET**	Centennial Dr
COUNTY	Kings	**E/W STREET**	Malone St
COLLECTION DATE	Thursday, September 16, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION 13th Ave @ Stage Coach Dr
COUNTY Kings
COLLECTION DATE Tuesday, September 28, 2021

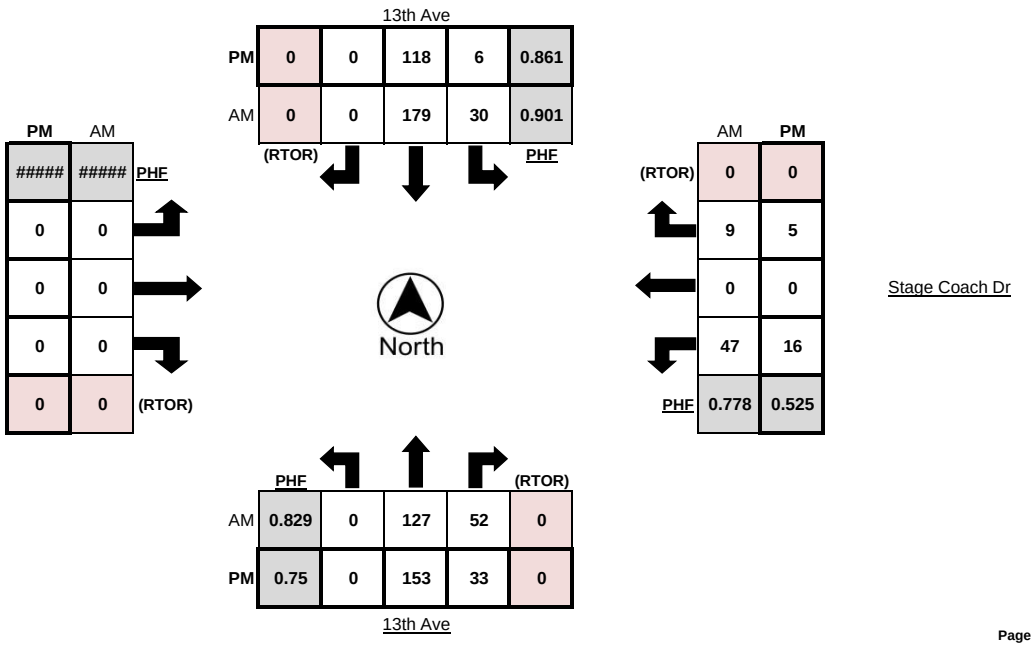
LATITUDE 36.345837°
LONGITUDE -119.691082°
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:00 AM - 7:15 AM	0	22	9	0	4	0	42	0	0	0	0	0	0	0	0	7	0	2	0	1
7:15 AM - 7:30 AM	0	17	3	0	2	1	51	0	0	1	0	0	0	0	0	8	0	0	0	2
7:30 AM - 7:45 AM	0	26	21	0	5	10	47	0	0	2	0	0	0	0	0	14	0	3	0	1
7:45 AM - 8:00 AM	0	22	16	0	1	19	39	0	0	0	0	0	0	0	0	17	0	1	0	1
8:00 AM - 8:15 AM	0	45	9	0	1	1	46	0	0	2	0	0	0	0	0	9	0	4	0	0
8:15 AM - 8:30 AM	0	34	6	0	2	0	47	0	0	0	0	0	0	0	0	7	0	1	0	2
8:30 AM - 8:45 AM	0	21	2	0	1	2	23	0	0	2	0	0	0	0	0	2	0	3	0	1
8:45 AM - 9:00 AM	0	20	1	0	0	1	27	0	0	1	0	0	0	0	0	6	0	0	0	3
TOTAL	**0**	**207**	**67**	**0**	**16**	**34**	**322**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**70**	**0**	**14**	**0**	**11**

	Northbound					Southbound					Eastbound					Westbound				
Time	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
4:00 PM - 4:15 PM	0	32	6	0	0	2	29	0	0	1	0	0	0	0	0	1	0	0	0	0
4:15 PM - 4:30 PM	0	36	4	0	0	2	25	0	0	2	0	0	0	0	0	4	0	1	0	0
4:30 PM - 4:45 PM	0	44	8	0	0	0	23	0	0	1	0	0	0	0	0	9	0	1	0	0
4:45 PM - 5:00 PM	0	28	10	0	1	2	31	0	0	1	0	0	0	0	0	2	0	0	0	0
5:00 PM - 5:15 PM	0	28	6	0	2	2	30	0	0	0	0	0	0	0	0	3	0	3	0	0
5:15 PM - 5:30 PM	0	53	9	0	2	2	34	0	0	0	0	0	0	0	0	2	0	1	0	0
5:30 PM - 5:45 PM	0	31	7	0	1	0	35	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM - 6:00 PM	0	32	10	0	0	2	33	0	0	0	0	0	0	0	0	1	0	0	0	0
TOTAL	**0**	**284**	**60**	**0**	**6**	**12**	**240**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**7**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:30 AM - 8:30 AM	0	127	52	0	9	30	179	0	0	4	0	0	0	0	0	47	0	9	0	4
4:30 PM - 5:30 PM	0	153	33	0	5	6	118	0	0	2	0	0	0	0	0	16	0	5	0	0

	PHF	Trucks
AM	0.917	3.8%
PM	0.819	2.1%



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

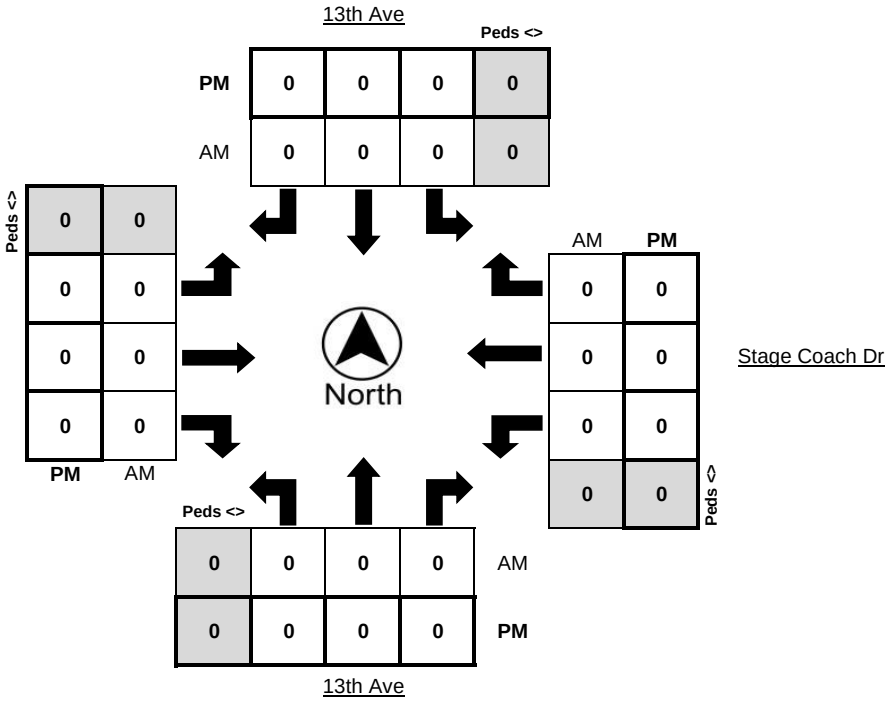
LOCATION 13th Ave @ Stage Coach Dr
LATITUDE 36.345837°
COUNTY Kings
LONGITUDE -119.691082°
COLLECTION DATE Tuesday, September 28, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	**0**	**0**



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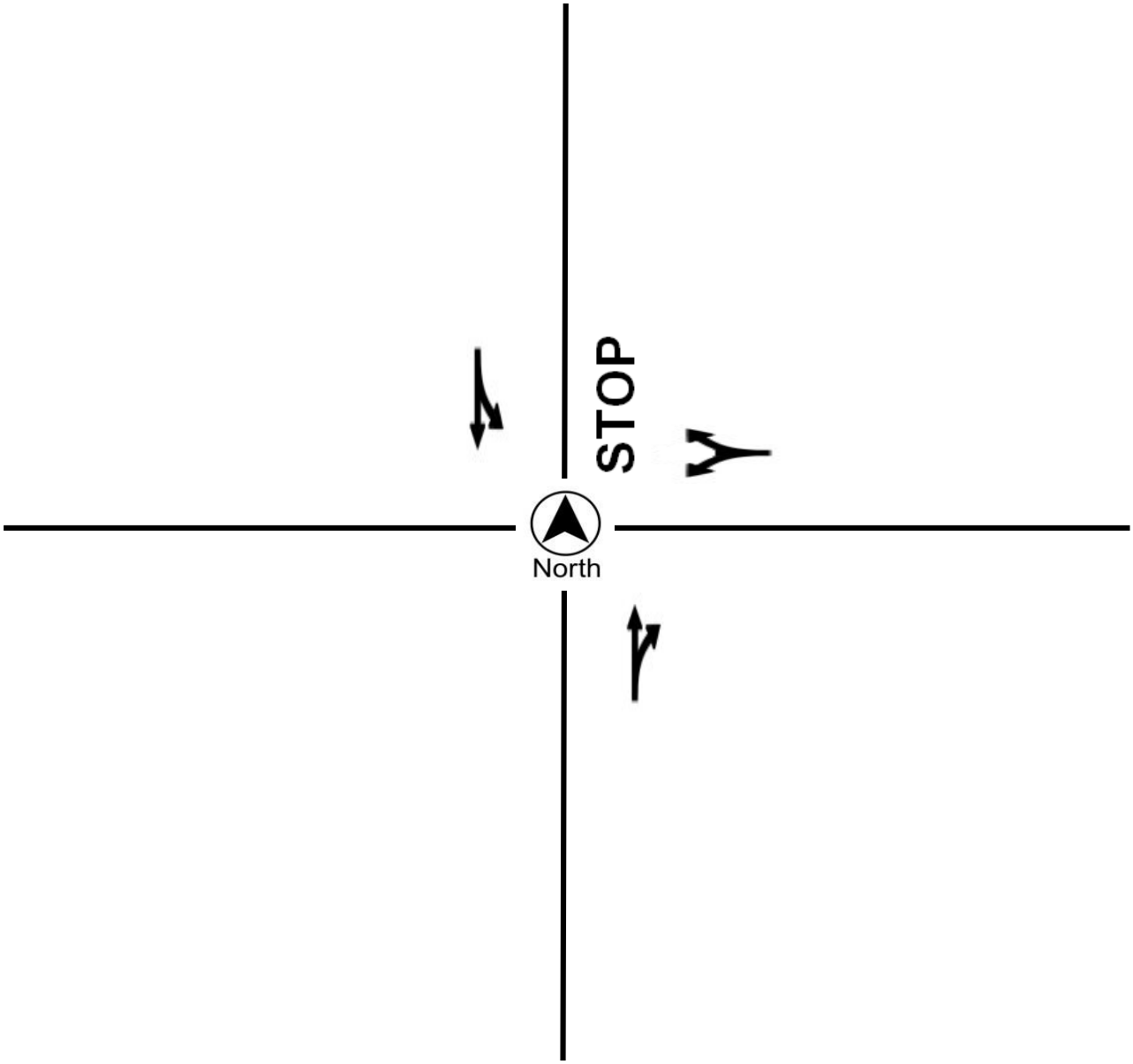
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	13th Ave @ Stage Coach Dr	**N/S STREET**	13th Ave
COUNTY	Kings	**E/W STREET**	Stage Coach Dr
COLLECTION DATE	Tuesday, September 28, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



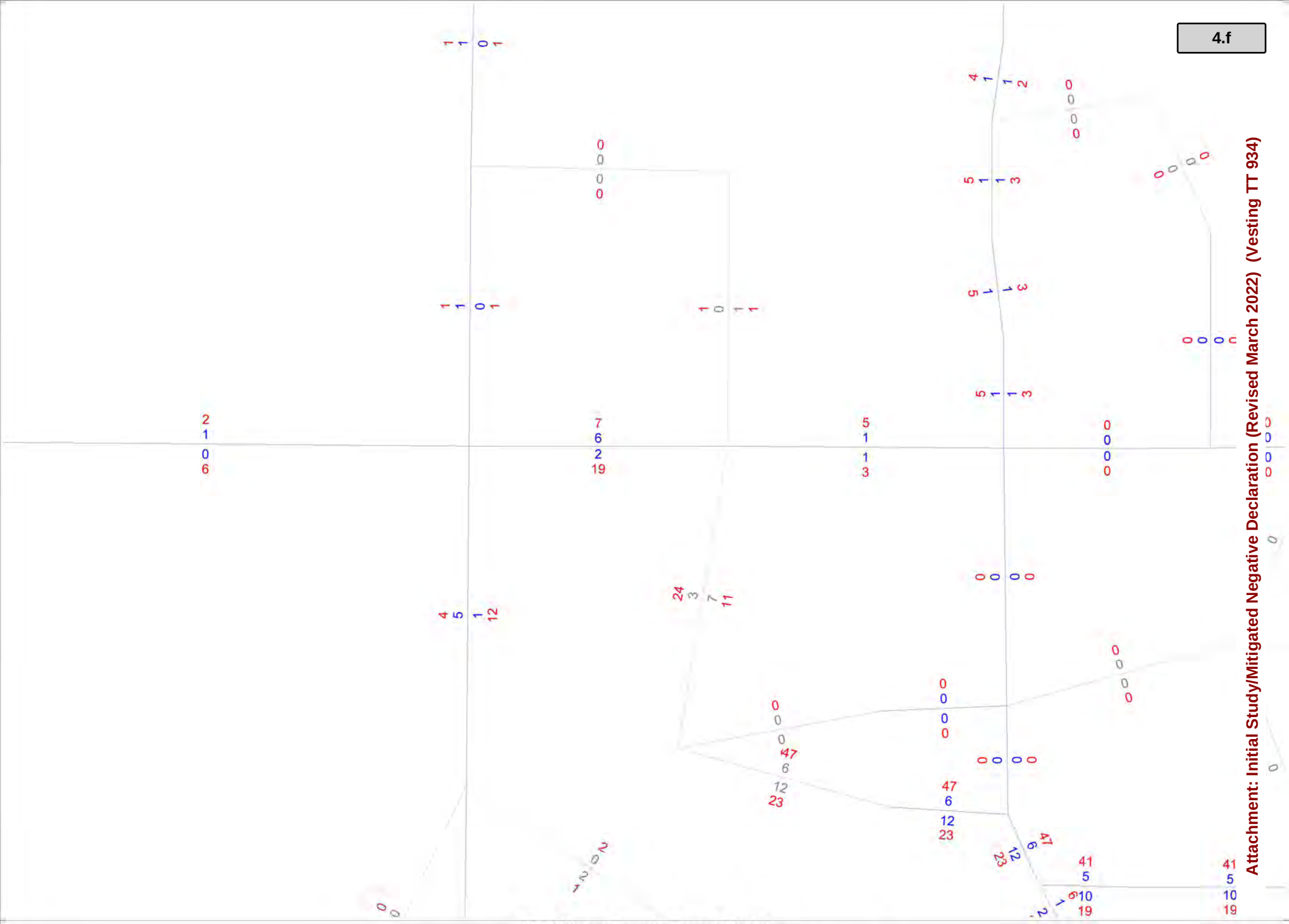
Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

APPENDIX B

KINGS COUNTY TRAVEL MODEL OUTPUT

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

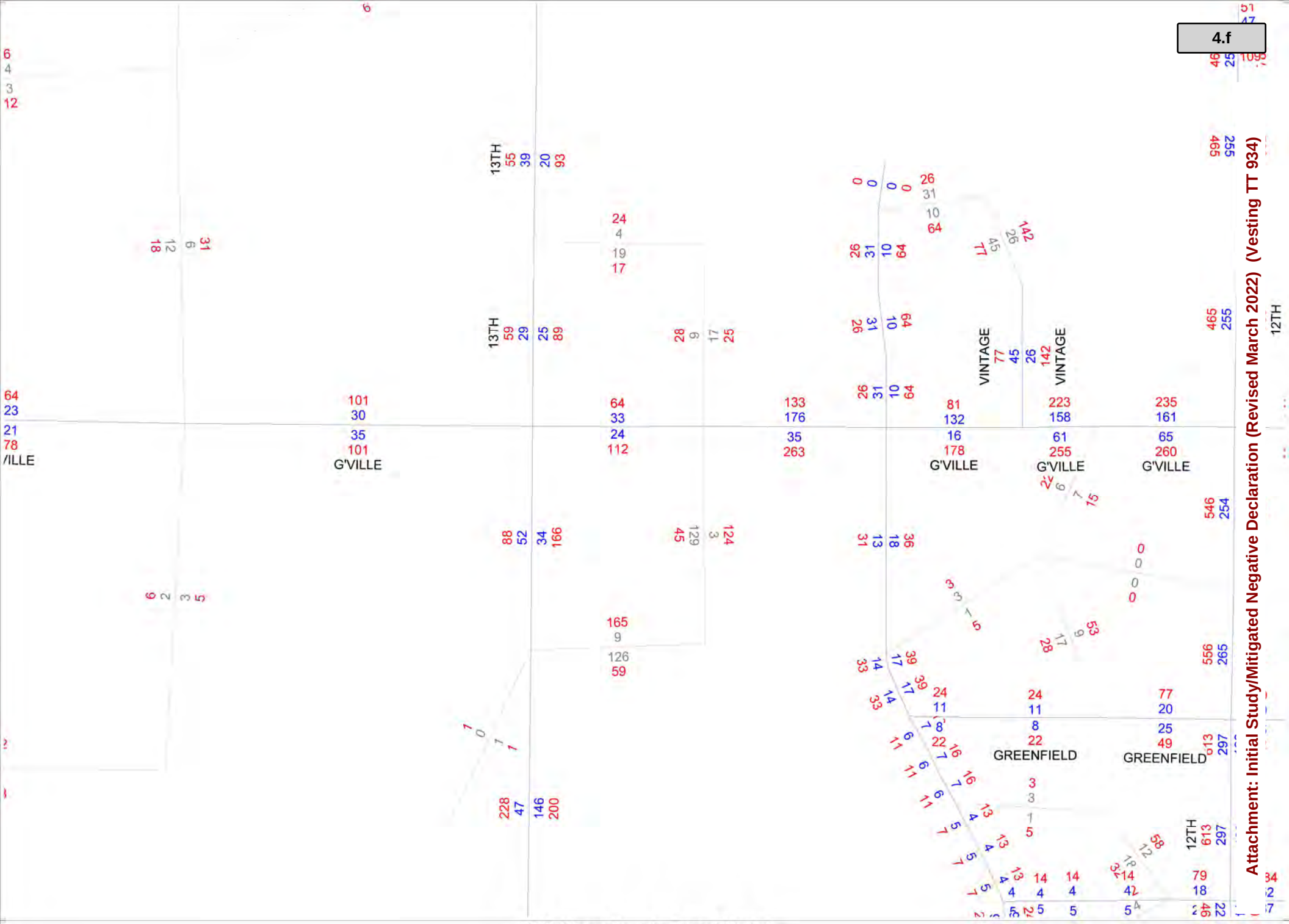
PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



2042 Kings County Travel Model
Select Zone Analysis AM and PM Peak-Hour Traffic Volumes

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

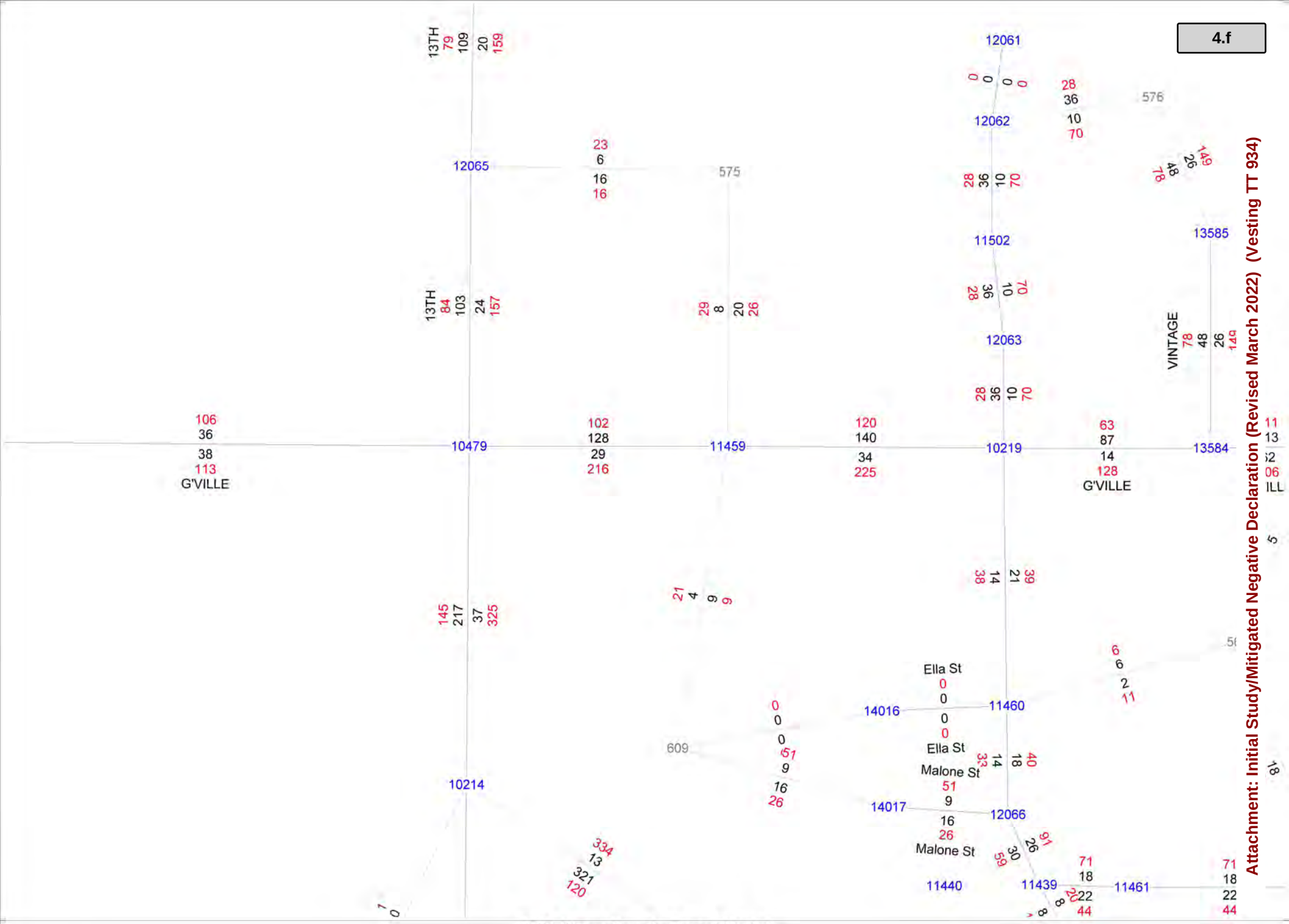
cube
Licensed to Peters Engineering



2021 Kings County Travel Model
AM and PM Peak-Hour Traffic Volumes

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

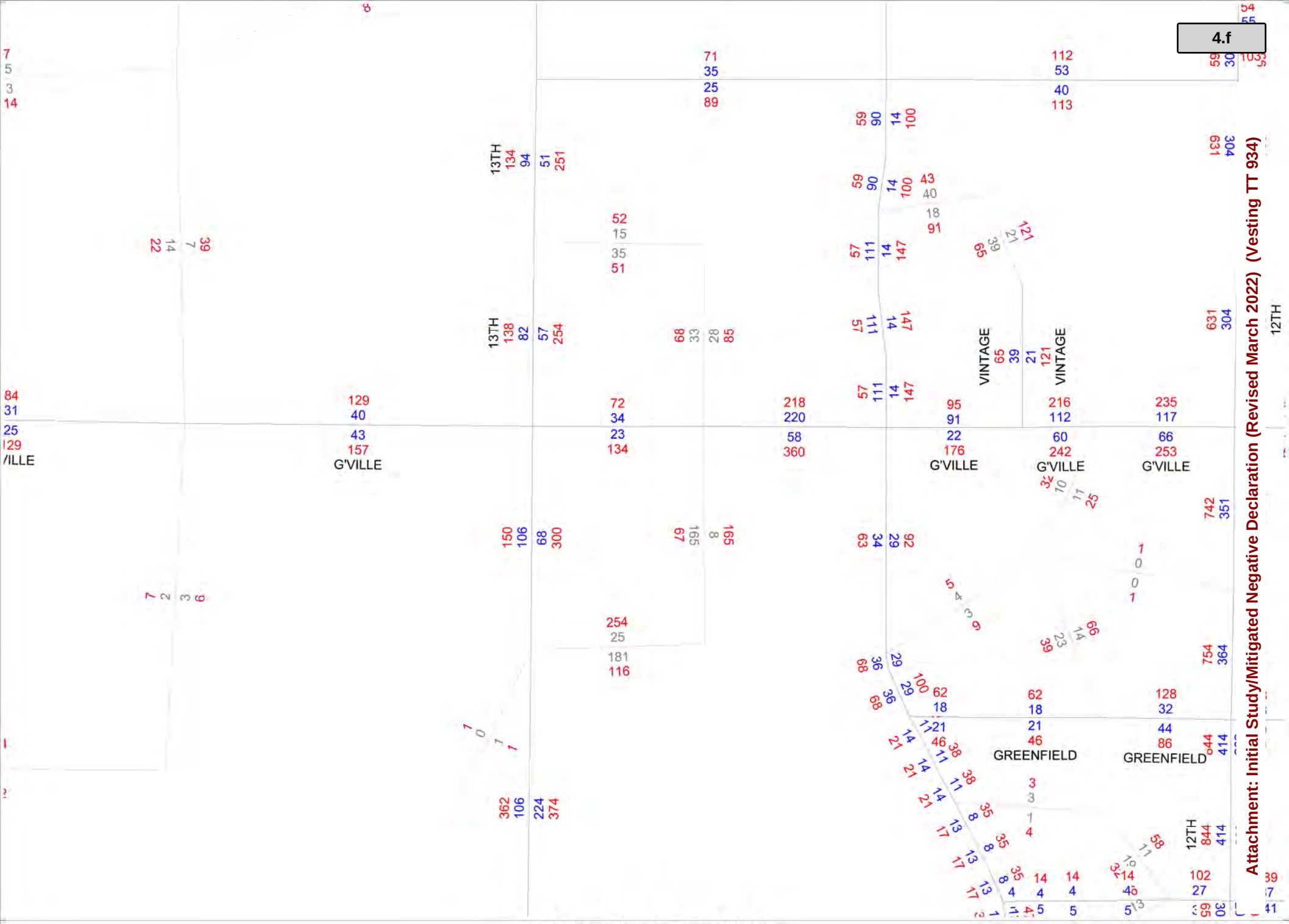
Licensed to Peters Engineering



2021 Kings County Travel Model
AM and PM Peak-Hour Traffic Volumes

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

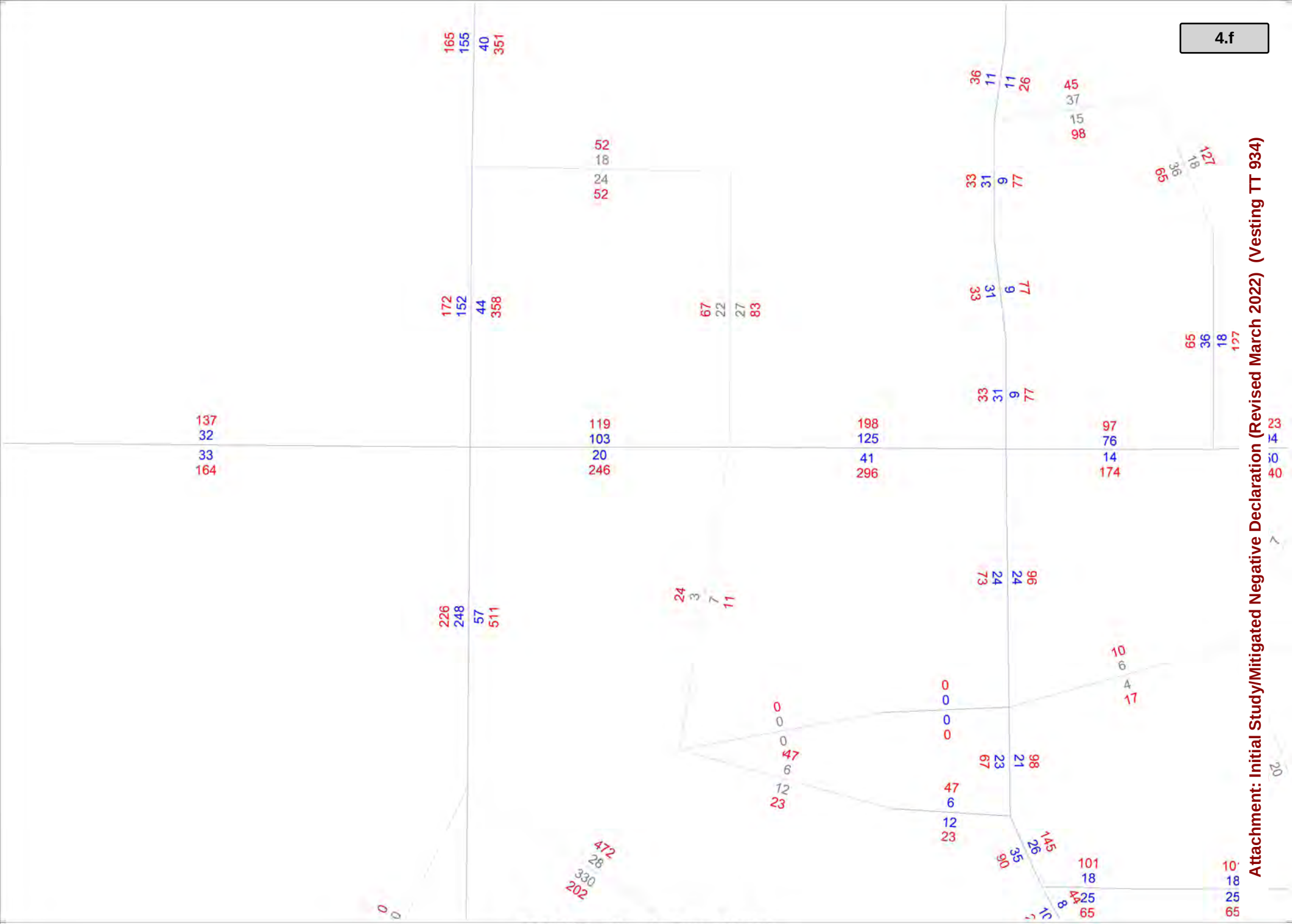
cube
Licensed to Peters Engineering



2042 Kings County Travel Model
AM and PM Peak-Hour Traffic Volumes

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

cube
Licensed to Peters Engineering



2042 Kings County Travel Model
AM and PM Peak-Hour Traffic Volumes

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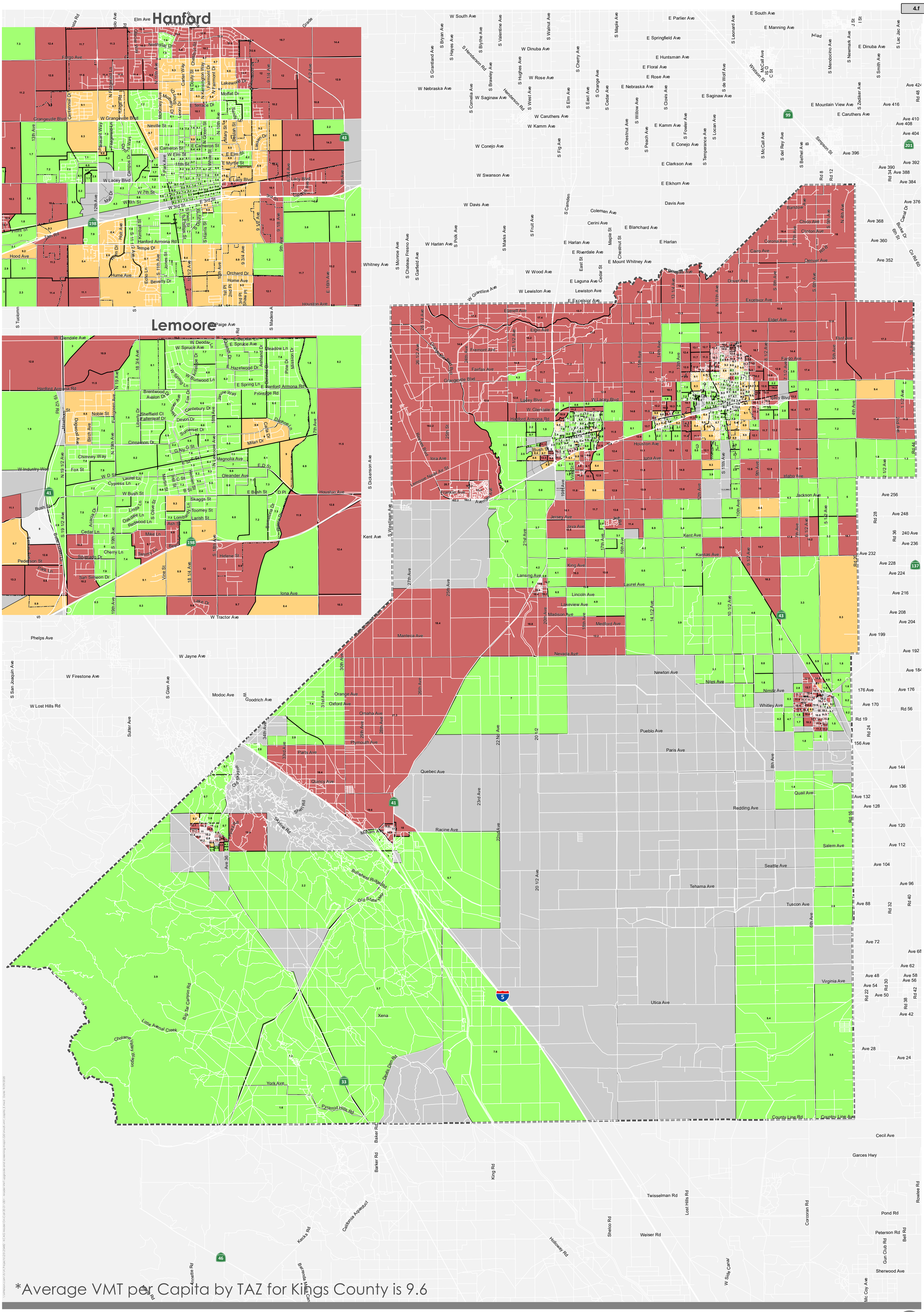
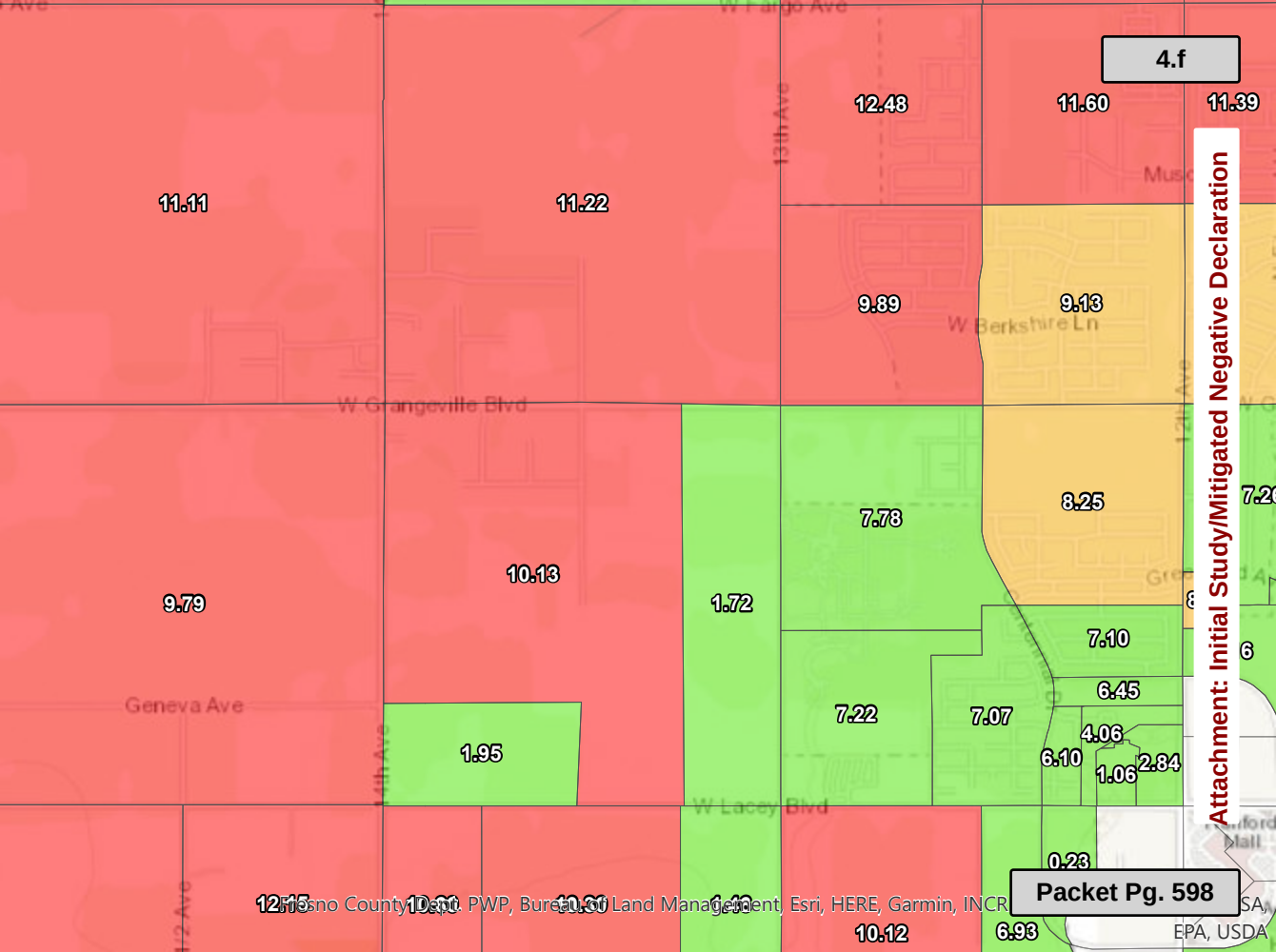
cube
Licensed to Peters Engineering



Average VMT per Capita by TAZ Kings County, CA

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)


4.f
Attachment: Initial Study/Mitigated Negative Declaration
11.11
11.22
12.48
11.60
11.39
9.89
9.13
W Berkshire Ln
W Grangeville Blvd
7.78
8.25
9.79
10.13
1.72
7.10
6.45
Geneva Ave
7.22
7.07
4.06
6.10
1.06
2.84
1.95
W Lacey Blvd
0.23
Packet Pg. 598
12.15
10.12
6.93
Fresno County, Dept. PWP, Bureau of Land Management, Esri, HERE, Garmin, INCR
EPA, USDA

APPENDIX C

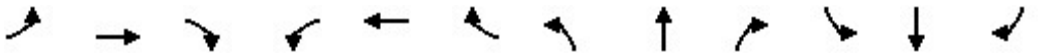
INTERSECTION ANALYSES

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

1: 13th Ave & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Existing-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	270	58	137	248	20	77	121	130	21	192	49
Future Volume (veh/h)	44	270	58	137	248	20	77	121	130	21	192	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	293	26	149	270	11	84	132	89	23	209	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	435	351	193	544	441	129	443	364	49	360	288
Arrive On Green	0.05	0.23	0.23	0.11	0.29	0.29	0.07	0.24	0.24	0.03	0.19	0.19
Sat Flow, veh/h	1781	1870	1508	1781	1870	1517	1781	1870	1539	1781	1870	1498
Grp Volume(v), veh/h	48	293	26	149	270	11	84	132	89	23	209	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1508	1781	1870	1517	1781	1870	1539	1781	1870	1498
Q Serve(g_s), s	1.2	6.4	0.6	3.7	5.4	0.2	2.1	2.6	2.1	0.6	4.6	0.7
Cycle Q Clear(g_c), s	1.2	6.4	0.6	3.7	5.4	0.2	2.1	2.6	2.1	0.6	4.6	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	435	351	193	544	441	129	443	364	49	360	288
V/C Ratio(X)	0.54	0.67	0.07	0.77	0.50	0.02	0.65	0.30	0.24	0.47	0.58	0.10
Avail Cap(c_a), veh/h	241	750	605	355	871	706	237	796	655	233	792	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	15.7	13.5	19.6	13.3	11.4	20.4	14.1	13.9	21.6	16.6	15.0
Incr Delay (d2), s/veh	5.0	1.8	0.1	6.5	0.7	0.0	5.5	0.4	0.3	6.7	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	4.0	0.3	2.8	3.1	0.1	1.6	1.6	1.0	0.5	2.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	17.6	13.6	26.0	14.0	11.4	25.9	14.5	14.3	28.3	18.1	15.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		367			430			305			260	
Approach Delay, s/veh		18.4			18.1			17.6			18.6	
Approach LOS		B			B			B			B	

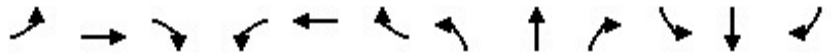
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	15.6	8.9	15.4	7.3	13.6	6.3	18.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.2	9.0	18.1	6.0	19.1	6.1	21.0
Max Q Clear Time (g_c+I1), s	2.6	4.6	5.7	8.4	4.1	6.6	3.2	7.4
Green Ext Time (p_c), s	0.0	0.7	0.1	1.0	0.0	0.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2: Centenial Dr & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Existing-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	282	101	160	275	71	62	94	105	73	226	61
Future Volume (veh/h)	31	282	101	160	275	71	62	94	105	73	226	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	340	103	193	331	64	75	113	92	88	272	60
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	449	370	242	630	512	110	220	179	119	354	78
Arrive On Green	0.04	0.24	0.24	0.14	0.34	0.34	0.06	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1781	1870	1539	1781	1870	1522	1781	931	758	1781	1469	324
Grp Volume(v), veh/h	37	340	103	193	331	64	75	0	205	88	0	332
Grp Sat Flow(s),veh/h/ln	1781	1870	1539	1781	1870	1522	1781	0	1688	1781	0	1793
Q Serve(g_s), s	1.1	9.4	3.0	5.8	7.9	1.6	2.3	0.0	5.9	2.7	0.0	9.6
Cycle Q Clear(g_c), s	1.1	9.4	3.0	5.8	7.9	1.6	2.3	0.0	5.9	2.7	0.0	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.45	1.00		0.18
Lane Grp Cap(c), veh/h	70	449	370	242	630	512	110	0	399	119	0	433
V/C Ratio(X)	0.53	0.76	0.28	0.80	0.53	0.12	0.68	0.00	0.51	0.74	0.00	0.77
Avail Cap(c_a), veh/h	190	607	500	321	745	606	190	0	554	193	0	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	19.6	17.2	23.2	14.8	12.7	25.5	0.0	18.4	25.4	0.0	19.6
Incr Delay (d2), s/veh	6.1	3.7	0.4	10.0	0.7	0.1	7.2	0.0	1.0	8.6	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	6.8	1.6	4.9	4.8	0.8	1.9	0.0	3.6	2.4	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	23.3	17.6	33.2	15.5	12.8	32.7	0.0	19.4	34.0	0.0	23.7
LnGrp LOS	C	C	B	C	B	B	C	A	B	C	A	C
Approach Vol, veh/h		480			588			280			420	
Approach Delay, s/veh		22.8			21.0			23.0			25.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	18.0	11.5	18.2	7.4	18.3	6.2	23.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.6	18.2	10.0	18.0	5.9	18.3	5.9	22.1
Max Q Clear Time (g_c+I1), s	4.7	7.9	7.8	11.4	4.3	11.6	3.1	9.9
Green Ext Time (p_c), s	0.0	0.7	0.1	1.2	0.0	1.0	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	2	252	482	1
Future Vol, veh/h	5	6	2	252	482	1
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	7	2	307	588	1

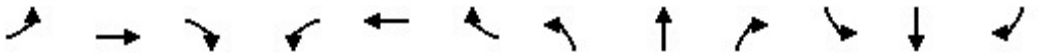
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	919	608	599	0	-	0
Stage 1	598	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	301	496	978	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	487	969	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	969	-	375	-	-
HCM Lane V/C Ratio	0.003	-	0.036	-	-
HCM Control Delay (s)	8.7	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1: 13th Ave & Grangeville Blvd — Existing-PM
HCM 6th Signalized Intersection Summary — 10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	266	21	49	183	15	38	152	93	17	91	23
Future Volume (veh/h)	42	266	21	49	183	15	38	152	93	17	91	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	302	16	56	208	12	43	173	65	19	103	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	475	384	105	487	394	86	358	294	43	313	249
Arrive On Green	0.05	0.25	0.25	0.06	0.26	0.26	0.05	0.19	0.19	0.02	0.17	0.17
Sat Flow, veh/h	1781	1870	1511	1781	1870	1512	1781	1870	1533	1781	1870	1490
Grp Volume(v), veh/h	48	302	16	56	208	12	43	173	65	19	103	15
Grp Sat Flow(s),veh/h/ln	1781	1870	1511	1781	1870	1512	1781	1870	1533	1781	1870	1490
Q Serve(g_s), s	1.0	5.4	0.3	1.2	3.5	0.2	0.9	3.1	1.4	0.4	1.8	0.3
Cycle Q Clear(g_c), s	1.0	5.4	0.3	1.2	3.5	0.2	0.9	3.1	1.4	0.4	1.8	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	475	384	105	487	394	86	358	294	43	313	249
V/C Ratio(X)	0.51	0.64	0.04	0.53	0.43	0.03	0.50	0.48	0.22	0.45	0.33	0.06
Avail Cap(c_a), veh/h	288	996	805	307	1016	822	283	972	796	283	972	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	12.5	10.6	17.3	11.6	10.4	17.5	13.6	12.9	18.2	13.8	13.2
Incr Delay (d2), s/veh	4.3	1.4	0.0	4.2	0.6	0.0	4.5	1.0	0.4	7.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	2.9	0.1	0.9	1.8	0.1	0.7	1.8	0.6	0.4	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	13.9	10.7	21.4	12.2	10.4	22.0	14.6	13.3	25.3	14.4	13.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		366			276			281			137	
Approach Delay, s/veh		14.8			14.0			15.4			15.8	
Approach LOS		B			B			B			B	

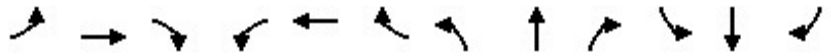
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	12.1	6.2	14.5	5.8	11.2	6.0	14.7
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.0	19.6	6.5	20.1	6.0	19.6	6.1	20.5
Max Q Clear Time (g_c+I1), s	2.4	5.1	3.2	7.4	2.9	3.8	3.0	5.5
Green Ext Time (p_c), s	0.0	0.8	0.0	1.2	0.0	0.4	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2: Centenial Dr & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Existing-PM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	209	73	109	199	60	58	178	93	44	126	23
Future Volume (veh/h)	32	209	73	109	199	60	58	178	93	44	126	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	227	66	118	216	43	63	193	74	48	137	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	387	318	158	478	387	110	296	114	91	347	56
Arrive On Green	0.04	0.21	0.21	0.09	0.26	0.26	0.06	0.23	0.23	0.05	0.22	0.22
Sat Flow, veh/h	1781	1870	1535	1781	1870	1512	1781	1268	486	1781	1559	250
Grp Volume(v), veh/h	35	227	66	118	216	43	63	0	267	48	0	159
Grp Sat Flow(s),veh/h/ln	1781	1870	1535	1781	1870	1512	1781	0	1754	1781	0	1810
Q Serve(g_s), s	0.8	4.6	1.5	2.7	4.1	0.9	1.5	0.0	5.8	1.1	0.0	3.2
Cycle Q Clear(g_c), s	0.8	4.6	1.5	2.7	4.1	0.9	1.5	0.0	5.8	1.1	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.14
Lane Grp Cap(c), veh/h	71	387	318	158	478	387	110	0	410	91	0	403
V/C Ratio(X)	0.49	0.59	0.21	0.75	0.45	0.11	0.57	0.00	0.65	0.53	0.00	0.39
Avail Cap(c_a), veh/h	248	794	652	378	931	752	252	0	794	252	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	15.2	13.9	18.9	13.3	12.1	19.3	0.0	14.7	19.6	0.0	14.0
Incr Delay (d2), s/veh	5.2	1.4	0.3	6.9	0.7	0.1	4.6	0.0	1.8	4.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	2.9	0.7	2.1	2.4	0.4	1.1	0.0	3.5	0.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	16.6	14.2	25.8	13.9	12.2	24.0	0.0	16.4	24.3	0.0	14.7
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		328			377			330			207	
Approach Delay, s/veh		17.0			17.4			17.9			16.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	14.8	7.8	13.7	6.6	14.3	5.7	15.7
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.6	19.2	9.0	18.0	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	3.1	7.8	4.7	6.6	3.5	5.2	2.8	6.1
Green Ext Time (p_c), s	0.0	1.0	0.1	1.0	0.0	0.6	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	9	13	323	298	1
Future Vol, veh/h	2	9	13	323	298	1
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	10	14	344	317	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	709	337	328	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	382	-	-	-	-	-
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	401	705	1232	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	387	692	1220	-	-	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	683	-	-	-	-	-

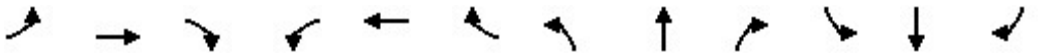
Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1220	-	605	-	-
HCM Lane V/C Ratio	0.011	-	0.019	-	-
HCM Control Delay (s)	8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1: 13th Ave & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Existing Plus Project-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	272	58	148	253	23	77	121	133	22	192	49
Future Volume (veh/h)	44	272	58	148	253	23	77	121	133	22	192	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	296	26	161	275	14	84	132	93	24	209	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	435	351	207	560	454	128	438	360	51	357	286
Arrive On Green	0.05	0.23	0.23	0.12	0.30	0.30	0.07	0.23	0.23	0.03	0.19	0.19
Sat Flow, veh/h	1781	1870	1508	1781	1870	1518	1781	1870	1539	1781	1870	1498
Grp Volume(v), veh/h	48	296	26	161	275	14	84	132	93	24	209	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1508	1781	1870	1518	1781	1870	1539	1781	1870	1498
Q Serve(g_s), s	1.2	6.6	0.6	4.0	5.5	0.3	2.1	2.7	2.3	0.6	4.7	0.7
Cycle Q Clear(g_c), s	1.2	6.6	0.6	4.0	5.5	0.3	2.1	2.7	2.3	0.6	4.7	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	435	351	207	560	454	128	438	360	51	357	286
V/C Ratio(X)	0.54	0.68	0.07	0.78	0.49	0.03	0.66	0.30	0.26	0.47	0.58	0.10
Avail Cap(c_a), veh/h	237	738	595	349	856	695	233	783	644	229	779	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	16.0	13.7	19.7	13.2	11.4	20.7	14.5	14.3	21.9	16.9	15.3
Incr Delay (d2), s/veh	5.0	1.9	0.1	6.1	0.7	0.0	5.7	0.4	0.4	6.5	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	4.2	0.3	3.0	3.2	0.1	1.6	1.6	1.1	0.5	3.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	17.9	13.8	25.8	13.9	11.4	26.4	14.9	14.7	28.5	18.4	15.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		370			450			309			261	
Approach Delay, s/veh		18.7			18.1			18.0			19.0	
Approach LOS		B			B			B			B	

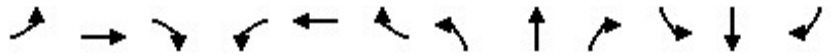
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	15.6	9.3	15.6	7.3	13.7	6.3	18.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.2	9.0	18.1	6.0	19.1	6.1	21.0
Max Q Clear Time (g_c+I1), s	2.6	4.7	6.0	8.6	4.1	6.7	3.2	7.5
Green Ext Time (p_c), s	0.0	0.7	0.1	1.1	0.0	0.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2: Centenial Dr & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Existing Plus Project-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	304	101	165	280	71	62	95	114	73	227	62
Future Volume (veh/h)	35	304	101	165	280	71	62	95	114	73	227	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	366	103	199	337	64	75	114	102	88	273	62
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	465	383	247	645	525	108	209	187	117	351	80
Arrive On Green	0.04	0.25	0.25	0.14	0.34	0.34	0.06	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1781	1870	1540	1781	1870	1522	1781	887	793	1781	1460	331
Grp Volume(v), veh/h	42	366	103	199	337	64	75	0	216	88	0	335
Grp Sat Flow(s),veh/h/ln	1781	1870	1540	1781	1870	1522	1781	0	1680	1781	0	1791
Q Serve(g_s), s	1.3	10.5	3.1	6.2	8.2	1.6	2.4	0.0	6.5	2.8	0.0	10.0
Cycle Q Clear(g_c), s	1.3	10.5	3.1	6.2	8.2	1.6	2.4	0.0	6.5	2.8	0.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		0.19
Lane Grp Cap(c), veh/h	76	465	383	247	645	525	108	0	395	117	0	430
V/C Ratio(X)	0.55	0.79	0.27	0.81	0.52	0.12	0.69	0.00	0.55	0.75	0.00	0.78
Avail Cap(c_a), veh/h	184	589	485	312	723	588	184	0	535	187	0	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	20.1	17.3	23.9	15.0	12.8	26.3	0.0	19.2	26.2	0.0	20.3
Incr Delay (d2), s/veh	6.2	5.5	0.4	11.5	0.7	0.1	7.6	0.0	1.2	9.2	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	7.9	1.7	5.4	5.1	0.8	2.0	0.0	4.1	2.5	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	25.6	17.7	35.4	15.6	12.9	34.0	0.0	20.4	35.5	0.0	25.2
LnGrp LOS	C	C	B	D	B	B	C	A	C	D	A	C
Approach Vol, veh/h		511			600			291			423	
Approach Delay, s/veh		24.6			21.9			23.9			27.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	18.4	11.9	19.1	7.5	18.6	6.4	24.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.9	18.2	10.0	18.0	5.9	18.3	5.9	22.1
Max Q Clear Time (g_c+I1), s	4.8	8.5	8.2	12.5	4.4	12.0	3.3	10.2
Green Ext Time (p_c), s	0.0	0.7	0.1	1.1	0.0	1.0	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	28	9	257	496	3
Future Vol, veh/h	10	28	9	257	496	3
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	34	11	313	605	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	960	625	619	0	-	0
Stage 1	615	-	-	-	-	-
Stage 2	345	-	-	-	-	-
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	285	485	961	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	275	476	952	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	710	-	-	-	-	-

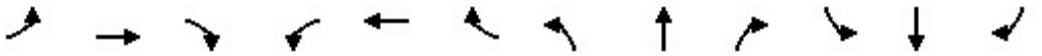
Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	952	-	399	-	-
HCM Lane V/C Ratio	0.012	-	0.116	-	-
HCM Control Delay (s)	8.8	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1: 13th Ave & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Existing Plus Project-PM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	272	21	56	186	16	38	152	105	20	91	23
Future Volume (veh/h)	42	272	21	56	186	16	38	152	105	20	91	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	309	16	64	211	13	43	173	78	23	103	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	478	387	115	501	406	85	354	290	50	317	253
Arrive On Green	0.05	0.26	0.26	0.06	0.27	0.27	0.05	0.19	0.19	0.03	0.17	0.17
Sat Flow, veh/h	1781	1870	1512	1781	1870	1514	1781	1870	1532	1781	1870	1491
Grp Volume(v), veh/h	48	309	16	64	211	13	43	173	78	23	103	15
Grp Sat Flow(s),veh/h/ln	1781	1870	1512	1781	1870	1514	1781	1870	1532	1781	1870	1491
Q Serve(g_s), s	1.0	5.7	0.3	1.3	3.6	0.2	0.9	3.2	1.7	0.5	1.9	0.3
Cycle Q Clear(g_c), s	1.0	5.7	0.3	1.3	3.6	0.2	0.9	3.2	1.7	0.5	1.9	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	478	387	115	501	406	85	354	290	50	317	253
V/C Ratio(X)	0.52	0.65	0.04	0.56	0.42	0.03	0.50	0.49	0.27	0.46	0.32	0.06
Avail Cap(c_a), veh/h	282	977	789	301	996	806	278	952	780	278	952	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	12.8	10.8	17.5	11.6	10.4	17.9	13.9	13.3	18.4	14.0	13.4
Incr Delay (d2), s/veh	4.4	1.5	0.0	4.2	0.6	0.0	4.5	1.0	0.5	6.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	3.1	0.1	1.0	1.9	0.1	0.7	1.9	0.8	0.4	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	14.2	10.8	21.7	12.2	10.4	22.4	15.0	13.8	24.7	14.6	13.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		373			288			294			141	
Approach Delay, s/veh		15.1			14.2			15.8			16.2	
Approach LOS		B			B			B			B	

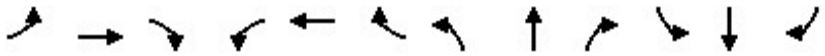
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	12.2	6.5	14.7	5.8	11.4	6.0	15.2
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.0	19.6	6.5	20.1	6.0	19.6	6.1	20.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.3	7.7	2.9	3.9	3.0	5.6
Green Ext Time (p_c), s	0.0	0.9	0.0	1.2	0.0	0.4	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2: Centenial Dr & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Existing Plus Project-PM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	223	73	126	216	60	58	179	99	44	129	25
Future Volume (veh/h)	34	223	73	126	216	60	58	179	99	44	129	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	242	66	137	235	43	63	195	81	48	140	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	395	325	178	505	408	109	291	121	90	347	59
Arrive On Green	0.04	0.21	0.21	0.10	0.27	0.27	0.06	0.24	0.24	0.05	0.22	0.22
Sat Flow, veh/h	1781	1870	1536	1781	1870	1514	1781	1234	513	1781	1542	264
Grp Volume(v), veh/h	37	242	66	137	235	43	63	0	276	48	0	164
Grp Sat Flow(s),veh/h/ln	1781	1870	1536	1781	1870	1514	1781	0	1747	1781	0	1806
Q Serve(g_s), s	0.9	5.2	1.6	3.3	4.6	0.9	1.5	0.0	6.3	1.2	0.0	3.4
Cycle Q Clear(g_c), s	0.9	5.2	1.6	3.3	4.6	0.9	1.5	0.0	6.3	1.2	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.15
Lane Grp Cap(c), veh/h	74	395	325	178	505	408	109	0	411	90	0	406
V/C Ratio(X)	0.50	0.61	0.20	0.77	0.47	0.11	0.58	0.00	0.67	0.53	0.00	0.40
Avail Cap(c_a), veh/h	238	762	626	363	894	723	242	0	760	242	0	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	15.8	14.4	19.4	13.5	12.1	20.2	0.0	15.3	20.5	0.0	14.6
Incr Delay (d2), s/veh	5.2	1.5	0.3	6.9	0.7	0.1	4.8	0.0	1.9	4.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	3.2	0.8	2.5	2.7	0.4	1.2	0.0	3.8	1.0	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	17.3	14.7	26.3	14.1	12.2	25.0	0.0	17.2	25.3	0.0	15.2
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		345			415			339			212	
Approach Delay, s/veh		17.7			18.0			18.7			17.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	15.3	8.4	14.2	6.7	14.8	5.8	16.8
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.9	19.2	9.0	18.0	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	3.2	8.3	5.3	7.2	3.5	5.4	2.9	6.6
Green Ext Time (p_c), s	0.0	1.1	0.1	1.0	0.0	0.6	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	23	37	339	308	8
Future Vol, veh/h	5	23	37	339	308	8
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	24	39	361	328	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	787	348	347	0	-	0
Stage 1	338	-	-	-	-	-
Stage 2	449	-	-	-	-	-
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	360	695	1212	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	338	682	1200	-	-	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	637	-	-	-	-	-

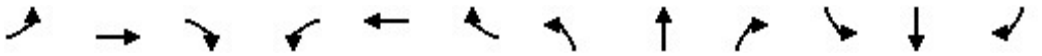
Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	577	-	-
HCM Lane V/C Ratio	0.033	-	0.052	-	-
HCM Control Delay (s)	8.1	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1: 13th Ave & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Near-Term With Project-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	299	58	162	278	31	77	169	146	30	269	69
Future Volume (veh/h)	62	299	58	162	278	31	77	169	146	30	269	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	325	26	176	302	23	84	184	107	33	292	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	444	358	223	566	460	121	477	393	65	419	337
Arrive On Green	0.06	0.24	0.24	0.13	0.30	0.30	0.07	0.26	0.26	0.04	0.22	0.22
Sat Flow, veh/h	1781	1870	1508	1781	1870	1518	1781	1870	1541	1781	1870	1506
Grp Volume(v), veh/h	67	325	26	176	302	23	84	184	107	33	292	50
Grp Sat Flow(s),veh/h/ln	1781	1870	1508	1781	1870	1518	1781	1870	1541	1781	1870	1506
Q Serve(g_s), s	1.9	8.3	0.7	4.9	6.9	0.6	2.4	4.2	2.9	0.9	7.4	1.4
Cycle Q Clear(g_c), s	1.9	8.3	0.7	4.9	6.9	0.6	2.4	4.2	2.9	0.9	7.4	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	444	358	223	566	460	121	477	393	65	419	337
V/C Ratio(X)	0.63	0.73	0.07	0.79	0.53	0.05	0.69	0.39	0.27	0.51	0.70	0.15
Avail Cap(c_a), veh/h	211	657	530	311	763	619	208	697	575	204	694	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	18.1	15.2	21.9	14.9	12.7	23.5	15.8	15.3	24.4	18.4	16.0
Incr Delay (d2), s/veh	6.0	2.4	0.1	8.7	0.8	0.0	7.0	0.5	0.4	6.0	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	5.6	0.4	4.0	4.3	0.3	1.9	2.7	1.5	0.8	5.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	20.5	15.3	30.6	15.7	12.8	30.4	16.4	15.7	30.3	20.5	16.2
LnGrp LOS	C	C	B	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		418			501			375			375	
Approach Delay, s/veh		21.6			20.8			19.3			20.8	
Approach LOS		C			C			B			C	

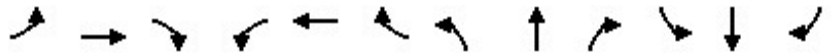
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	18.0	10.5	17.1	7.5	16.4	7.1	20.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.2	9.0	18.1	6.0	19.1	6.1	21.0
Max Q Clear Time (g_c+I1), s	2.9	6.2	6.9	10.3	4.4	9.4	3.9	8.9
Green Ext Time (p_c), s	0.0	1.0	0.1	1.0	0.0	1.1	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2: Centenial Dr & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Near-Term With Project-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	360	111	165	335	85	74	114	114	88	272	74
Future Volume (veh/h)	41	360	111	165	335	85	74	114	114	88	272	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	434	115	199	404	80	89	137	102	106	328	76
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	494	407	243	664	541	114	241	179	136	377	87
Arrive On Green	0.05	0.26	0.26	0.14	0.36	0.36	0.06	0.25	0.25	0.08	0.26	0.26
Sat Flow, veh/h	1781	1870	1542	1781	1870	1523	1781	973	725	1781	1454	337
Grp Volume(v), veh/h	49	434	115	199	404	80	89	0	239	106	0	404
Grp Sat Flow(s),veh/h/ln	1781	1870	1542	1781	1870	1523	1781	0	1698	1781	0	1791
Q Serve(g_s), s	1.7	14.3	3.8	7.0	11.5	2.3	3.2	0.0	8.0	3.8	0.0	13.9
Cycle Q Clear(g_c), s	1.7	14.3	3.8	7.0	11.5	2.3	3.2	0.0	8.0	3.8	0.0	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.19
Lane Grp Cap(c), veh/h	81	494	407	243	664	541	114	0	420	136	0	465
V/C Ratio(X)	0.61	0.88	0.28	0.82	0.61	0.15	0.78	0.00	0.57	0.78	0.00	0.87
Avail Cap(c_a), veh/h	163	522	430	276	664	541	163	0	479	166	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	22.8	18.9	27.1	17.1	14.2	29.7	0.0	21.3	29.3	0.0	22.8
Incr Delay (d2), s/veh	7.2	15.2	0.4	15.8	1.6	0.1	14.1	0.0	1.2	17.5	0.0	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	11.9	2.2	6.6	7.7	1.2	3.0	0.0	5.2	3.9	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	38.0	19.3	42.8	18.7	14.3	43.8	0.0	22.5	46.8	0.0	37.0
LnGrp LOS	D	D	B	D	B	B	D	A	C	D	A	D
Approach Vol, veh/h		598			683			328			510	
Approach Delay, s/veh		34.3			25.2			28.3			39.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	20.9	12.8	21.9	8.1	21.6	6.9	27.8
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.0	18.2	10.0	18.0	5.9	18.3	5.9	22.1
Max Q Clear Time (g_c+I1), s	5.8	10.0	9.0	16.3	5.2	15.9	3.7	13.5
Green Ext Time (p_c), s	0.0	0.7	0.1	0.5	0.0	0.6	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	28	9	288	551	3
Future Vol, veh/h	10	28	9	288	551	3
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	34	11	351	672	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1065	692	686	0	-	0
Stage 1	682	-	-	-	-	-
Stage 2	383	-	-	-	-	-
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	246	444	908	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	436	899	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	899	-	357	-	-
HCM Lane V/C Ratio	0.012	-	0.13	-	-
HCM Control Delay (s)	9.1	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	49	155	34	17	229
Future Vol, veh/h	76	49	155	34	17	229
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	53	168	37	18	249

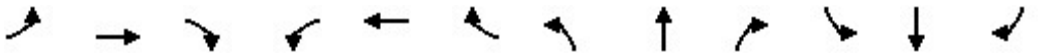
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	492	207	0	0	215	0
Stage 1	197	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	536	833	-	-	1355	-
Stage 1	836	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	518	817	-	-	1342	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	518	817	1342	-
HCM Lane V/C Ratio	-	-	0.159	0.065	0.014	-
HCM Control Delay (s)	-	-	13.3	9.7	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1: 13th Ave & Grangeville Blvd — Near-Term With Project-PM
HCM 6th Signalized Intersection Summary — 10/04/2021

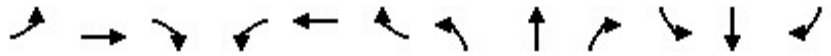


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	299	21	61	204	22	38	213	114	27	155	32
Future Volume (veh/h)	59	299	21	61	204	22	38	213	114	27	155	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	340	16	69	232	20	43	242	89	31	176	25
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	491	397	117	493	399	83	406	334	64	386	310
Arrive On Green	0.06	0.26	0.26	0.07	0.26	0.26	0.05	0.22	0.22	0.04	0.21	0.21
Sat Flow, veh/h	1781	1870	1513	1781	1870	1513	1781	1870	1537	1781	1870	1502
Grp Volume(v), veh/h	67	340	16	69	232	20	43	242	89	31	176	25
Grp Sat Flow(s),veh/h/ln	1781	1870	1513	1781	1870	1513	1781	1870	1537	1781	1870	1502
Q Serve(g_s), s	1.6	7.0	0.3	1.6	4.4	0.4	1.0	4.9	2.0	0.7	3.5	0.6
Cycle Q Clear(g_c), s	1.6	7.0	0.3	1.6	4.4	0.4	1.0	4.9	2.0	0.7	3.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	491	397	117	493	399	83	406	334	64	386	310
V/C Ratio(X)	0.58	0.69	0.04	0.59	0.47	0.05	0.52	0.60	0.27	0.48	0.46	0.08
Avail Cap(c_a), veh/h	256	884	715	272	902	730	251	862	708	251	862	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	14.1	11.7	19.3	13.2	11.7	19.8	15.0	13.8	20.1	14.8	13.6
Incr Delay (d2), s/veh	4.7	1.8	0.0	4.7	0.7	0.1	4.9	1.4	0.4	5.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	4.1	0.2	1.2	2.5	0.2	0.8	3.0	1.0	0.6	2.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	15.9	11.7	24.0	13.8	11.7	24.6	16.4	14.3	25.6	15.6	13.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		423			321			374			232	
Approach Delay, s/veh		17.0			15.9			16.8			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	14.1	6.8	16.1	6.0	13.7	6.7	16.1
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.0	19.6	6.5	20.1	6.0	19.6	6.1	20.5
Max Q Clear Time (g_c+I1), s	2.7	6.9	3.6	9.0	3.0	5.5	3.6	6.4
Green Ext Time (p_c), s	0.0	1.2	0.0	1.3	0.0	0.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	265	80	126	256	72	70	215	99	53	154	30
Future Volume (veh/h)	40	265	80	126	256	72	70	215	99	53	154	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	288	74	137	278	56	76	234	81	58	167	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	425	349	177	526	426	118	324	112	100	363	65
Arrive On Green	0.05	0.23	0.23	0.10	0.28	0.28	0.07	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	1781	1870	1538	1781	1870	1515	1781	1309	453	1781	1530	275
Grp Volume(v), veh/h	43	288	74	137	278	56	76	0	315	58	0	197
Grp Sat Flow(s),veh/h/ln	1781	1870	1538	1781	1870	1515	1781	0	1762	1781	0	1804
Q Serve(g_s), s	1.1	6.8	1.9	3.6	6.0	1.3	2.0	0.0	7.9	1.5	0.0	4.5
Cycle Q Clear(g_c), s	1.1	6.8	1.9	3.6	6.0	1.3	2.0	0.0	7.9	1.5	0.0	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.15
Lane Grp Cap(c), veh/h	81	425	349	177	526	426	118	0	436	100	0	428
V/C Ratio(X)	0.53	0.68	0.21	0.77	0.53	0.13	0.64	0.00	0.72	0.58	0.00	0.46
Avail Cap(c_a), veh/h	218	700	575	333	820	665	222	0	703	222	0	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	17.0	15.1	21.1	14.6	12.9	21.9	0.0	16.6	22.2	0.0	15.7
Incr Delay (d2), s/veh	5.3	1.9	0.3	7.0	0.8	0.1	5.7	0.0	2.3	5.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	4.4	1.0	2.8	3.6	0.6	1.6	0.0	5.0	1.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	18.9	15.4	28.1	15.4	13.0	27.7	0.0	18.9	27.4	0.0	16.5
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		405			471			391			255	
Approach Delay, s/veh		19.2			18.8			20.6			19.0	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	16.8	8.8	15.8	7.2	16.3	6.2	18.4
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.0	19.2	9.0	18.0	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	3.5	9.9	5.6	8.8	4.0	6.5	3.1	8.0
Green Ext Time (p_c), s	0.0	1.1	0.1	1.1	0.0	0.8	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	23	37	386	341	8
Future Vol, veh/h	5	23	37	386	341	8
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	24	39	411	363	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	383	382	0	-	0
Stage 1	373	-	-	-	-	-
Stage 2	499	-	-	-	-	-
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	321	664	1176	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	651	1165	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1165	-	539	-	-
HCM Lane V/C Ratio	0.034	-	0.055	-	-
HCM Control Delay (s)	8.2	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	34	183	85	43	149
Future Vol, veh/h	67	34	183	85	43	149
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	37	199	92	47	162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	521	265	0	0	301	0
Stage 1	255	-	-	-	-	-
Stage 2	266	-	-	-	-	-
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	516	774	-	-	1260	-
Stage 1	788	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	487	759	-	-	1248	-
Mov Cap-2 Maneuver	487	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	742	-	-	-	-	-

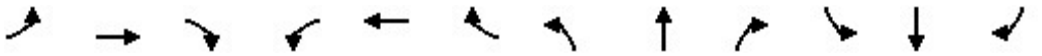
Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	487	759	1248	-
HCM Lane V/C Ratio	-	-	0.15	0.049	0.037	-
HCM Control Delay (s)	-	-	13.7	10	8	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.1	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1: 13th Ave & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Cumulative Year 2042 With Project-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	335	71	180	311	32	95	179	163	31	273	72
Future Volume (veh/h)	63	335	71	180	311	32	95	179	163	31	273	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	364	40	196	338	24	103	195	125	34	297	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	465	376	244	612	497	132	482	397	65	412	332
Arrive On Green	0.06	0.25	0.25	0.14	0.33	0.33	0.07	0.26	0.26	0.04	0.22	0.22
Sat Flow, veh/h	1781	1870	1511	1781	1870	1521	1781	1870	1541	1781	1870	1505
Grp Volume(v), veh/h	68	364	40	196	338	24	103	195	125	34	297	53
Grp Sat Flow(s),veh/h/ln	1781	1870	1511	1781	1870	1521	1781	1870	1541	1781	1870	1505
Q Serve(g_s), s	2.1	10.1	1.1	5.9	8.3	0.6	3.2	4.8	3.6	1.0	8.2	1.6
Cycle Q Clear(g_c), s	2.1	10.1	1.1	5.9	8.3	0.6	3.2	4.8	3.6	1.0	8.2	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	465	376	244	612	497	132	482	397	65	412	332
V/C Ratio(X)	0.65	0.78	0.11	0.80	0.55	0.05	0.78	0.40	0.31	0.52	0.72	0.16
Avail Cap(c_a), veh/h	195	609	492	288	706	574	192	646	532	189	642	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	19.5	16.1	23.3	15.4	12.8	25.3	17.1	16.7	26.3	20.1	17.5
Incr Delay (d2), s/veh	6.7	4.9	0.1	13.2	0.8	0.0	11.8	0.5	0.4	6.2	2.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	7.5	0.6	5.4	5.1	0.3	2.8	3.1	2.0	0.9	5.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	24.4	16.2	36.5	16.2	12.8	37.1	17.7	17.1	32.6	22.5	17.7
LnGrp LOS	C	C	B	D	B	B	D	B	B	C	C	B
Approach Vol, veh/h		472			558			423			384	
Approach Delay, s/veh		24.8			23.2			22.2			22.7	
Approach LOS		C			C			C			C	

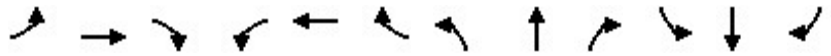
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	19.2	11.6	18.7	8.1	17.2	7.3	23.1
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.2	9.0	18.1	6.0	19.1	6.1	21.0
Max Q Clear Time (g_c+I1), s	3.0	6.8	7.9	12.1	5.2	10.2	4.1	10.3
Green Ext Time (p_c), s	0.0	1.0	0.1	1.0	0.0	1.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2: Centenial Dr & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Cumulative Year 2042 With Project-AM
10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	370	124	202	344	87	76	117	138	90	280	92
Future Volume (veh/h)	42	370	124	202	344	87	76	117	138	90	280	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	446	130	243	414	83	92	141	131	108	337	98
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	495	408	283	710	579	118	228	212	138	376	109
Arrive On Green	0.04	0.26	0.26	0.16	0.38	0.38	0.07	0.26	0.26	0.08	0.27	0.27
Sat Flow, veh/h	1781	1870	1542	1781	1870	1525	1781	870	809	1781	1376	400
Grp Volume(v), veh/h	51	446	130	243	414	83	92	0	272	108	0	435
Grp Sat Flow(s),veh/h/ln	1781	1870	1542	1781	1870	1525	1781	0	1679	1781	0	1776
Q Serve(g_s), s	2.1	17.3	5.1	10.0	13.2	2.7	3.8	0.0	10.7	4.5	0.0	17.7
Cycle Q Clear(g_c), s	2.1	17.3	5.1	10.0	13.2	2.7	3.8	0.0	10.7	4.5	0.0	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		0.23
Lane Grp Cap(c), veh/h	78	495	408	283	710	579	118	0	440	138	0	486
V/C Ratio(X)	0.66	0.90	0.32	0.86	0.58	0.14	0.78	0.00	0.62	0.78	0.00	0.90
Avail Cap(c_a), veh/h	142	526	434	287	710	579	142	0	479	180	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	26.7	22.2	30.8	18.5	15.3	34.5	0.0	24.4	34.0	0.0	26.2
Incr Delay (d2), s/veh	9.0	18.0	0.4	22.0	1.2	0.1	20.1	0.0	2.1	15.1	0.0	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	14.2	3.0	9.5	8.8	1.5	4.0	0.0	7.4	4.4	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	44.7	22.6	52.7	19.8	15.4	54.6	0.0	26.5	49.1	0.0	42.4
LnGrp LOS	D	D	C	D	B	B	D	A	C	D	A	D
Approach Vol, veh/h		627			740			364			543	
Approach Delay, s/veh		40.1			30.1			33.6			43.7	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	24.6	15.9	24.7	9.0	25.4	7.3	33.4
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	7.6	21.4	12.1	21.1	6.0	23.0	6.0	27.2
Max Q Clear Time (g_c+I1), s	6.5	12.7	12.0	19.3	5.8	19.7	4.1	15.2
Green Ext Time (p_c), s	0.0	0.9	0.0	0.6	0.0	0.8	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	29	9	316	608	3
Future Vol, veh/h	11	29	9	316	608	3
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	35	11	385	741	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1168	761	755	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	417	-	-	-	-	-
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	214	405	855	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	397	847	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	847	-	316	-	-
HCM Lane V/C Ratio	0.013	-	0.154	-	-
HCM Control Delay (s)	9.3	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	49	181	34	17	259
Future Vol, veh/h	76	49	181	34	17	259
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	53	197	37	18	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	554	236	0	0	244	0
Stage 1	226	-	-	-	-	-
Stage 2	328	-	-	-	-	-
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	493	803	-	-	1322	-
Stage 1	812	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	476	788	-	-	1309	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	713	-	-	-	-	-

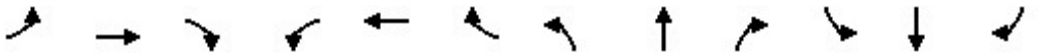
Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	476	788	1309	-
HCM Lane V/C Ratio	-	-	0.174	0.068	0.014	-
HCM Control Delay (s)	-	-	14.1	9.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

1: 13th Ave & Grangeville Blvd
HCM 6th Signalized Intersection Summary

Cumulative Year 2042 With Project-PM
10/04/2021



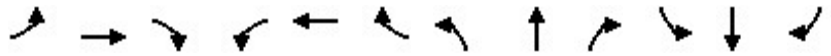
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	334	27	67	229	23	48	274	127	33	158	39
Future Volume (veh/h)	78	334	27	67	229	23	48	274	127	33	158	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	380	23	76	260	21	55	311	103	38	180	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	510	413	119	499	403	97	454	374	74	430	346
Arrive On Green	0.07	0.27	0.27	0.07	0.27	0.27	0.05	0.24	0.24	0.04	0.23	0.23
Sat Flow, veh/h	1781	1870	1514	1781	1870	1513	1781	1870	1540	1781	1870	1507
Grp Volume(v), veh/h	89	380	23	76	260	21	55	311	103	38	180	33
Grp Sat Flow(s),veh/h/ln	1781	1870	1514	1781	1870	1513	1781	1870	1540	1781	1870	1507
Q Serve(g_s), s	2.3	8.8	0.5	2.0	5.6	0.5	1.4	7.1	2.6	1.0	3.9	0.8
Cycle Q Clear(g_c), s	2.3	8.8	0.5	2.0	5.6	0.5	1.4	7.1	2.6	1.0	3.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	510	413	119	499	403	97	454	374	74	430	346
V/C Ratio(X)	0.69	0.75	0.06	0.64	0.52	0.05	0.57	0.69	0.28	0.51	0.42	0.10
Avail Cap(c_a), veh/h	230	795	643	245	811	656	226	775	638	226	775	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	15.7	12.7	21.5	14.8	12.9	21.8	16.3	14.5	22.2	15.5	14.3
Incr Delay (d2), s/veh	6.3	2.2	0.1	5.6	0.8	0.1	5.1	1.8	0.4	5.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	5.5	0.3	1.5	3.4	0.2	1.1	4.6	1.3	0.8	2.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	17.9	12.8	27.1	15.6	13.0	27.0	18.1	14.9	27.6	16.2	14.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		492			357			469			251	
Approach Delay, s/veh		19.4			17.9			18.4			17.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	16.4	7.2	17.8	6.6	15.8	7.4	17.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.0	19.6	6.5	20.1	6.0	19.6	6.1	20.5
Max Q Clear Time (g_c+I1), s	3.0	9.1	4.0	10.8	3.4	5.9	4.3	7.6
Green Ext Time (p_c), s	0.0	1.4	0.0	1.4	0.0	0.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

2: Centenial Dr & Grangeville Blvd — Cumulative Year 2042 With Project-PM
HCM 6th Signalized Intersection Summary — 10/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	272	110	151	262	74	88	230	121	54	158	43
Future Volume (veh/h)	65	272	110	151	262	74	88	230	121	54	158	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	296	107	164	285	58	96	250	105	59	172	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	422	347	209	526	427	128	322	135	98	347	89
Arrive On Green	0.06	0.23	0.23	0.12	0.28	0.28	0.07	0.26	0.26	0.06	0.24	0.24
Sat Flow, veh/h	1781	1870	1538	1781	1870	1516	1781	1231	517	1781	1420	363
Grp Volume(v), veh/h	71	296	107	164	285	58	96	0	355	59	0	216
Grp Sat Flow(s),veh/h/ln	1781	1870	1538	1781	1870	1516	1781	0	1748	1781	0	1784
Q Serve(g_s), s	2.0	7.6	3.0	4.7	6.8	1.5	2.8	0.0	9.8	1.7	0.0	5.4
Cycle Q Clear(g_c), s	2.0	7.6	3.0	4.7	6.8	1.5	2.8	0.0	9.8	1.7	0.0	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.20
Lane Grp Cap(c), veh/h	110	422	347	209	526	427	128	0	457	98	0	436
V/C Ratio(X)	0.65	0.70	0.31	0.78	0.54	0.14	0.75	0.00	0.78	0.60	0.00	0.50
Avail Cap(c_a), veh/h	201	644	530	307	755	612	204	0	642	204	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	18.6	16.8	22.4	15.9	14.0	23.8	0.0	17.9	24.1	0.0	17.0
Incr Delay (d2), s/veh	6.3	2.1	0.5	7.8	0.9	0.1	8.4	0.0	3.9	5.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	5.2	1.6	3.8	4.2	0.7	2.4	0.0	6.7	1.4	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	20.8	17.3	30.2	16.8	14.2	32.2	0.0	21.8	29.9	0.0	17.8
LnGrp LOS	C	C	B	C	B	B	C	A	C	C	A	B
Approach Vol, veh/h		474			507			451			275	
Approach Delay, s/veh		21.4			20.8			24.0			20.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	18.6	10.1	16.7	7.8	17.7	7.2	19.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.9	19.2	9.0	18.0	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	3.7	11.8	6.7	9.6	4.8	7.4	4.0	8.8
Green Ext Time (p_c), s	0.0	1.1	0.1	1.2	0.0	0.9	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	25	40	414	377	8
Future Vol, veh/h	5	25	40	414	377	8
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	27	43	440	401	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	947	421	420	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	536	-	-	-	-	-
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	290	632	1139	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	620	1128	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	510	-	-
HCM Lane V/C Ratio	0.038	-	0.063	-	-
HCM Control Delay (s)	8.3	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	34	216	96	43	156
Future Vol, veh/h	67	34	216	96	43	156
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	37	235	104	47	170

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	571	307	0	0	349	0
Stage 1	297	-	-	-	-	-
Stage 2	274	-	-	-	-	-
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	482	733	-	-	1210	-
Stage 1	754	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	719	-	-	1198	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	454	719	1198	-
HCM Lane V/C Ratio	-	-	0.16	0.051	0.039	-
HCM Control Delay (s)	-	-	14.4	10.3	8.1	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.1	-

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Appendix C: Pre-consultation Letters

Letters can be provided by the City of Hanford upon request. Contact the Community Development Department at (559) 585-2580 or 317 N Douty Street, Hanford, CA 93230.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Appendix D: CDFW Comment Letter and LOA Response Letter

CDFW Comment Letter dated March 4, 2022, and response letter prepared by Live Oak Associates, Inc. dated March 16, 2022.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

March 4, 2022

Mary Beatie
City of Hanford
317 North Douty Street
Hanford, California 93230

Subject: Vesting Tentative Tract Map 934
Mitigated Negative Declaration (MND)
State Clearinghouse No. 2022020111

Dear Ms. Beatie:

The California Department of Fish and Wildlife (CDFW) received a Mitigated Negative Declaration from the City of Hanford for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

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proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

PROJECT DESCRIPTION SUMMARY

Proponent: City of Hanford

Objective: Lot Line Adjustments to exclude 2 existing developed residential lots of an average size of 6,402 square feet (sf) (minimum 5,000 sf, maximum 14,761 sf); one 66,536 sf out lot for drainage basin. Existing structures related to Northstar Veterinary Services Clinic in addition to trees and crops would be subject to demolition to accommodate the project

Location: The proposed Project is located in the southeastern area of the city of Hanford, California on the southeast corner of 13th Avenue and Grangeville Boulevard approximately 1.7 miles north of State Route 198. The site consists of four (4) parcels that total approximately 36.48-acres (gross). The site is identified as APNs 009-050-01, 009-050-02, 009-050-03, and 009-050-04 of Kings County and is a portion of Section 27, Township 18 South, Range 21 East, Mount Diablo Base and Meridian.

Timeframe: N/A

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the City of Hanford in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

There are special-status species that may be present at the Project site in the Project area. These resources may need to be evaluated and addressed prior to any approvals that would allow ground-disturbing activities or land use changes.

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

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CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State threatened Swainson's Hawk (*Buteo swainsonii*), the Federally endangered and State threatened San Joaquin Kit Fox (*Vulpes macrotis mutica*), and the State species of special concern burrowing owl (*Athene cunicularia*). In order to adequately assess any potential impact to biological resources, focused biological surveys should be conducted by a qualified wildlife biologist during the appropriate survey period(s) in order to determine whether any special-status species may be present within the Project area. Properly conducted biological surveys, and the information assembled from them, are essential to identify any mitigation, minimization, and avoidance measures and/or the need for additional or protocol-level surveys, and to identify any Project-related impacts under CESA and other species of concern.

I. Environmental Setting and Related Impact

Would the Project 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 CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: Swainson's Hawk (SWHA)

Issue: SWHA have the potential to nest and forage near the Project site. Based on aerial photography, the proposed Project area appears to include large, mature trees that may serve as potential nest sites and agricultural fields that may serve as foraging sites. The MND does not include any quantifiable or enforceable measures to mitigate potential impacts to SWHA.

Specific impacts: Without appropriate avoidance and minimization measures for SWHA, potential significant impacts that may result from Project activities include: nest abandonment, loss of nest trees, loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. Any take of SWHA without appropriate incidental take authorization would be a violation of Fish and Game Code.

Evidence impact is potentially significant: SWHA exhibit high nest-site fidelity year after year and lack of suitable nesting habitat in the San Joaquin Valley limits their local distribution and abundance (CDFW 2016). Approval of the Project will lead to ground-disturbing activities that will involve noise, groundwork, and movement of workers that could affect nests and has the potential to result in nest abandonment, significantly impacting local nesting SWHA.

Recommended Mitigation Measure 1: SWHA Surveys

To evaluate potential impacts, CDFW recommends that a qualified wildlife biologist conduct surveys for nesting SWHA following the survey methods developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC, 2000) prior to project

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implementation. The survey protocol includes early season surveys to assist the project proponent in implementing necessary avoidance and minimization measures, and in identifying active nest sites prior to initiating ground-disturbing activities.

Recommended Mitigation Measure 2: No-disturbance Buffer

CDFW recommends that a qualified biologist determine if potential SWHA nesting habitat occurs within 0.5 mile of the Project site. If ground-disturbing activities are to take place during the normal bird breeding season (March 1 through September 15), CDFW recommends that additional pre-activity surveys for active nests be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. CDFW recommends a minimum no-disturbance buffer of 0.5 mile be delineated around active nests until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

Recommended Mitigation Measure 3: SWHA Foraging Habitat

CDFW recommends compensation for the loss of SWHA foraging habitat to reduce impacts to SWHA foraging habitat to less than significant based on CDFW's Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (CDFG, 1994), which recommends that mitigation for habitat loss occur within a minimum distance of 10 miles from known nest sites and the amount of habitat compensation is dependent on nest proximity. In addition to fee title acquisition or conservation easement recorded on property with suitable grassland habitat features, mitigation may occur by the purchase of conservation or suitable agricultural easements. Suitable agricultural easements would include areas limited to production of crops such as alfalfa, dry land and irrigated pasture, and cereal grain crops. Vineyards, orchards, cotton fields, and other dense vegetation do not provide adequate foraging habitat.

Recommended Mitigation Measure 4: SWHA Take Authorization

CDFW recommends that in the event an active SWHA nest is detected during surveys and 0.5-mile buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code Section 2081(b) is necessary to comply with CESA.

Recommended Mitigation Measure 5: SWHA Nest Trees

CDFW recommends that the removal of known raptor nest trees, even outside of the nesting season, be replaced with an appropriate native tree species planting at a ratio of 3:1 at or near the Project site or in another area that will be protected in perpetuity to reduce impacts resulting from the loss of nesting habitat.

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COMMENT 2: San Joaquin Kit Fox (SJKF)

Issue: SJKF occurrences have been documented within 2 miles of the Project site (CDFW 2022). The MND does not include any quantifiable or enforceable measures to mitigate potential impacts to SJKF. The Project has the potential to temporarily disturb and permanently alter suitable habitat for SJKF and directly impact individuals if present during construction, recharge, and other activities.

SJKF den in a variety of areas such as right-of-ways, agricultural and fallow/ruderal habitat, dry stream channels, and canal levees, and populations can fluctuate over time. SJKF are also capable of occupying urban environments (Cypher and Frost 1999). SJKF may be attracted to Project areas due to the type and level of ground-disturbing activities and the loose, friable soils resulting from intensive ground disturbance. SJKF will forage in fallow and agricultural fields and utilize streams and canals as dispersal corridors. As a result, there is potential for SJKF to occupy all suitable habitat within the City of Hanford and surrounding area.

Specific impact: Without appropriate avoidance and minimization measures for SJKF, potential significant impacts associated with construction include habitat loss, den collapse, inadvertent entrapment, reduced reproductive success, reduction in health and vigor of young, and direct mortality of individuals.

Evidence impact is potentially significant: Habitat loss resulting from land conversion to agricultural, urban, and industrial development is the primary threat to SJKF (Cypher et al. 2013). The Project site within the documented SJKF range and may provide suitable habitat for SJKF. Therefore, subsequent ground-disturbing activities have the potential to significantly impact local SJKF populations.

Recommended Mitigation Measure 6: SJKF Habitat Assessment

For all Project-specific components including construction and land conversion, CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project area or its immediate vicinity contains suitable habitat for SJKF.

Recommended Mitigation Measure 7: SJKF Surveys

CDFW recommends assessing presence/absence of SJKF by having qualified biologists conducting surveys of Project area and a 500-foot buffer of Project areas to detect SJKF and their sign. CDFW also recommends following the USFWS "Standardized recommendations for protection of the San Joaquin kit fox prior to or during ground disturbance" (2011).

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Recommended Mitigation Measure 8: SJKF Take Authorization

SJKF detection warrants consultation with CDFW to discuss how to avoid take or, if avoidance is not feasible, to acquire an ITP prior to ground-disturbing activities, pursuant to Fish and Game Code section 2081(b).

COMMENT 3: Burrowing Owl (BUOW)

Issue: BUOW may occur within and/or adjacent to the Project site. BUOW inhabit open grassland or adjacent canal banks, ROWs, vacant lots, etc. containing small mammal burrows, a requisite habitat feature used by BUOW for nesting and cover. Based on aerial photography, potential habitat occurs both within and bordering the Project site. The MND does include any quantifiable or enforceable measures to mitigate potential impacts to BUOW.

Specific impact: Potentially significant direct impacts associated with subsequent activities and development include burrow collapse, inadvertent entrapment, nest abandonment, reduced reproductive success, reduction in health and vigor of eggs and/or young, and direct mortality of individuals.

Evidence impact is potentially significant: BUOW rely on burrow habitat year round for their survival and reproduction. Habitat loss and degradation are considered the greatest threats to BUOW in California's Central Valley (Gervais et al. 2008). Therefore, subsequent ground-disturbing activities associated with the Project have the potential to significantly impact local BUOW populations. In addition, and as described in CDFW's "*Staff Report on Burrowing Owl Mitigation*" (CDFG 2012), excluding and/or evicting BUOW from their burrows is considered a potentially significant impact under CEQA.

Recommended Mitigation Measure 9: BUOW Habitat Assessment

For all Project-specific components including construction and land conversion, CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project area or its immediate vicinity contains suitable habitat for BUOW.

Recommended Mitigation Measure 10: BUOW Surveys

CDFW recommends assessing presence/absence of BUOW by having a qualified biologist conduct surveys following the California Burrowing Owl Consortium's "*Burrowing Owl Survey Protocol and Mitigation Guidelines*" (CBOC 1993) and CDFW's *Staff Report on Burrowing Owl Mitigation*" (CDFG 2012). Specifically, if suitable habitat is present at the Project site, CBOC and CDFW's Staff Report suggest three or more surveillance surveys conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (April 15 to July 15), when BUOW are most detectable.

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Recommended Mitigation Measure 11: BUOW Avoidance

CDFW recommends no-disturbance buffers, as outlined in the "*Staff Report on Burrowing Owl Mitigation*" (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

* meters (m)

Recommended Mitigation Measure 12: BUOW Passive Relocation and Mitigation

If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under CEQA. However, if necessary, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting BUOW. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect BUOW if they return.

II. Editorial Comments and/or Suggestions

Nesting birds: CDFW encourages that Project implementation occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than

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10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to CNDDB. The CNDDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

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CDFW appreciates the opportunity to comment on the Project to assist City of Hanford in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols). If you have any questions, please contact Jaime Marquez, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 580-3200, or by electronic mail at Jaime.Marquez@wildlife.ca.gov.

Sincerely,

DocuSigned by:
FA83F09FE08945A...
Julie A. Vance
Regional Manager

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Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Attachment 1

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE RECOMMENDED MITIGATION MEASURES

PROJECT: Tract Map 934
SCH No.: 2022020111

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
Before Disturbing Soil or Vegetation	
Mitigation Measure 1: SWHA Surveys	
Mitigation Measure 3: SWHA Foraging Habitat	
Mitigation Measure 4: SWHA Take Authorization	
Mitigation Measure 5: SWHA Nest Trees	
Mitigation Measure 6: SJKF Habitat Assessment	
Mitigation Measure 7: SJKF Surveys	
Mitigation Measure 8: SJKF Take Authorization	
Mitigation Measure 9: BUOW Habitat Assessment	
Mitigation Measure 10: BUOW Surveys	
Mitigation Measure 12: BUOW Passive Relocation and Mitigation	
During Construction	
Mitigation Measure 2: No-disturbance buffer	
Mitigation Measure 11: BUOW Avoidance	
Mitigation Measure 6: BUOW Passive Relocation and Mitigation	

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LIVE OAK ASSOCIATES, INC.
an Ecological Consulting Firm

March 16, 2022

Mary E. Beatie
Interim Community Development Dept. Director
City of Hanford
317 N. Douty Street
Hanford, CA 93230

RE: Response to CDFW Comment Letter, Vesting Tentative Tract Map No. 934, Hanford, California

Dear Ms. Beatie:

This letter summarizes the results of a field survey conducted by Live Oak Associates Inc. (LOA) for the Vesting Tentative Tract Map No. 934 project (Project) site located in the City of Hanford, California, and provides responses to comments received from the California Department of Fish and Wildlife (CDFW) on the Mitigated Negative Declaration (MND) prepared for the Project. The comments were presented to the City of Hanford in a letter from CDFW dated March 4, 2022.

CDFW presented concerns that the Project could potentially impact three special status species: the Swainson's hawk, burrowing owl, and San Joaquin kit fox; as well as concerns about Project impacts to nesting birds. In order to provide an informed response to CDFW's comments, LOA conducted a field investigation of the Project site and a desktop investigation of special status species studies and occurrences in the region.

FIELD SURVEY

METHODS

A field survey of the Project site was conducted on March 15, 2022 by LOA biologist Jeff Gurule. The survey entailed a systematic walk across the Project site to ensure full visual coverage of the site. During the survey, Mr. Gurule noted principal land uses and associated plant and animal species, and mapped habitats of the site while noting any suitability for special status species and other sensitive or protected biological resources.

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Truckee: P.O. Box 8810 • Truckee, CA 96161 • Phone: (530) 214-8947
South Lake Tahoe: P.O. Box 7314 • South Lake Tahoe, CA 96158 • Phone: (408) 281-5885

www.loainc.com

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RESULTS

The approximately 36-acre Project site is situated at the western edge of intensive urban development associated with the City of Hanford, southeast of the intersection of Grangeville Blvd and 13th Ave. Immediately surrounding lands consist of residential development to the north and east, Sierra Pacific High School to the south, and agricultural lands to the west. The Project site also surrounds or borders three residential properties. Three land uses/biotic habitats were identified on the Project site, comprising orchard, ruderal/developed, and eucalyptus forest. A map of these land uses/habitats is presented in Figure 1. Selected photographs of these land uses/habitats are presented in Attachment 1.

Orchard

Approximately 16 acres of the Project site contains walnut orchards. The understory of the orchards was dominated by weeds common to agricultural lands in the vicinity including foxtail barley (*Hordeum murinum ssp. leporinum*), shepherd's purse (*Capsella bursa-pastoris*), cheeseweed mallow (*Malva parviflora*), and whitestem filaree (*Erodium moschatum*). Due to intensive agricultural disturbance of the project site and surrounding areasand the lack of aquatic habitat within the orchards, amphibians are unlikely to occur here. A limited number of reptile species would be expected to forage in the orchards due to the lack of sun required by these species for thermal regulation. The western fence lizard (*Sceloporus occidentalis*), Pacific gopher snake (*Pituophis catenifer catenifer*), and common kingsnake (*Lampropeltis getula*) may occasionally occur here, but mostly along the orchard margins.

Orchards provide foraging habitat and cover for a number of avian species, and mature orchards may also be used for nesting. Resident birds that may be expected to forage and possibly nest in the orchards include the mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), and California scrub jay (*Aphelocoma californica*). Winter migrants such as the yellow-rumped warbler (*Setophaga coronata*) and ruby-crowned kinglet (*Regulus calendula*) were observed foraging in this habitat.

A few small mammal species would be expected to occur within the orchards on the Project site. These include California ground squirrels (*Otospermophilus beecheyi*), deer mice (*Peromyscus maniculatus*), California voles (*Microtus californicus*), and Botta's pocket gophers (*Thomomys bottae*). Mammalian predators potentially occurring in the orchards include the raccoon (*Procyon lotor*) and striped skunk (*Mephitis mephitis*).

Ruderal/Developed

Ruderal/developed areas of the site occupy approximately 17 acres of the site. Ruderal/developed areas of the site are heavily influenced by human activities and include the Northstar Veterinary Services facility, driveways, and a ruderal field. These ruderal areas contained structures, livestock paddocks, fencing, roads, areas planted with ornamental trees and shrubs, and a field containing soil stockpiles and abandoned vehicles. Where vegetation was present, it consisted of weedy grasses and forbs such as foxtail barley, ripgut brome (*Bromus*

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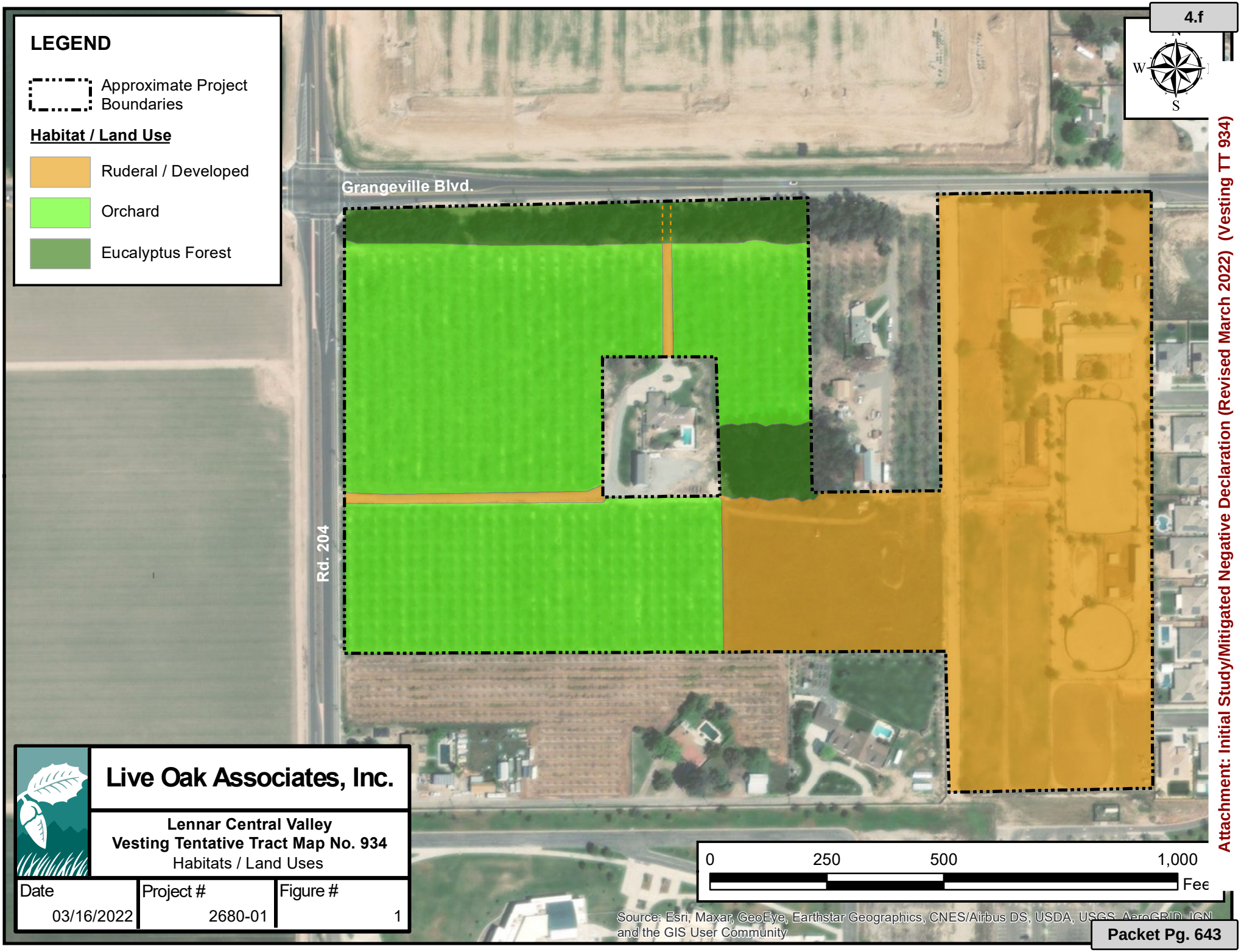

Live Oak Associates, Inc.

Lennar Central Valley
Vesting Tentative Tract Map No. 934
Habitats / Land Uses

Date	Project #	Figure #
03/16/2022	2680-01	1

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diandrus), annual bluegrass (*Poa annua*), red-stemmed filaree (*Erodium cicutarium*), London rocket (*Sisymbrium irio*), and cheeseweed mallow. Ornamental trees and shrubs consisted of cottonwood (*Populus sp.*), white mulberry (*Morus alba*), and pine (*Pinus sp.*), among others.

Although the wildlife habitat value of ruderal lands within the Project site is relatively low, these lands can support some wildlife species. The diminutive Sierran treefrog may find breeding opportunity in livestock water troughs or other small, ponded areas associated with the veterinary facility. Other amphibians are unlikely to occur in these disturbed areas. Common reptiles such as the western fence lizard and Pacific gopher snake could potentially use ruderal habitats of the Project site. Mourning doves, Eurasian collard doves (*Streptopelia decaocto*), European starlings (*Sturnus vulgaris*), and house sparrows (*Passer domesticus*) were observed in this portion of the Project site during the field survey; as well as wintering birds such as yellow-rumped warblers and white-crowned sparrows (*Zonotrichia leucophrys*). Raptors such as the red-tailed hawk (*Buteo jamaicensis*), may forage over open ruderal areas of the Project site.

Small mammals that would be expected to occur on ruderal/developed lands of the Project site include California ground squirrels, Botta's pocket gophers, California voles, house mice (*Mus musculus*), and deer mice. Mammalian predators with the potential to occur on these lands include disturbance-tolerant species such as the raccoon and stripped skunk.

Eucalyptus Forest

Approximately 3 acres of the Project site contain large, mature red gum eucalyptus (*Eucalyptus camaldulensis*) along Grangeville Blvd and within the interior of the site. These large trees could be used for nesting by disturbance tolerant raptors such as the red-tailed hawk as well as by songbirds such as the Bullock's oriole (*Icterus bullockii*) and western kingbird. In fact, an active red-tailed hawk nest was observed at the edge of the eucalyptus grove within the interior of the site. No other active or inactive raptor nests were observed. The habitat value for other locally occurring wildlife species within the eucalyptus forest is expected to be quite low due to the dense canopy, heavily shaded understory, lack of plant species diversity, and absence of an herbaceous understory in many places. Nonetheless, raccoons and skunks may find daytime refuge here.

Onsite land uses/habitats were found to offer little habitat value for most native wildlife species due to the high level of human disturbance on the site and surrounding lands, the Project site occurring at the intersection of two busy roads, active subdivision construction occurring immediately north of the site, and the absence of any nearby natural, undisturbed habitats.

RESPONSE TO COMMENTS

In their comment letter CDFW offers comments and recommendations to assist the City of Hanford in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Each of CDFW's comments are included in whole below, followed by LOA's response.

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LOA's responses are based on information collected during our field survey, as well as the California Natural Diversity Data Base (CDFW 2022); eBird.org; manuals, reports, scientific literature related to plants and animals of the San Joaquin Valley; as well as other available planning documents and biological studies from the general Project vicinity.

CDFW COMMENT 1: Swainson's Hawk (SWHA)

Issue: SWHA have the potential to nest and forage near the Project site. Based on aerial photography, the proposed Project area appears to include large, mature trees that may serve as potential nest sites and agricultural fields that may serve as foraging sites. The MND does not include any quantifiable or enforceable measures to mitigate potential impacts to SWHA.

Specific impacts: Without appropriate avoidance and minimization measures for SWHA, potential significant impacts that may result from Project activities include: nest abandonment, loss of nest trees, loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. Any take of SWHA without appropriate incidental take authorization would be a violation of Fish and Game Code.

Evidence impact is potentially significant: SWHA exhibit high nest-site fidelity year after year and lack of suitable nesting habitat in the San Joaquin Valley limits their local distribution and abundance (CDFW 2016). Approval of the Project will lead to ground-disturbing activities that will involve noise, groundwork, and movement of workers that could affect nests and has the potential to result in nest abandonment, significantly impacting local nesting SWHA.

Recommended Mitigation Measure 1: Focused SWHA Surveys

To evaluate potential impacts, CDFW recommends that a qualified wildlife biologist conduct surveys for nesting SWHA following the survey methods developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC, 2000) prior to Project implementation. The survey protocol includes early season surveys to assist the Project proponent in implementing necessary avoidance and minimization measures, and in identifying active nest sites prior to initiating ground-disturbing activities.

Recommended Mitigation Measure 2: No-disturbance Buffer

CDFW recommends that a qualified biologist determine if potential SWHA nesting habitat occurs within 0.5 mile of the Project site. If ground-disturbing activities are to take place during the normal bird breeding season (March 1 through September 15), CDFW recommends that additional pre-activity surveys for active nests be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. CDFW recommends a minimum no-disturbance buffer of 0.5 mile be delineated around active nests until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

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Recommended Mitigation Measure 3: SWHA Foraging Habitat

CDFW recommends compensation for the loss of SWHA foraging habitat to reduce impacts to SWHA foraging habitat to less than significant based on CDFW's Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (CDFG, 1994), which recommends that mitigation for habitat loss occur within a minimum distance of 10 miles from known nest sites and the amount of habitat compensation is dependent on nest proximity. In addition to fee title acquisition or conservation easement recorded on property with suitable grassland habitat features, mitigation may occur by the purchase of conservation or suitable agricultural easements. Suitable agricultural easements would include areas limited to production of crops such as alfalfa, dry land and irrigated pasture, and cereal grain crops. Vineyards, orchards, cotton fields, and other dense vegetation do not provide adequate foraging habitat.

Recommended Mitigation Measure 4: SWHA Take Authorization

CDFW recommends that in the event an active SWHA nest is detected during surveys and 0.5-mile buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the Project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code Section 2081(b) is necessary to comply with CESA.

Recommended Mitigation Measure 5: SWHA Nest Trees

CDFW recommends that the removal of known raptor nest trees, even outside of the nesting season, be replaced with an appropriate native tree species planting at a ratio of 3:1 at or near the Project site or in another area that will be protected in perpetuity to reduce impacts resulting from the loss of nesting habitat.

LOA RESPONSE 1: Swainson's Hawk (SWHA)

While there are no known SWHA nesting records within the City of Hanford, the Project site provides potentially suitable nesting habitat in mature eucalyptus trees on the site, as do many other eucalyptus trees growing in Kings County. The nearest documented SWHA nest occurs east of Hanford approximately 5 miles from the Project site. LOA's field investigation identified one large stick nest on the Project site located within the interior grove of eucalyptus trees. This nest was occupied by a red-tailed hawk. Raptors are territorial and red-tailed hawks have established the site as a nesting ground and would likely continue to do so in the future, as long as the eucalyptus grove remains. Typically, red-tailed hawks have well established nests by the time SWHAs arrive in the San Joaquin Valley to establish their nests in late-March and April. Because of their territorial nature, SWHAs typically nest 1 to 2 kilometers from other SWHAs or red-tailed hawks (Bosakowski et al, 1996); therefore, it is highly doubtful that SWHA would attempt to nest on the Project site with an established red-tailed hawk nest and territory, now, or in the foreseeable future.

Open ruderal/developed areas of the site exhibited evidence of small mammal use. However, open ruderal areas of the site are unlikely to be utilized by foraging SWHAs for the following

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reasons: 1) The open ruderal areas of the site are relatively small and isolated from large tracts of suitable foraging lands; 2) The open ruderal areas are situated within an urban landscape that typically provides unsuitable habitat for the SWHA; 3) The site is currently occupied by a red-tailed hawk nesting pair with no other raptor nests observed on the site; and 4) documented nesting occurrences on the west side of Hanford are not known. Even if a SWHA were to occasionally forage on the site, the site offers no unique foraging habitat and there are many square miles of agricultural land in the broader Project vicinity that offer large tracts of more suitable foraging habitat.

Mitigation for loss of foraging habitat is not warranted. While the baseline level of human disturbance in the Project vicinity is high, there is a chance, albeit very limited, that the Project could result in disturbance to SWHA if they are nesting within 0.5 miles of the project site. To evaluate and avoid impacts to nesting SWHAs, LOA recommends the following mitigation measures:

***LOA Mitigation 1* (*Avoidance*).** If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson's hawk nesting season (March 1-September 15).

***LOA Mitigation 2* (*Pre-construction Surveys*).** If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson's hawk nests following the survey methodology developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation.

***LOA Mitigation 3* (*Establish Buffers*).** Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged.

***LOA Mitigation 4* (*Monitor Nest*).** Should construction activity be necessary within the designated buffer around an active Swainson's hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance.

LOA Mitigation 5 (Nest Tree Replacement). In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest

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tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.

CDFW COMMENT 2: San Joaquin Kit Fox (SJKF)

Issue: SJKF occurrences have been documented within 2 miles of the Project site (CDFW 2022). The MND does not include any quantifiable or enforceable measures to mitigate potential impacts to SJKF. The Project has the potential to temporarily disturb and permanently alter suitable habitat for SJKF and directly impact individuals if present during construction, recharge, and other activities.

SJKF den in a variety of areas such as right-of-ways, agricultural and fallow/ruderal habitat, dry stream channels, and canal levees, and populations can fluctuate over time. SJKF are also capable of occupying urban environments (Cypher and Frost 1999). SJKF may be attracted to Project areas due to the type and level of ground-disturbing activities and the loose, friable soils resulting from intensive ground disturbance. SJKF will forage in fallow and agricultural fields and utilize streams and canals as dispersal corridors. As a result, there is potential for SJKF to occupy all suitable habitat within the City of Hanford and surrounding area.

Specific impact: Without appropriate avoidance and minimization measures for SJKF, potential significant impacts associated with construction include habitat loss, den collapse, inadvertent entrapment, reduced reproductive success, reduction in health and vigor of young, and direct mortality of individuals.

Evidence impact is potentially significant: Habitat loss resulting from land conversion to agricultural, urban, and industrial development is the primary threat to SJKF (Cypher et al. 2013). The Project site within the documented SJKF range and may provide suitable habitat for SJKF. Therefore, subsequent ground-disturbing activities have the potential to significantly impact local SJKF populations.

Recommended Mitigation Measure 6: SJKF Habitat Assessment

For all Project-specific components including construction and land conversion, CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project area or its immediate vicinity contains suitable habitat for SJKF.

Recommended Mitigation Measure 7: SJKF Surveys

CDFW recommends assessing presence/absence of SJKF by having qualified biologists conducting surveys of Project area and a 500-foot buffer of Project areas to detect SJKF and their sign. CDFW also recommends following the USFWS “Standardized recommendations for protection of the San Joaquin kit fox prior to or during ground disturbance” (2011).

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Recommended Mitigation Measure 8: SJKF Take Authorization

SJKF detection warrants consultation with CDFW to discuss how to avoid take or, if avoidance is not feasible, to acquire an ITP prior to ground-disturbing activities, pursuant to Fish and Game Code section 2081(b).

LOA Response 2: San Joaquin Kit Fox (SJKF)

Lands surrounding the Project site are dominated by urban development and actively farmed fields to the west. These land uses, as well as the Project site itself, provide little to no habitat value for SJKF.

Suitable denning habitat for SJKF was not observed on the site during LOA's field survey. A few ground squirrel burrows were observed in the onsite livestock paddocks, mostly along the fence lines, and within the walnut orchard at the southwestern corner of the site. These burrows did not fit the dimensions suitable for SJKF.

As CDFW commented, there are two documented occurrences of SJKF within two miles of the Project site, one from 1971 and the other from 2006. Modern occurrences of SJKF are rare in Kings County and almost non-existent in the City of Hanford. There are no known populations of SJKF in Kings County, with the nearest known population of SJKF at the Antelope Plain in Kern County, approximately 47 miles to the south of the Project site (Smith et al, 2006). The City of Hanford and immediately surrounding lands offer no suitable habitat for the SJKF (Cypher et al, 2013). Modern occurrence reports in Kings County likely fit into two categories: 1) They are misidentified animals, or 2) They are transient individuals dispersing from populations outside Kings County. Based on available information on the current distribution of this species, it is highly unlikely that SJKF would occur on the site. However, to alleviate CDFWs concerns about this species LOA recommends the following mitigations:

> ***LOA Mitigation Measure 6 (Pre-construction Surveys).*** Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes.
>
> ***LOA Mitigation Measure 7 (Avoidance).*** Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned.

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CDFW COMMENT 3: Burrowing Owl (BUOW)

Issue: BUOW may occur within and/or adjacent to the Project site. BUOW inhabit open grassland or adjacent canal banks, ROWs, vacant lots, etc. containing small mammal burrows, a requisite habitat feature used by BUOW for nesting and cover. Based on aerial photography, potential habitat occurs both within and bordering the Project site. The MND does include any quantifiable or enforceable measures to mitigate potential impacts to BUOW.

Specific impact: Potentially significant direct impacts associated with subsequent activities and development include burrow collapse, inadvertent entrapment, nest abandonment, reduced reproductive success, reduction in health and vigor of eggs and/or young, and direct mortality of individuals.

Evidence impact is potentially significant: BUOW rely on burrow habitat year round for their survival and reproduction. Habitat loss and degradation are considered the greatest threats to BUOW in California's Central Valley (Gervais et al. 2008). Therefore, subsequent ground-disturbing activities associated with the Project have the potential to significantly impact local BUOW populations. In addition, and as described in CDFW's "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), excluding and/or evicting BUOW from their burrows is considered a potentially significant impact under CEQA.

Recommended Mitigation Measure 9: BUOW Habitat Assessment

For all Project-specific components including construction and land conversion, CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project area or its immediate vicinity contains suitable habitat for BUOW.

Recommended Mitigation Measure 10: BUOW Surveys

CDFW recommends assessing presence/absence of BUOW by having a qualified biologist conduct surveys following the California Burrowing Owl Consortium's "Burrowing Owl Survey Protocol and Mitigation Guidelines" (CBOC 1993) and CDFW's Staff Report on Burrowing Owl Mitigation" (CDFG 2012). Specifically, if suitable habitat is present at the Project site, CBOC and CDFW's Staff Report suggest three or more surveillance surveys conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (April 15 to July 15), when BUOW are most detectable.

Recommended Mitigation Measure 11: BUOW Avoidance

CDFW recommends no-disturbance buffers, as outlined in the "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and

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incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

* meters (m)

Recommended Mitigation Measure 12: BUOW Passive Relocation and Mitigation

If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under CEQA. However, if necessary, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting BUOW. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect BUOW if they return.

LOA RESPONSE 3: Burrowing Owl (BUOW)

The Project site was found to provide unsuitable to marginal habitat for the BUOW. The eucalyptus forest, orchards, and most of the ruderal/developed areas of the site provide unsuitable habitat for BUOW due to the presence of an overstory of trees or shrubs, hardscape, and/or regular human use of these areas. The ruderal field contained no open burrows suitable for BUOW use. A few California ground squirrel burrows suitable for potential BUOW use were observed in the livestock paddocks at the southern end of the veterinary facility, mostly along fence lines. However, none of these burrows exhibited sign of BUOW occupation (i.e. individual BUOWs, whitewash, cough pellets, or feathers). Given the relatively close confinement of livestock when housed in these paddocks and the multiple fences in these areas, it is unlikely that BUOWs would find this area suitable for roosting or nesting. Furthermore, there are no known BUOW occurrences within a 10-mile radius of the Project site (CDFW 2022; eBird 2022). For these reasons, LOA finds it highly unlikely that the Project site has or would be utilized by the BUOW. However, to alleviate CDFW's concerns about BUOW and account for some possibility that site conditions could become slightly more favorable for BUOWs prior to the start of construction, LOA recommends the following mitigation measures:

> ***LOA Mitigation Measure 8 (Take Avoidance Survey).*** A take avoidance survey for burrowing owls will be conducted by a qualified biologist within 30 days prior to the

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start of construction. This take avoidance survey will be conducted according to methods described in the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). The survey area will include all suitable habitat on and within 200 feet of Project impact areas, where accessible.

LOA Mitigation Measure 9 (Avoidance of Active Nests and Roosts). If Project activities are undertaken during the breeding season (February 1-August 31) and active nest burrows are identified within or near Project impact areas, a 200-foot disturbance-free buffer will be established around these burrows. During the non-breeding season (September 1-January 31), resident owls occupying burrows in or near Project impact areas will be avoided through the establishment of a 50-foot disturbance-free buffer or passively relocated to alternative habitat as described below. Smaller buffer areas during the non-breeding season may be implemented with the presence of a qualified biological monitor during all activities occurring within 50 feet of occupied burrows. Buffers will remain in place for the duration of Project activities occurring within the vicinity of burrowing owl activity.

LOA Mitigation Measure 10 (Passive Relocation of Resident Owls). During the non-breeding season (September 1-January 31), resident owls occupying burrows in Project impact areas may be passively relocated to alternative habitat. This activity would be conducted in accordance with a relocation plan prepared by a qualified biologist. Passive relocation may include one or more of the following elements: 1) establishing a minimum 50-foot buffer around all active burrowing owl burrows, 2) removing all suitable burrows outside the 50-foot buffer and up to 200 feet outside of the impact areas as necessary, 3) installing one-way doors on all potential owl burrows within the 50-foot buffer, 4) leaving one-way doors in place for 48 hours to ensure owls have vacated the burrows, and 5) removing the doors and excavating the remaining burrows within the 50-foot buffer.

CDFW Editorial Comments and/or Suggestions

Nesting birds: CDFW encourages that Project implementation occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins,

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CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival.

Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

LOA Response to Editorial Comments and/or Suggestions

LOA found the Project site to contain ample avian nesting habitat, with an active red-tailed hawk nest observed at the edge of the interior eucalyptus grove. In order to comply with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes, LOA recommends the following mitigations:

> ***LOA Mitigation Measure 11* (*Avoidance*).** In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season.
>
> ***LOA Mitigation Measure 12 (Preconstruction Surveys).*** If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required.
>
> ***LOA Mitigation Measure 13 (Establish Buffers).*** Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or

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suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.

If you have any questions regarding LOA's responses, please contact me.

Sincerely,

Jeff Gurule
Senior Project Manager

cc: Lennar Homes (Attn: Bill Walls)
Matthew Backowski, Esq.
Ty Mizote, Esq.
Jack Williams

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ATTACHMENT 1:
REPRESENTATIVE PHOTOS

Attachment: Initial Study/Mitigated Negative Declaration (Revised March 2022) (Vesting TT 934)

Photo 1: Walnut orchard in southwestern corner of site.

Photo 2: Ruderal field in foreground, abandoned vehicles within field visible in background. Onsite eucalyptus grove in background. Red-tailed hawk nest in tree at the left side of the grove.

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Photo 3: Ruderal field with some of the old soil stockpiles visible in foreground, and abandoned vehicle and onsite walnut orchard in the background.

Photo 4: Developed/ruderal area at veterinary facility. Offsite residential subdivision in background.

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Photo 5: Some of the few ground squirrel burrows found within livestock paddocks at north end of the veterinary facility. Ruderal/developed area at veterinary facility. Offsite residential subdivision on background. Offsite high school in background.

Photo 5: View of the northern end of the veterinary facility.

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Photo 6: View of the eucalyptus forest at the northern edge of the site along Grangeville Blvd. Subdivision development visible at left side of photo, adjacent to Project site.

Photo 7: View of the 13th Ave along west side of Project site.

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