

AGENDA

PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Tuesday, May 10, 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.

PUBLIC HEARING

The project title has been shortened to fit on the agenda. The full project title is available in the staff report. (Telstar) Mitigated Negative Declaration (MND) 2022-29: certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures. General Plan Amendment (GPA) 2021-01A and Rezone (RZ) 2021-10, A request to change the land use designation and zoning from MX-D Downtown Mixed Use to C-S Service Commercial. Conditional Use Permit 2021-04: A request to allow an off-site parking lot for the proposed Telstar office building, proposed in Site Plan Review (SPR) 2021-11. Location: South of Fifth Street between Irwin and Douty Streets (APNs 012-095-001 and 012-095-011). (PAL)Exemption No. 2022-30: certifying that the project is categorically exempt from further environmental review per CEQA 15303. GPA 2021-01B and RZ 2021-13, A request to change the land use designation and zoning from MX-C Corridor Mixed Use to PF Public Facilities. Variance No. 2021-07: A request to deviate from the HMC to allow a slated chain link fence in lieu of a block wall between the development project proposed in SPR 2020-34 and residential uses to the northwest. Location: 896 North 11th Avenue (APN 010-490-018). (Lassen) MND 2022-31: certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures. GPA 2021-01C: A request to change the land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres, due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). Prezone 2021-14: A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City). Location: In a county island, north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue. (APNs multiple)

GENERAL BUSINESS

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 matter within the Commission'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: 5/10/2022	**AGENDA SECTION:**

SUBJECT:
The project title has been shortened to fit on the agenda. The full project title is available in the staff report. (Telstar) Mitigated Negative Declaration (MND) 2022-29: certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures. General Plan Amendment (GPA) 2021-01A and Rezone (RZ) 2021-10, A request to change the land use designation and zoning from MX-D Downtown Mixed Use to C-S Service Commercial. Conditional Use Permit 2021-04: A request to allow an off-site parking lot for the proposed Telstar office building, proposed in Site Plan Review (SPR) 2021-11. Location: South of Fifth Street between Irwin and Douty Streets (APNs 012-095-001 and 012-095-011). (PAL)Exemption No. 2022-30: certifying that the project is categorically exempt from further environmental review per CEQA 15303. GPA 2021-01B and RZ 2021-13, A request to change the land use designation and zoning from MX-C Corridor Mixed Use to PF Public Facilities. Variance No. 2021-07: A request to deviate from the HMC to allow a slated chain link fence in lieu of a block wall between the development project proposed in SPR 2020-34 and residential uses to the northwest. Location: 896 North 11th Avenue (APN 010-490-018). (Lassen) MND 2022-31: certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures. GPA 2021-01C: A request to change the land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres, due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). Prezone 2021-14: A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City). Location: In a county island, north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue. (APNs multiple)

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

General Plan Amendment 2021-01 A, B, C Staff Report
Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR)
Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR)
Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR)
Resolution No. 2022-13_GPA No. 2021-01B (HPD)
Resolution No. 2022-14_Rezone No. 2021-13 (HPD)
Resolution No. 2022-15_VAR No. 2021-07 (HPD)
Resolution No. 2022-16_GPA No. 2021-01C (LASSEN)
Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN)
Attachment 1 ISMND 2022-29 (Telstar)
Attachment 2 NOE 2022-30 (PAL)
Attachment 3 ISMND 2022-31 (Lassen)

CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT

MEETING DATE: Tuesday, May 10, 2022

PROJECT: **Telstar Office Building**

Mitigated Negative Declaration No. 2022-29: A request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

General Plan Amendment No. 2021-01A: A request to change the land use designation from Downtown Mixed Use to Service Commercial on two (2) parcels totaling 1.04 acres.

Rezone No. 2021-10: A request to change the zone district from MX – D – Downtown Mixed Use to C-S – Service Commercial on two (2) parcels totaling 1.04 acres.

Site Plan Review No. 2021-22: A request to allow the construction of an approximately 10,000-square foot office building for Telstar Instruments and Control Systems Integrators. This Project would serve as a relocation and expansion of the current Telstar office located approximately 200 feet southeast of the project at 202 South Douty St. in Hanford.

Conditional Use Permit No. 2021-04: A request to allow an off-site employee parking lot in conjunction with the proposed Telstar office building development.

Hanford Police Department Training Facility – Vehicle Storage Shed

Notice of Exemption No. 2022-30: A request to certify that the project is categorically exempt from further environmental review per CEQA Guidelines Section 15303/Class 3 – New Construction or Conversion of Small Structures.

General Plan Amendment No. 2021-01B: A request to change the land use designation from Corridor Mixed Use to Public Facilities on one (1) parcel totaling 2.06 acres.

Rezone No. 2021-13: A request to change the zone district from MX-C – Corridor Mixed Use to PF – Public Facilities on one (1) parcel totaling 2.06 acres.

Site Plan Review No. 2020-34: A request to allow the construction of an accessory 1,200-square-foot storage shed for vehicles, in addition to on-site improvements, including a parking lot, trash enclosure, landscaping, and lighting.

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Variance No. 2021-07: A request to deviate from the municipal code to allow a slated chain link fence in lieu of the block wall requirement between the project and residential uses to the northwest.

Lassen Corridor Mixed Use Project

Mitigated Negative Declaration No. 2022-31: A request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

General Plan Amendment No. 2021-01C: A request to change the land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres. The request is due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). The proposed land use designation is compatible with the ALUCP.

Prezone 2021-14: A request related to an annexation request in process for a County Island that is within the City of Hanford Sphere of influence. A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City), consistent with the proposed land use designation and the ALUCP, on 18 parcels totaling approximately 28 acres.

LOCATION: **Telstar Office Building**

The project is located south of West Fifth Street between South Irwin and South Douty Streets (APNs 012-095-001 and 012-095-011).

Hanford Police Department Training Facility – Vehicle Storage Shed

The project is located east of North 11th Avenue between Rodgers Road and West Elm Street at 896 North 11th Avenue, Hanford, CA 93230 (APN 010-490-018).

Lassen Corridor Mixed Use Project

The project is located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026).

PLANNER: Bonique Emerson, Contract Planner

STAFF RECOMMENDATION

Telstar Office Building

Staff recommends that the Planning Commission:

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

1. Recommend adoption of Mitigated Negative Declaration No. 2022-29 to the City Council, certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

2. Adopt Resolution 2022-10 recommending approval to the City Council of General Plan Amendment No. 2021-01A.

3. Adopt Resolution 2022-11, recommending approval to the City Council of Rezone No. 2021-10.

4. Adopt Resolution 2022-12, recommending approval to the City Council of Conditional Use Permit No. 20210-04.

Hanford Police Department Training Facility – Vehicle Storage Shed

Staff recommends that the Planning Commission:

1. Recommend adoption of Notice of Exemption No. 2022-30 to the City Council, certifying that the project is categorically exempt from further environmental review per CEQA Guidelines Section 15303/Class 3 – New Construction or Conversion of Small Structures.

2. Adopt Resolution 2022-13 recommending approval to the City Council of General Plan Amendment No. 2021-01B.

3. Adopt Resolution 2022-14, recommending approval to the City Council of Rezone No. 2021-13.

4. Adopt Resolution 2022-15 recommending approval to the City Council of Variance No. 2021-07

Lassen Corridor Mixed Use Project

Staff recommends that the Planning Commission:

1. Recommend adoption of Mitigated Negative Declaration No. 2022-31 to the City Council, certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

2. Adopt Resolution 2022-16 recommending approval to the City Council of General Plan Amendment No. 2021-01C.

3. Adopt Resolution 2022-17 recommending approval to the City Council of Rezone No. 2021-14.

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

RECOMMENDED MOTION

Telstar Office Building

1. I move to recommend adoption of Mitigated Negative Declaration No. 2022-29 to the City Council, certifying that the Project will not have a significant effect on the environment with the incorporation of mitigation measures.

2. I move to adopt Resolution 2022-10, recommending approval of General Plan Amendment No. 2021-01A to the City Council.

3. I move to adopt Resolution 2022, recommending approval of Rezone No. 2021-10 to the City Council.

I move to adopt Resolution 2022-12, recommending approval of Conditional Use Permit No. 2021-04 to the City Council.

Hanford Police Department Training Facility – Vehicle Storage Shed

1. I move to recommend adoption of Notice of Exemption No. 2022-30 to the City Council, certifying that the project is categorically exempt from further environmental review per CEQA Guidelines Section 15303/Class 3 – New Construction or Conversion of Small Structures.

2. I move to adopt Resolution 2022-13, recommending approval of General Plan Amendment No. 2021-01B to the City Council.

3. I move to adopt Resolution 2022-14, recommending approval of Rezone No. 2021-13 to the City Council.

4. I move to adopt Resolution 2022-15, recommending approval of Variance No. 2021-07 to the City Council.

Lassen Corridor Mixed Use Project

1. I move to recommend adoption of Mitigated Negative Declaration No. 2022-31 to the City Council, certifying that the Project will not have a significant effect on the environment with the incorporation of mitigation measures.

2. I move to adopt Resolution 2022-16, recommending approval of General Plan Amendment No. 2021-01C to the City Council.

3. I move to adopt Resolution 2022-14, recommending approval of Rezone No. 2021-14 to the City Council.

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

PROJECT DESCRIPTION

Telstar Office Building (General Plan Amendment No. 2021-01A; Rezone No. 2021-10; Site Plan Review No. 2021-22; Conditional Use Permit No. 2021-04)

The project includes a General Plan Amendment (GPA No. 2021-01A), Rezone (Rezone No. 2021-10), Site Plan Review (SPR No. 2021-22), and Conditional Use Permit (CUP No. 2021-04) to facilitate the development of an office building for Telstar Instruments & Control Systems Integrators on two (2) parcels totaling approximately 1.04 acres located south of West Fifth Street between South Irwin Street and South Douty Street (APNs 012-095-001 and 012-095-011) (See **Figure 1**). Site Plan Review (SPR No. 2021-22) has been submitted concurrently with the GPA, Rezone, and CUP and will be reviewed and approved at the staff level, but cannot be approved until the associated applications have been approved by the discretionary bodies.

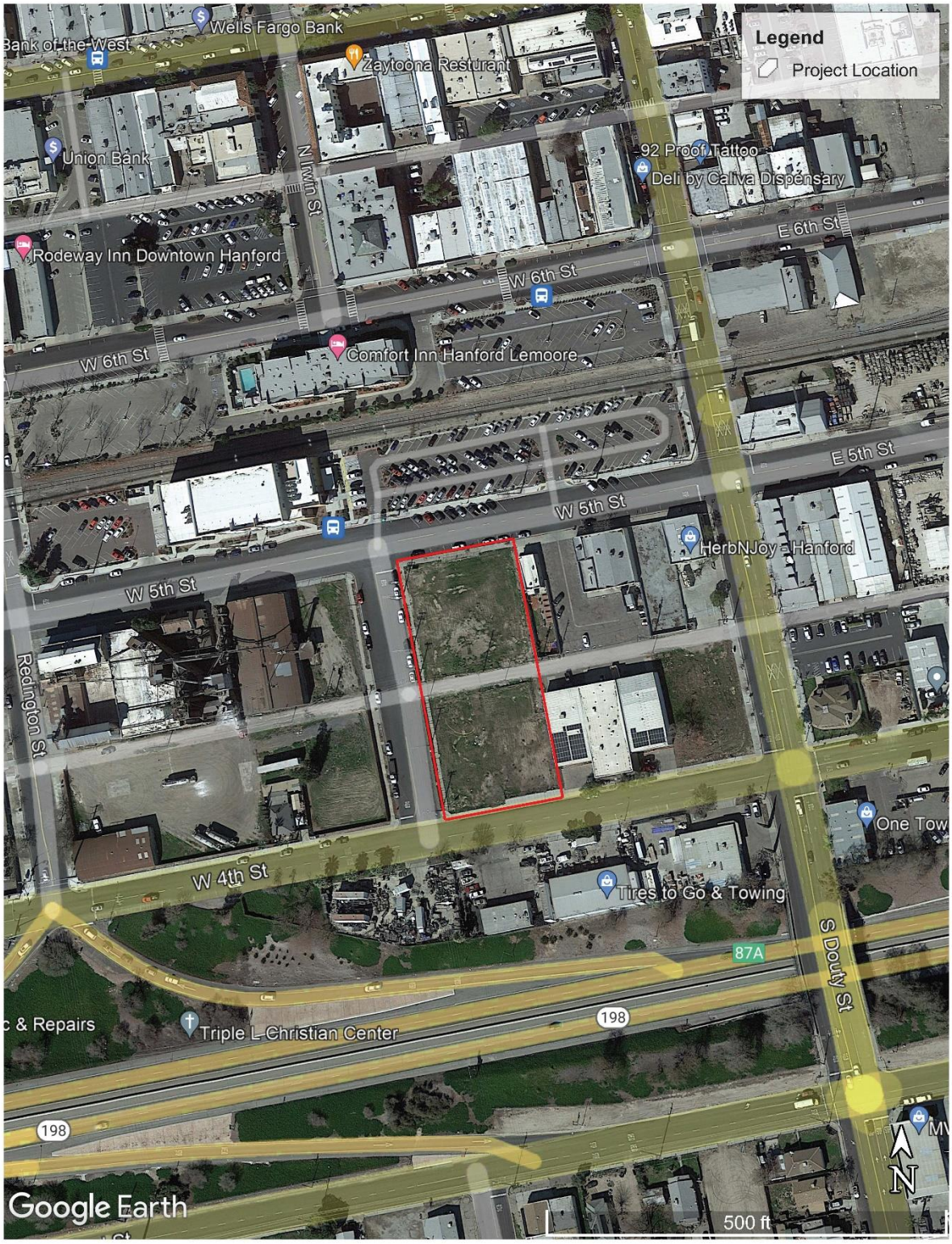
The project proposes the development of a new 10,000 square foot (sf.) office building and off-site parking lot. The office building will be used for the purchase, sale, and staging of electrical gear for electrical, programming, and construction services (i.e., specialty construction and trade services). Purchased products are shipped to the office, staged temporarily, and are then taken to the job site. This project would serve as a relocation and expansion of the current Telstar office located approximately 200 feet southeast of the project at 202 South Douty St. in Hanford.

The current land use designation and zone district, Downtown Mixed Use and MX-D, respectively, do not permit specialty construction and trade services. Therefore, a General Plan Amendment and Rezone are requested. The General Plan Amendment will change the General Plan land use designation from Downtown Mixed Use to Service Commercial (See **Figure 2** and **Figure 3**). The Rezone will change the zone district from MX – D – Downtown Mixed Use to C-S – Service Commercial (See **Figure 4** and **Figure 5**).

The Site Plan Review will allow the construction of the 10,000-sf. office building (See **Figure 6**) and the Conditional Use Permit will allow for an off-site employee parking lot. Off-site parking is conditionally permitted in the proposed C-S zone district.

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 1.
Project Location
Telstar Office Building



Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 2.
Current General Plan Land Use Designation
Telstar Office Building



Figure 3.
Proposed General Plan Land Use Designation
Telstar Office Building



Figure 4.
Current Zone District
Telstar Office Building



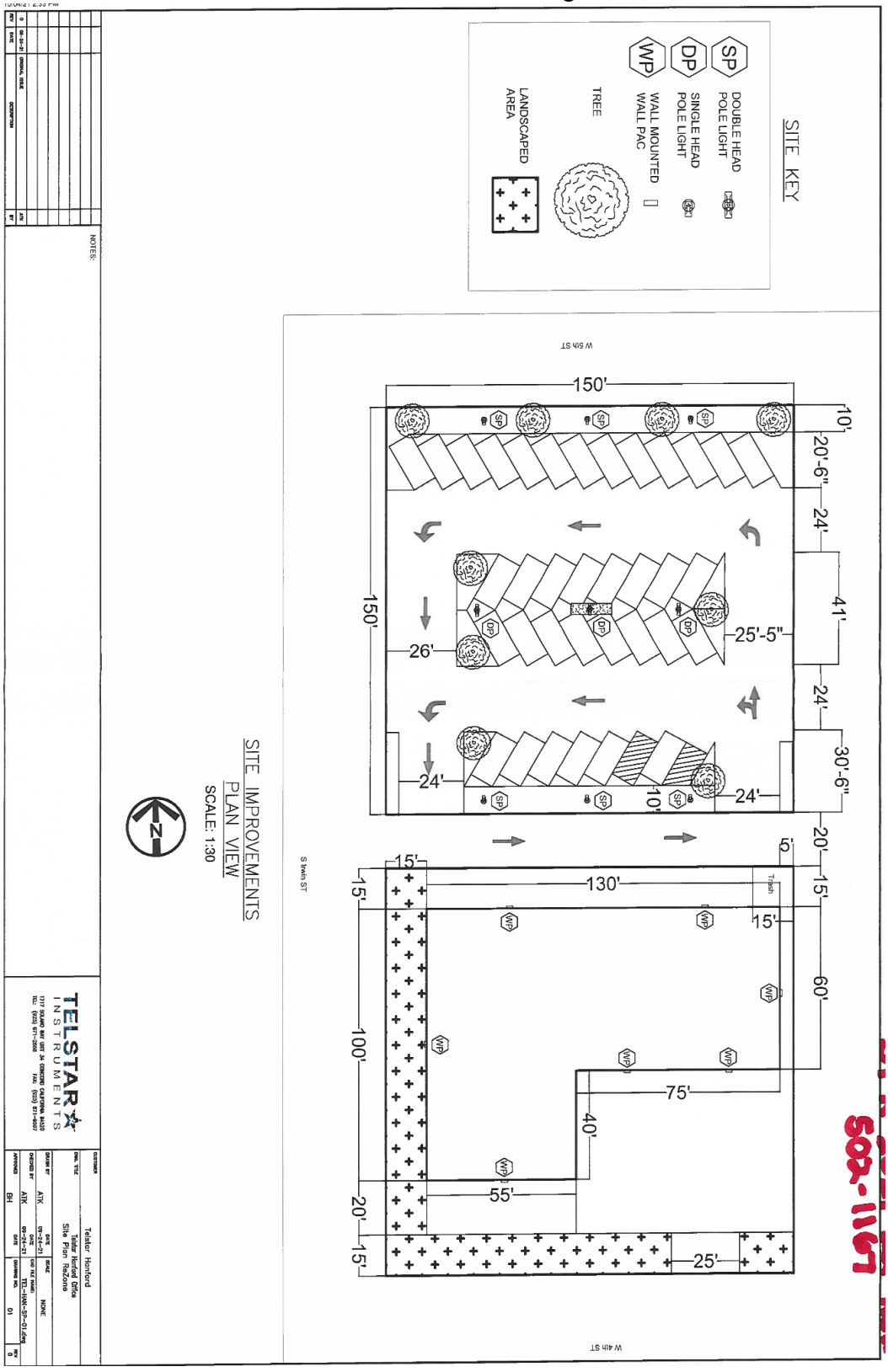
Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 5.
Proposed Zone District
Telstar Office Building



Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 6.
Site Plan
Telstar Office Building



Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

As referenced in the table below, the project site is surrounded by commercial uses to the south and east, vacant land to the west, and a parking lot to the north. The properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial.

Direction from the project site	Existing Land Use	Planned Land Use	Zone District
North	Parking Lot for Family Healthcare Network, medical and dental	Downtown Mixed Use	MX-D Downtown Mixed Use
South	Tires to Go & Towing	Service Commercial	C-S – Service Commercial
East	Plan B Taphouse and Event Lighting, LLC.	Downtown Mixed Use	MX-D Downtown Mixed Use
West	Lacey Milling Co.	Service Commercial	C-S – Service Commercial

Hanford Police Department Training Facility – Vehicle Storage Shed (General Plan Amendment No. 2021-01B; Rezone No. 2021-13; Site Plan Review No. 2020-34; Variance No. 2021-07)

The project includes a General Plan Amendment (GPA No. 2021-01B), Rezone (Rezone No. 2021-13), Site Plan Review (SPR No. 2020-34), and Variance (VAR No. 2021-07) to facilitate the development of an accessory 1,200-sf. (40-ft. by 30 ft.) storage shed for vehicles and related site improvements on one (1) parcel totaling approximately 2.06 acres located east of North 11th Avenue between Rodgers Road and West Elm Street at 896 North 11th Avenue, Hanford, CA 93230 (APN: 010-490-018) (See **Figure 7**). The parcel is owned by the City of Hanford. Site Plan Review (SPR No. 2020-34) has been submitted concurrently with the GPA, Rezone, and Variance and will be reviewed and approved at the Staff level, but cannot be approved until the associated applications have been approved by the discretionary bodies.

The project proposes the development of a 1,200-sf. storage shed for vehicles and related site improvements including additional parking stalls and landscaping. The site is currently used as the Hanford Police Department Training Facility which comprises one (1) existing building, a two (2)-stall parking lot, paved yard, landscaping, and lighting. The proposed storage shed, and related site improvements would serve as an accessory use to the existing facility.

The current land use designation and zone district, Corridor Mixed Use and MX-C, respectively, do not permit public and quasi-public uses, such as public facilities. Therefore, a General Plan Amendment and Rezone are requested. The General Plan Amendment will change the General Plan land use designation from Corridor Mixed Use to Public Facilities (See **Figure 8** and **Figure 9**). The Rezone will change the zone district from MX – C – Corridor Mixed Use to PF – Public Facilities (See **Figure 10** and **Figure 11**).

The Site Plan Review will allow the construction of the storage shed and related site improvements, such as addition of a paved parking area and an upgraded trash enclosure (See **Figure 12**). The Variance is a request to deviate from the municipal code to allow a slated chain link fence in lieu of the block wall requirement between the project and residential uses to the northwest.

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 7.
Project Location
Hanford Police Department Training Facility – Vehicle Storage Shed



Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 8.
Current General Plan Land Use Designation
Hanford Police Department Training Facility – Vehicle Storage Shed

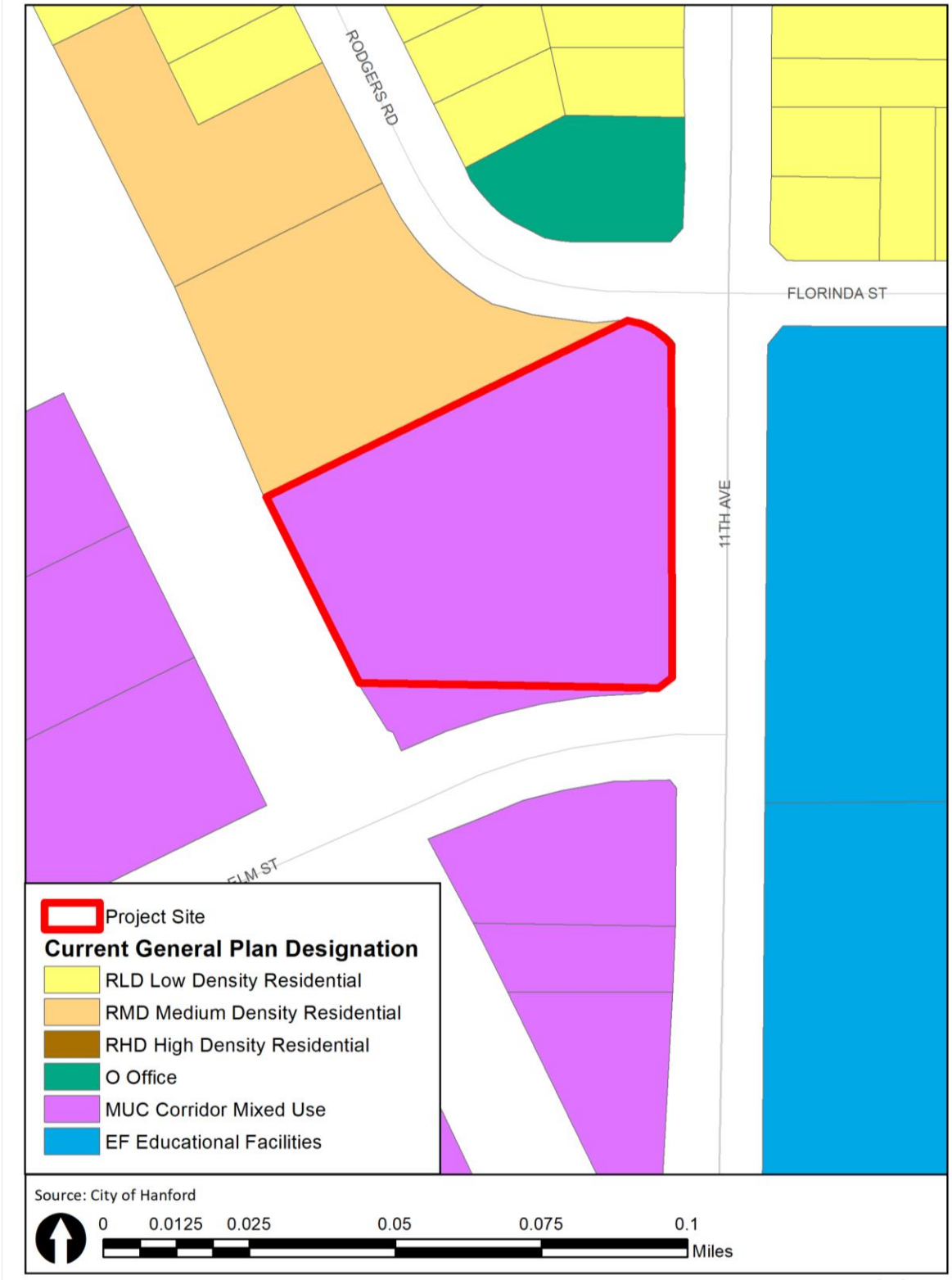


Figure 9.
Proposed General Plan Land Use Designation
Hanford Police Department Training Facility – Vehicle Storage Shed

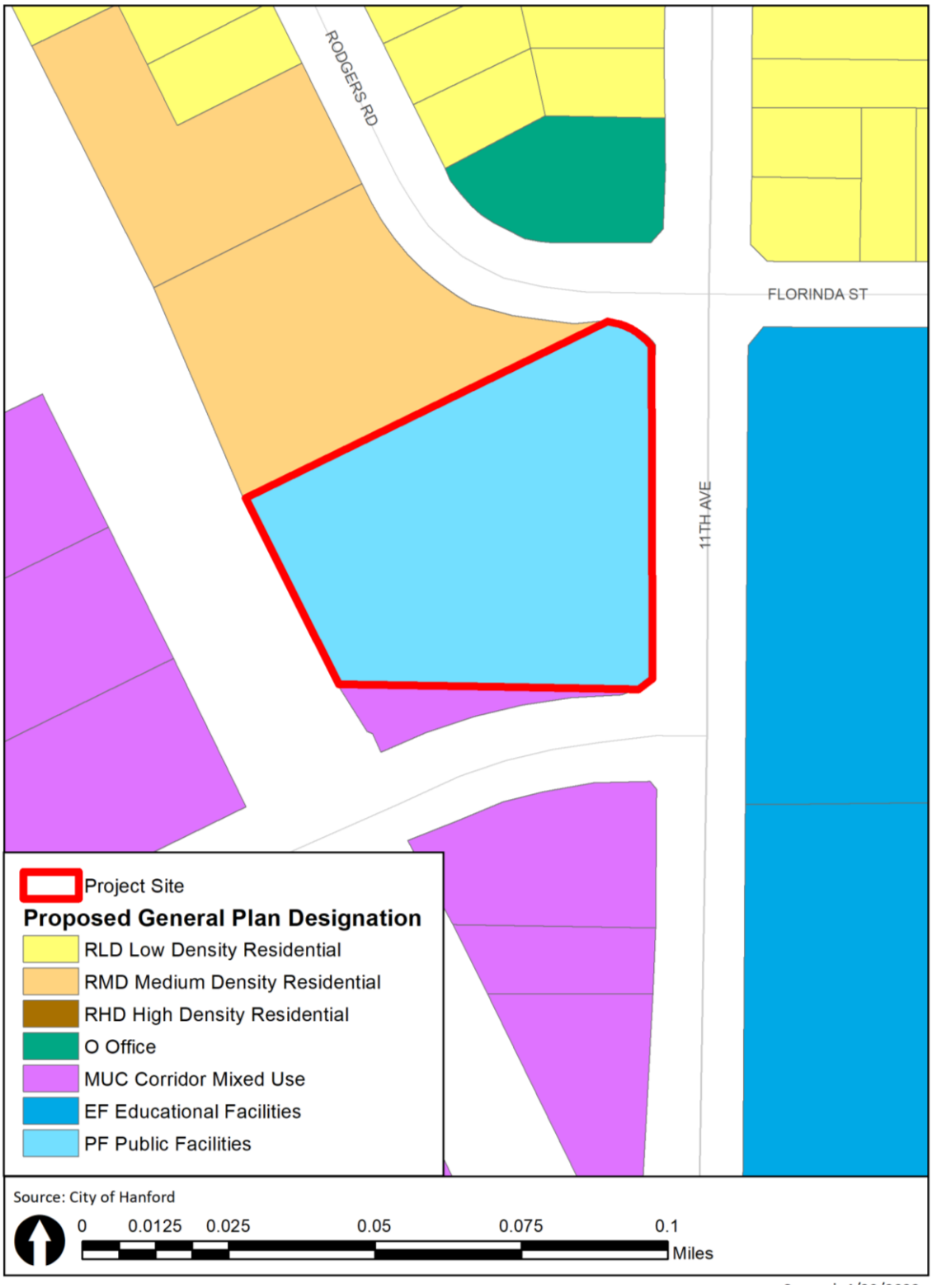
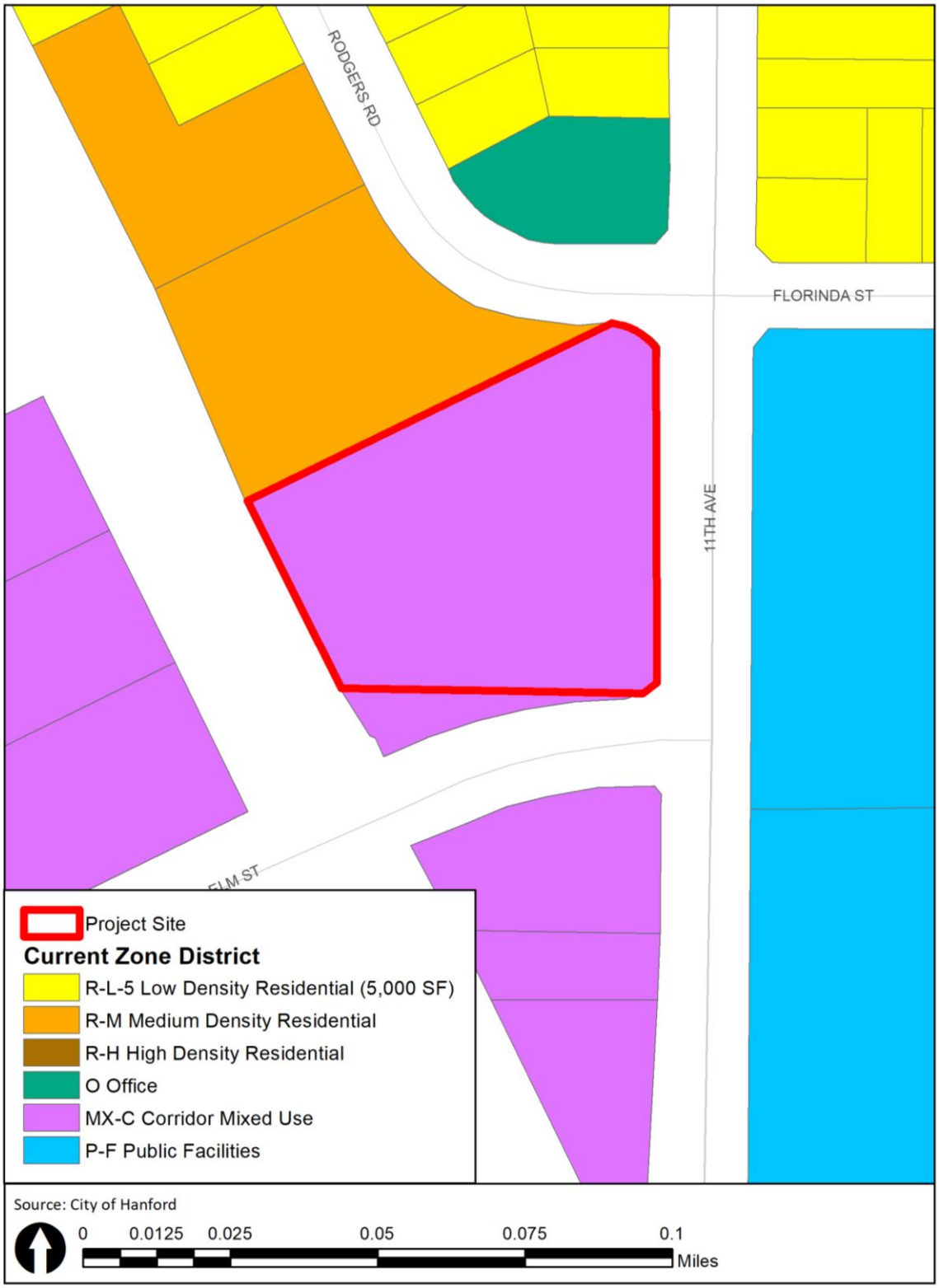
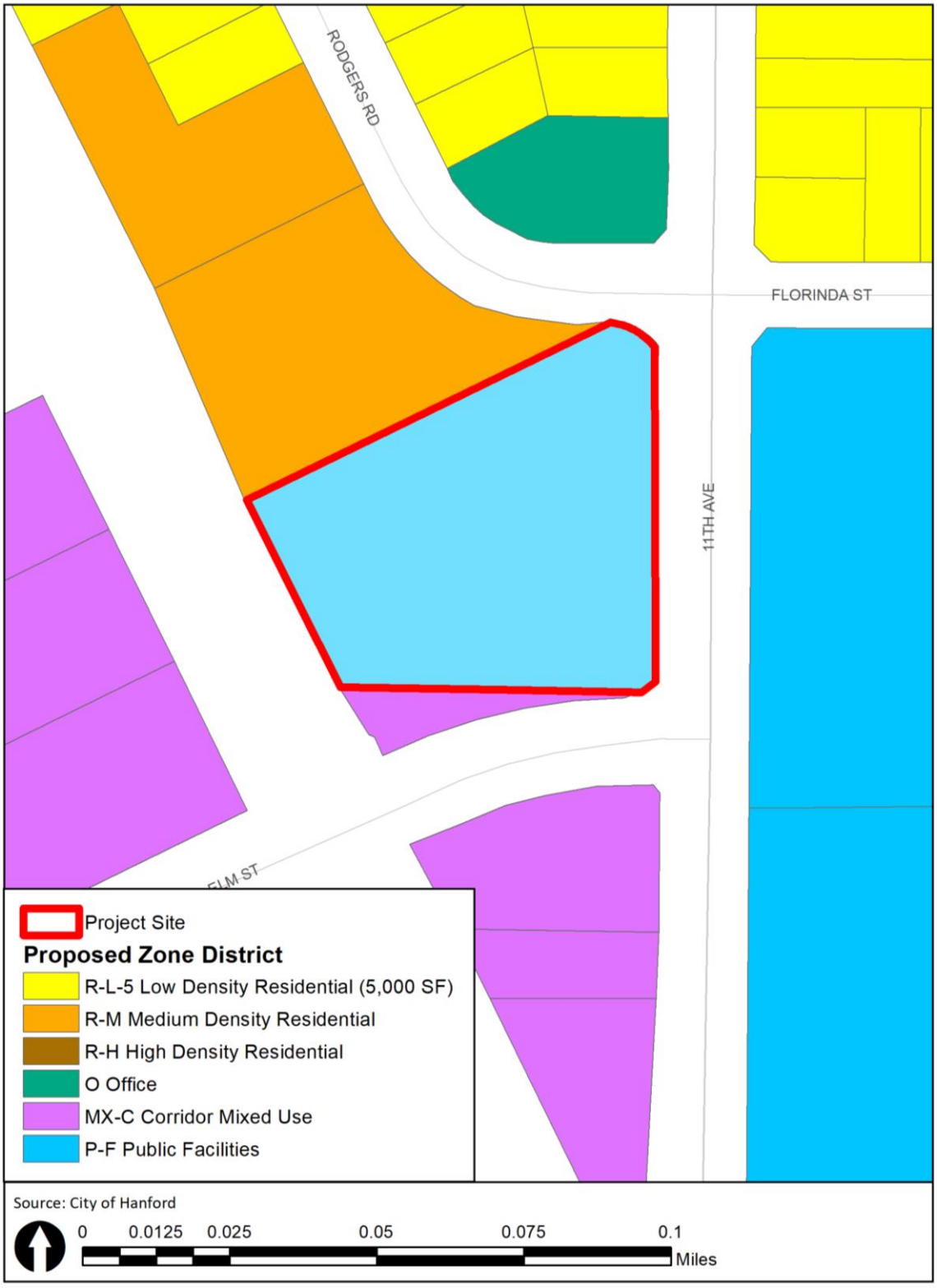


Figure 10.
Current Zone District
Hanford Police Department Training Facility – Vehicle Storage Shed



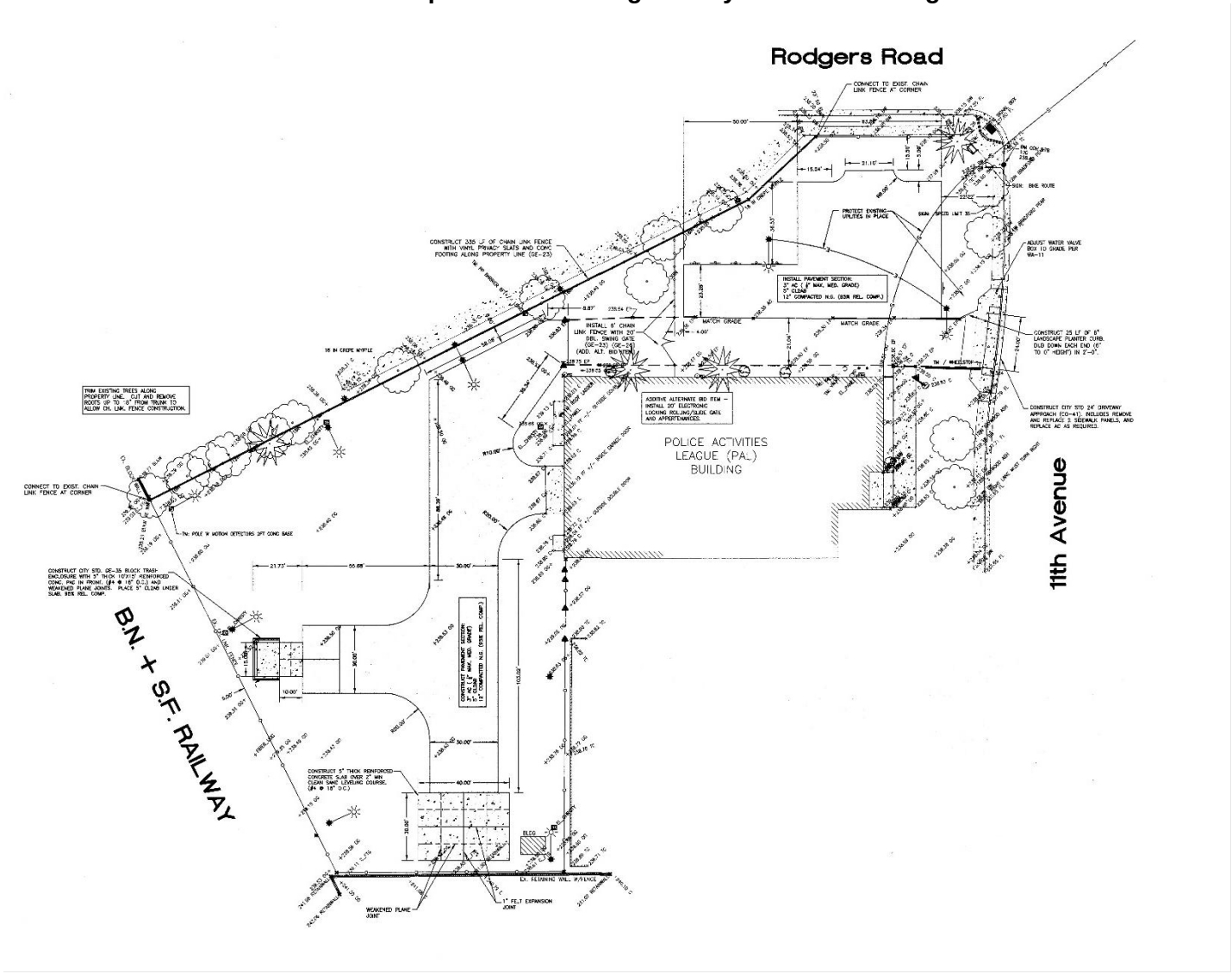
Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 11.
Proposed Zone District
Hanford Police Department Training Facility – Vehicle Storage Shed



Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 12.
Site Plan
Hanford Police Department Training Facility – Vehicle Storage Shed



As referenced in the table below, the project site is surrounded by multi-family residential to the north, commercial to the south, Woodrow Wilson Jr. High School to the east, and Kids Dental Group and vacant land to the west. The property to the north is planned and zoned for residential, the properties to the south and west are planned and zoned for mixed use development, and the property to the east is planned and zoned for educational and public facilities.

Direction from the project site	Existing Land Use	Planned Land Use	Zone District
North	Multi-Family Residential	Medium Density Residential	RM – Medium Density Residential
South	Java Heaven	Corridor Mixed Use	MX-C Corridor Mixed Use
East	Woodrow Wilson Jr. High School	Educational Facilities	PF Public Facilities
West	Vacant; Kids Dental Group	Corridor Mixed Use	MX-C Corridor Mixed Use

Lassen Corridor Mixed Use Project (General Plan Amendment No. 2021-01C; Pre-Zone/Rezone No. 2021-14)

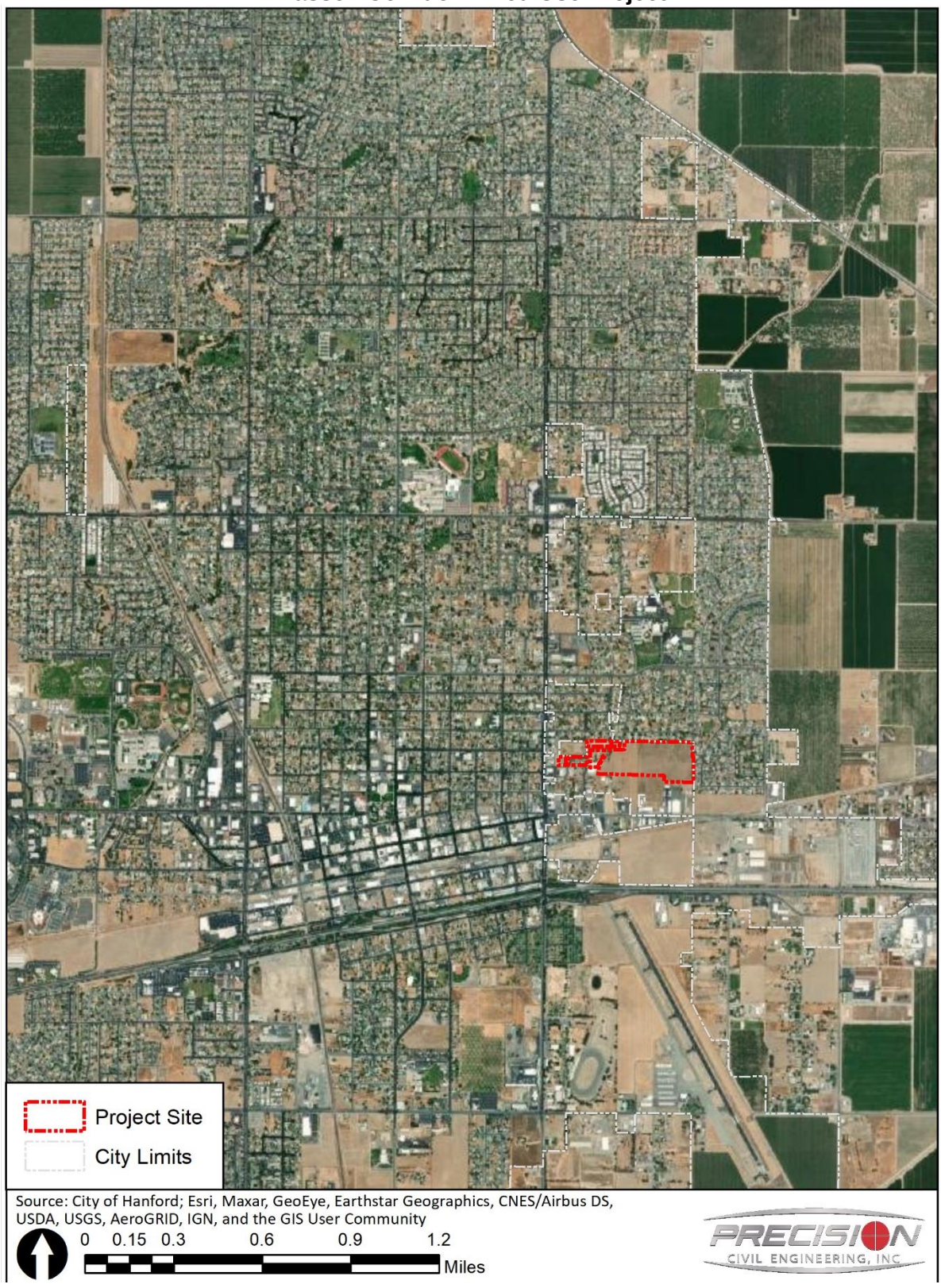
The project includes a General Plan Amendment (GPA No. 2021-01C) and Pre-Zone/Rezone (Rezone No. 2021-14) pertaining to 18 parcels, totaling approximately 28 acres, located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026) (See **Figure 13**). No physical development is proposed.

The General Plan Amendment is requested, due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the a portion of the project site is located within Zone B1 (North), which limits the maximum residential density to one (1) unit per 10 acres. Residential subdivisions and multi-family residential uses are identified as non-acceptable uses in this zone. As such, the current planned land use designation of Medium Density Residential is incompatible with the ALUCP. The General Plan Amendment will change the General Plan land use designation from Medium Density Residential to Corridor Mixed Use (See **Figure 14** and **Figure 15**). The proposed land use designation is compatible with the ALUCP.

The project is currently in a County unincorporated island within the City's Sphere of Influence, but will be considered for annexation into the City at a future date. The Pre-Zone/Rezone is related to the annexation request in process for the project site. The site is currently zoned C-S – Service Commercial in Kings County (See **Figure 16**). The Pre-Zone/Rezone will pre-zone the site to MX-C – Corridor Mixed Use (See **Figure 17**). Various land uses within the MX-C Corridor Mixed Use zone district are permissible uses within the B1 zone and compatible with the ALUCP.

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 13.
Project Location
Lassen Corridor Mixed Use Project



Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 14.
Current General Plan Land Use Designation
Lassen Corridor Mixed Use Project

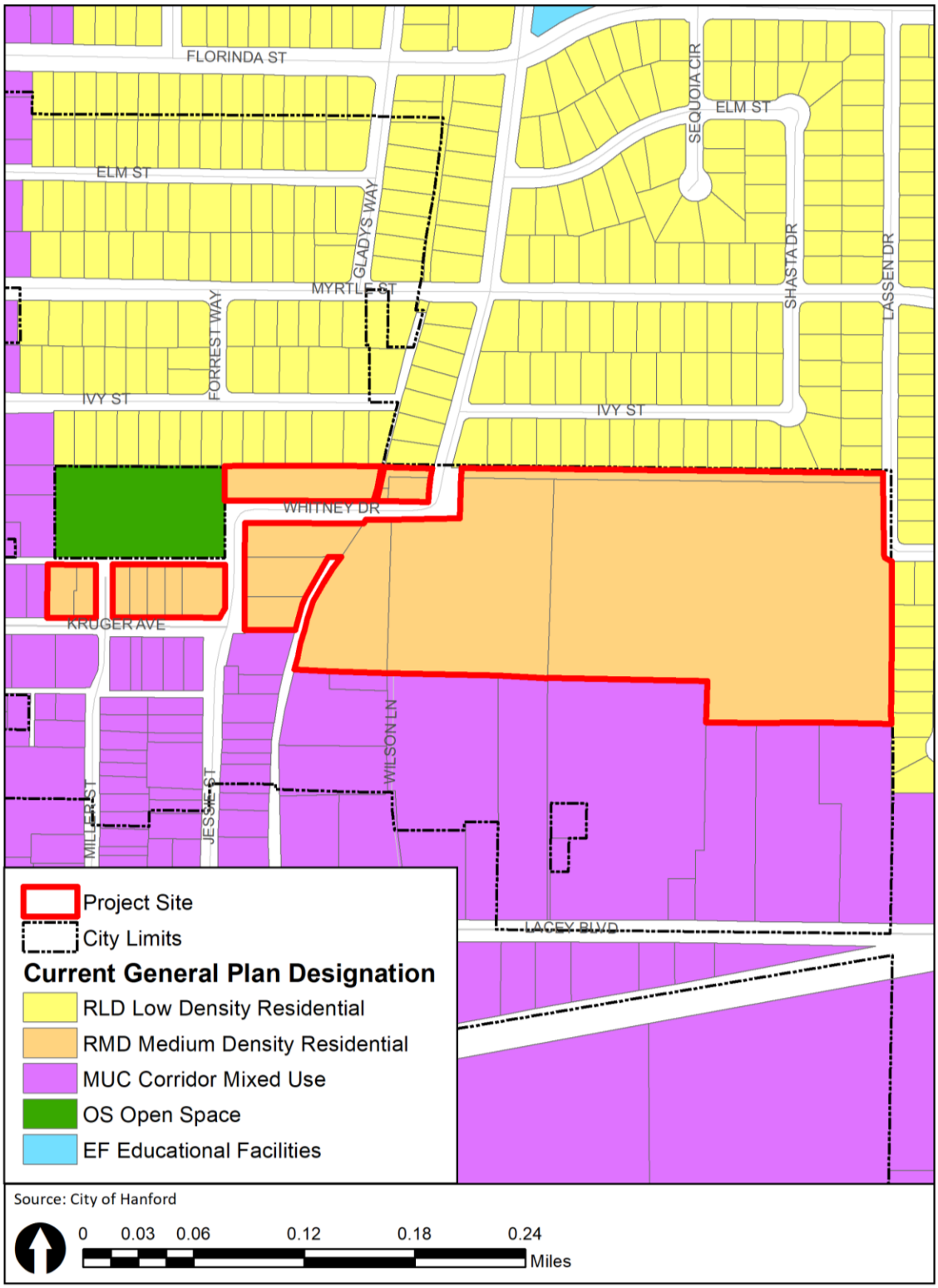
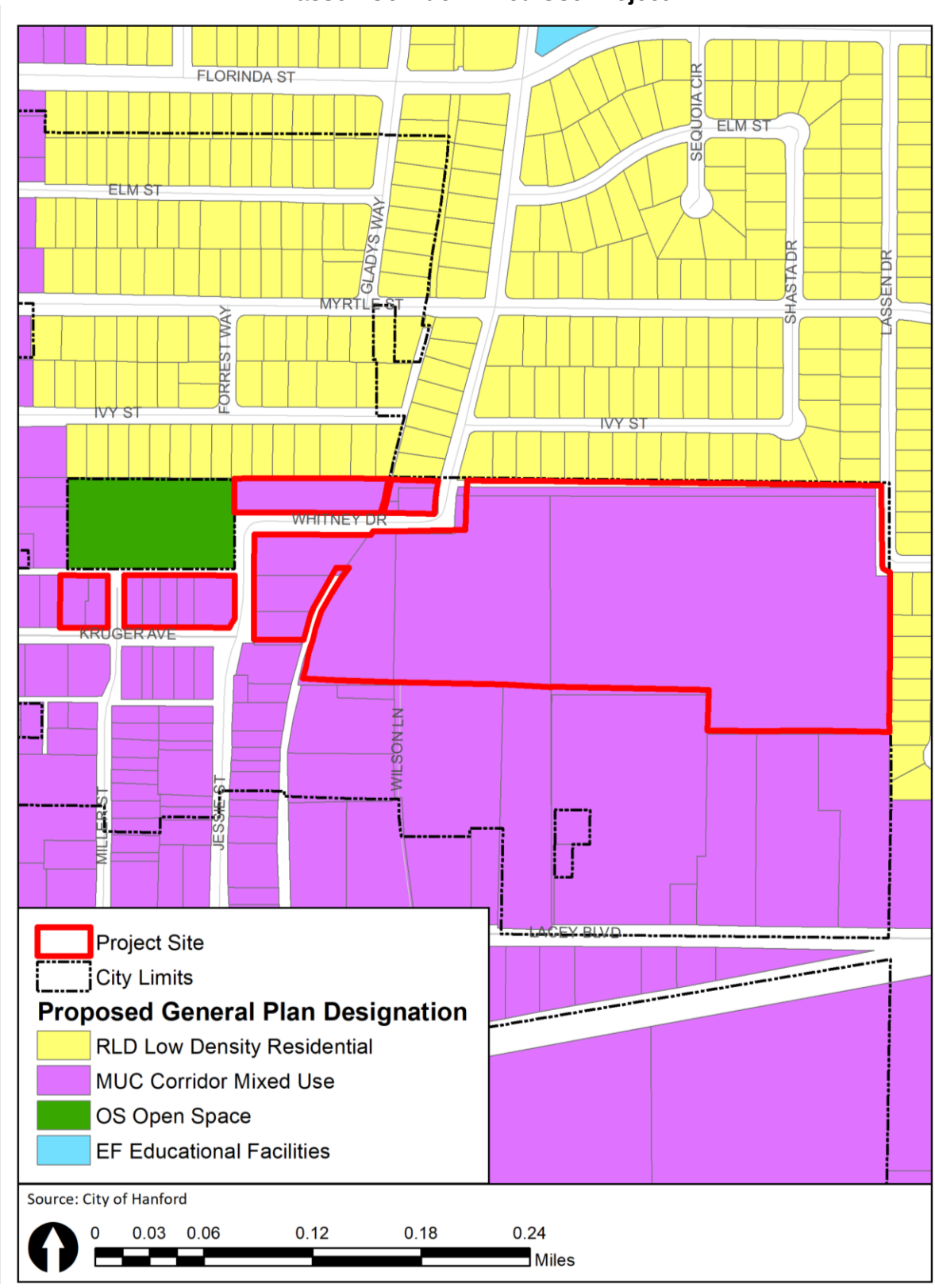


Figure 15.
Proposed General Plan Land Use Designation
Lassen Corridor Mixed Use Project



Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Figure 16.
Current Zone District
Lassen Corridor Mixed Use Project

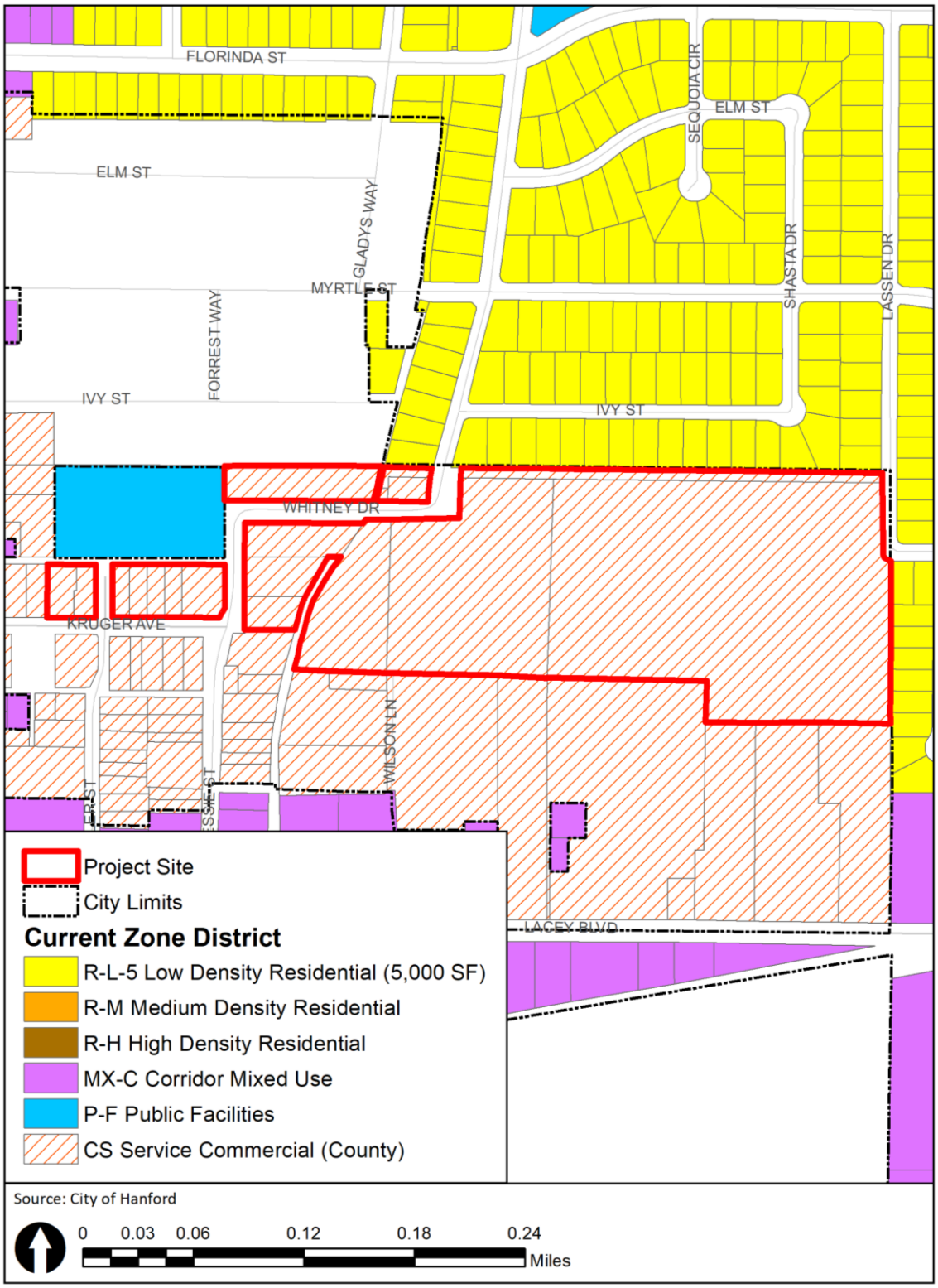
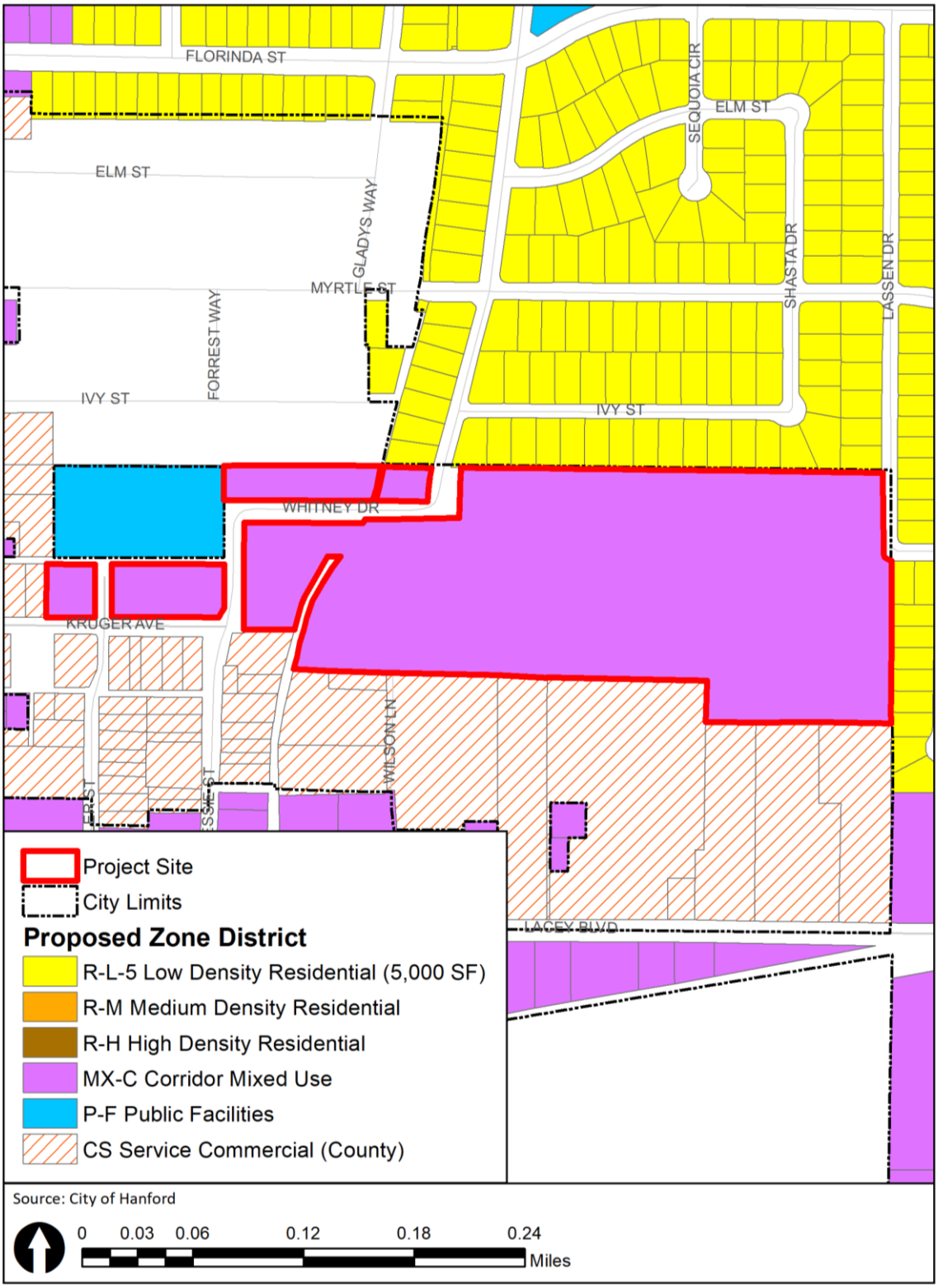


Figure 17.
Proposed Zone District
Lassen Corridor Mixed Use Project



As referenced in the table below, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development.

Direction from the project site	Existing Land Use	Planned Land Use	Zone District
North	Single-family residential	Low Density Residential	R-L-5 Low Density Residential
South	America's Best Value Inn, Joe's Tires, Saldana's Exhaust and Muffler, Medallion Supply, Kings County Bowl	Corridor Mixed Use	C-S – Service Commercial (County)
East	Single-family residential	Low Density Residential	R-L-5 Low Density Residential
West	Vacant, Bullet Impressions, Champi Fence Company, Single-family residential	Corridor Mixed Use	PF – Public Facilities (County)

BACKGROUND

Telstar Office Building

General Plan and Zoning Designation
The General Plan designates the subject property as Downtown Mixed Use with a zone district of MX-D – Downtown Mixed Use. The applicant is proposing to change the General Plan designation for the subject property to Service Commercial and the corresponding zone district of C-S – Service Commercial. The actions to change the land use are a result of Telstar proposing a relocation of their existing facility.

Telstar has outgrown their current facility, located at 202 S. Douty St., and is proposing to relocate approximately 200 feet northwest on the vacant land on the east side of Irwin Street, in between W 5th and W 4th Streets. This vacant land has a different land use and zone district designation than their current site, thus in order to relocate, a general plan amendment and corresponding rezone are required.

Conditional Use Permit
The applicant seeks to build a 10,000-sf office building for specialty construction or trade service uses with off-site parking facility on the subject property. According to Table 17.08.030 of the Hanford Municipal Code, specialty construction is permitted by-right in the C-S zone district; however, off-site parking facility uses require an approved conditional use permit.

Site Plan Review
In addition to the GPA, Rezone, and CUP, the project is also subject to a Site Plan Review. The applicant has submitted Site Plan Review No. 2021-22 for the project, proposing the development of a 10,000 sf. office building with an off-site parking lot. Site Plan Review No. 2021-22 was

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reviewed by the Site Plan Review Committee. All conditions of approval cited in the site plan review approval letter are also conditions of approval for the conditional use permit application.

Hanford Police Department Training Facility – Vehicle Storage Shed

General Plan and Zoning Designation
The General Plan designates the subject property as Corridor Mixed Use with a zone district of MX-C – Corridor Mixed Use. The applicant is proposing to change the General Plan designation for the subject property to Public Facilities and the corresponding zone district of P-F – Public Facilities. Public facilities, such as the existing police department training facility, are not permitted in the current land use or zoning designation. The site has historically operated as a public facility, the police training facility being the most recent use, but formerly, the building served as the National Guard Armory. A clean-up action is required in order to bring the existing use into compliance and permit an expansion for the vehicle storage shed.

Variance
The project seeks to build a 1,200-sf storage shed for vehicles, as well as associated site improvements, such as parking and landscaping. According to Chapter 17.38.140 of the Hanford Municipal Code, a block wall with a minimum height of seven (7) feet shall be provided along any side or rear lot line that abuts a residential district. The applicant is requesting a variance to place a chain link fence in lieu of the block wall requirement along the northwest property line that abuts existing residential.

Site Plan Review
In addition to the GPA, Rezone, and Variance, the project is also subject to a Site Plan Review. The applicant has submitted Site Plan Review No. 2020-34 for the project, proposing the construction of a 1,200 sf. vehicle storage shed and associated site improvements, including paved parking and an upgraded trash enclosure. Site Plan Review No. 2020-34 was reviewed by the Site Plan Review Committee. All conditions of approval for the Site Plan Review will also be conditions of approval for the variance application.

Lassen Mixed Use Corridor Project

General Plan and Zoning Designation
The General Plan designates the subject property as Medium Density Residential with a Kings County zone district of C-S – Service Commercial. In order to be consistent with the Kings County Airport Land Use Compatibility Plan (ALUCP) the City of Hanford is proposing to change the General Plan designation for the subject property to Corridor Mixed Use and the corresponding prezone district MX-C – Corridor Mixed.

The ALUCP locates the site within the Zone B of the plan, which deems medium and high densities as unacceptable land uses in this area. Thus, a clean-up action is required in order for the ALUCP, Hanford General Plan, and Hanford Zoning Ordinance to be consistent with each other.

There is not a development project associated with this request. Future development within the project area will be subject to review and compliance with the MX-C Corridor Mixed Use zone district, if the designation change is permitted.

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PROJECT EVALUATION

Telstar Office Building (General Plan Amendment No. 2021-01A; Rezone No. 2021-10; Site Plan Review No. 2021-22; Conditional Use Permit No. 2021-04)

General Plan Amendment No. 2021-01A

General Plan Amendment (GPA No. 2021-01A) is a request to change the land use designation from Downtown Mixed Use to Service Commercial on two (2) parcels totaling 1.04 acres. GPA No. 2021-01A is consistent with the following goals and policies of the General Plan.

> *Goal L10 [Provide] a wide range of commercial shopping opportunities that serve people's needs for goods and services at the neighborhood, citywide, and regional level, as well as the needs of the traveling public.*

Analysis: The re-designation of the project site from Downtown Mixed Use to Service Commercial will allow the site to be used for variety of commercial activities, including businesses that have both retail and service components that serve people's needs for goods and services at the neighborhood and citywide level. The purpose of the Service Commercial land use designation is to promote establishments that engage in servicing equipment, materials, products, and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging, or processing of articles or merchandise for distribution.

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

Analysis: The re-designation of the project site from Downtown Mixed Use to Service Commercial will not affect the ability of the project site to be compatible with adjacent, surrounding uses. Existing surrounding uses include commercial uses to the south and east, vacant land to the west, and a parking lot to the north. Prior to the 2017 comprehensive General Plan Update, the area spanning from 10th to 11th Avenues, south of the railroad, north of 198, was designated as Service Commercial, with the exception of this site, which was reserved as Public Facilities, as the location of since-removed water towers. As such, a majority of the uses in the area are service-commercial type uses. The properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial. The uses allowed in the Service Commercial use designation allow for a mix of commercial activities with both retail and service components.

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

Analysis: The re-designation of the project site from Downtown Mixed Use to Service Commercial will not conflict with General Plan Policy L51. The parcels could be developed as uses permitted or conditionally permitted in the land use table for the C-S zone district, which allows for a range of commercial and service activities. The existing surrounding area is developed with commercial uses (south and east), with vacant land (west), and a parking lot (north). The surrounding properties to the north and east are planned and zoned for mixed use development and the

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properties south and west are planned and zoned for service commercial. Development of the project site with service commercial uses would not be incompatible with the surrounding area. Prior to the 2017 comprehensive General Plan Update, the area spanning from 10th to 11th Avenues, south of the railroad, north of 198, was designated as Service Commercial, with the exception of this site, which was reserved as Public Facilities, as the location of since-removed water towers. As such, a majority of the uses in the area are service-commercial type uses

> *Policy L52 Typical Uses in Service Commercial Land Use Designation: Define the uses allowed in the Service Commercial land use designation to include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses.*

Analysis: The re-designation of the project site from Downtown Mixed Use to Service Commercial will not conflict with General Plan Policy L52. The parcels could be developed as uses permitted or conditionally permitted in the land use table for the C-S zone district, which allows for a mix of service and commercial uses. The existing surrounding area is developed with commercial uses (south and east), with vacant land (west), and a parking lot (north). The surrounding properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial. Development of the project site with service commercial uses would not be incompatible with the surrounding area. Prior to the 2017 comprehensive General Plan Update, the area spanning from 10th to 11th Avenues, south of the railroad, north of 198, was designated as Service Commercial, with the exception of this site, which was reserved as Public Facilities, as the location of since-removed water towers. As such, a majority of the uses in the area are service-commercial type uses

> *Policy L54 Design of the Service Commercial Land Use Designation: Require that new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.*

Analysis: Development of the project site is subject to the Site Plan Review process, which ensures that all requirements of the C-S – Service Commercial zone district are implemented. As a general provision and standard for all new construction in the C-S- Service Commercial zone district, the following is implemented as conditions of approval:

1. That C-S – Service Commercial zone districts shall be designed to provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street. At a minimum, this shall be accomplished pursuant to requirements set forth under HMC Chapter 17.20 Service Commercial Zone related to site layouts, landscaping, and screening.

The Site Plan Review process ensures that all new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.

> *Policy L55 Location and Size of Service Commercial Land Use Designation: Locate Service Commercial land use designations along Highway 198 and where they can serve*

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as a buffer land use, such as between residential areas and railroad corridors. Require new development projects to be a minimum of one acre.

Analysis: The project site is located approximately 200 feet north of Highway 198 and is located in an area developed with commercial uses (south and east), with vacant land (west), and a parking lot (north). The surrounding properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial. Therefore, the re-designation of the project site from Downtown Mixed Use to Service Commercial would benefit the area as a continuation of commercial uses located generally along Highway 198 as a buffer land use between the transportation corridor and downtown.

Rezone No. 2021-10

Rezone No. 2021-10 is a request to change the zone district from MX – D – Downtown Mixed Use to C-S – Service Commercial on two (2) parcels totaling 1.04 acres.

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

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.
2. The amendment would not be detrimental to the public health, safety, or welfare of the community.
3. The amendment would maintain the appropriate balance of land uses within the City.
4. The anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

An analysis of the required findings appears below under Findings for Approval.

Site Plan Review No. 2021-22

Site Plan Review No. 2021-22 is a request to allow the construction of an approximately 10,000-square foot office building for Telstar Instruments and Control Systems Integrators. This Project would serve as a relocation and expansion of the current Telstar office located approximately 200 feet southeast of the project at 202 South Douty St. in Hanford.

Conformance with the standards of the C-S – Service Commercial Zone District

17.20.030 Site area.
In the C-S – Service Commercial zone district, the minimum site area shall be 5,000 square feet. The project site comprises two (2) parcels (APNs 012-095-001 and 012-095-011) each totaling approximately 22,500 square feet (150 feet by 150 feet) and are thereby in conformance with site area requirements.

17.20.040 Lot dimensions.
In the C-S – Service Commercial zone district, the minimum lot frontage shall be forty (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 comprises two (2) parcels (APNs 012-095-

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001 and 012-095-011) that are each 150 feet by 150 feet, thereby conforming to lot dimension requirements.

17.20.050 Coverage.
In the C-S – Service Commercial zone district, the maximum coverage of a lot shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. All required building setbacks, landscaping, off-street parking and loading requirements were evaluated and mandated as part of the site plan review process.

17.20.060 Building setback areas.
In the C-S – Service Commercial zone district, no structure shall be placed within a building setback area.
Front:
The front building setback area shall be a minimum of 15 feet, except that in C-S zones bounded by State Route 198, 10th Avenue, 11th Avenue, and Sixth Street there is no minimum front building setback area requirement. Site Plan Review No. 2021-01 proposes a 15-foot front building setback.

Rear:
The rear building setback may be zero (0) feet from the rear lot line, except where the rear lot line abuts a public street an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district then the rear building setback shall be fifteen (15) feet. Site Plan Review No. 2021-01 proposes a 15-foot front building setback. The rear lot line does not abut a public street or an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district.

Side:
The side building setback area shall be zero (0) feet, except that where the side lot line abuts a public street or an R-L, R-M, R-H, OR, O, PF, AP, or CO zone districts the side building setback area shall be 15 feet. Since the western property line abuts a public street, Irwin Street, Site Plan Review No. 2021-01 proposes a 15-foot side building setback.

17.20.070 Distances between structures.
In the C-S – Service Commercial zone district, the minimum distance between a structure used solely for residential purposes and another structure shall be 10 feet, except as provided by the building code. There are no residential structures proposed on site, therefore the requirement is not applicable.

17.20.080 Height of structures.
In the C-S – Service Commercial zone district, the maximum structure height shall be 50 feet. The structure proposed is a single-story structure and does not exceed the height maximum of the zone district.

17.20.090 Driveways.
In the C-S – Service Commercial 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. Site Plan Review No. 2021-22 proposes one (1) point of ingress and one (1) point of egress on South Irwin Street at the alleyway, thereby minimizing the driveways on the surrounding streets.

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17.20.100 Off-street parking.
Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 17.54. Pursuant to Chapter 17.54, all service commercial uses shall provide one (1) space per 300 square feet. Site Plan Review No. 2021-22 proposes 35 parking spaces. This exceeds the requirement of Chapter 17.54.

Calculation:
10,000 square feet of floor space yields 34 parking spaces (minimum)

In addition, parking areas in the C-S – Service Commercial zone district shall not be closer than five (5) feet to any front or street side lot line. The area between the lot line and parking area shall be landscaped. New parking areas should be located behind or to the side of buildings, not between buildings and the street. Site Plan Review No. 2021-22 proposes a 10-foot landscaped area between the lot line and parking area, which is separated from the office building by the alleyway and is therefore not located between the building and the street.

17.20.110 Usable open space.
There is no minimum requirement for usable open space in the C-S – Service Commercial zone district. The project does not propose usable open space.

17.20.120 Landscaping.
In the C-S – Service Commercial zone district, 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. Site Plan Review No. 2021- 22 proposes a 15-foot landscaped area from the lot line adjoining South Irwin Street and West Fourth Street. A 10-foot landscaped area is proposed between the lot line adjoining West Fifth Street and the proposed parking lot. No landscaping is proposed adjoining South Irwin Street, as the setback area is covered by parking and an internal drive aisle.

17.20.130 Screening, fences, and walls.
In the C-S – Service Commercial zone district, 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. No fence or wall shall be placed in front of or within any landscaped area located next to a street. The project site is not adjacent to an R-L, R-M, R-H, OR, PF, AP, or CO zone district. Site Plan Review No. 2021-01 does not propose any screening, fences, and walls.

17.20.140 Signs.
Signs placed in the C-S – Service Commercial zone district shall be subject to the requirements and standards prescribed in Chapter 17.56. No signage is proposed at this time. Future signage will require a separate application and conformance with the requirements set forth in Section 17.56.

17.20.150 General provisions and standards.
No business, service, or processes that is not a part of the main use of the site shall be conducted outside a completely enclosed permanently fixed structure, except where specifically permitted by this title. Site Plan Review No. 2021-01 does not propose a business, service, or process that is not a part of the mail use of the site. Mechanical equipment shall be located a minimum of five (5) feet from a rear or side lot line that abuts an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district. The project site does not abut an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district.

Conditional Use Permit No. 2021-04

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Conditional Use Permit No. 2021-04 is a request to allow for an off-street employee parking lot.

According to HMC Section 17.80.030, before a conditional use permit can be approved, all of the following findings shall be made by the reviewing authority:

1. The proposed use would not impair the integrity and character of the zoning district in which it is to be located;
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;
3. The proposed use is consistent with the General Plan;
4. There will not be significant effects upon the quality of the environment and natural resources;
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.

An analysis of the required findings appears below under Findings for Approval.

Hanford Police Department Training Facility – Vehicle Storage Shed (General Plan Amendment No. 2021-01B; Rezone No. 2021-12; Site Plan Review No. 2020-34; Variance No. 2021-07)

General Plan Amendment No. 2021-01B
General Plan Amendment No. 2021-01B is a request to change the land use designation from Corridor Mixed Use to Public Facilities on one (1) parcel totaling 2.06 acres. GPA No. 2021-01B is consistent with the following goals and policies of the General Plan.

> *Goal L28 [Provide] Adequate and accessible civic, utility, institutional, cultural, and service uses supporting the needs of Hanford's residents and businesses.*

Analysis: The re-designation of the project site from Corridor Mixed Use to Public Facilities will allow the site to be used for civic, utility, institutional, cultural, and service uses that support the needs of Hanford's residents and businesses. The purpose of the Public Facilities land use designation is to establish the accommodate municipal facilities and government operations. The re-designation would allow for the site to be used as the Hanford Police Department Training Facility, thereby accommodating municipal facilities and government operations.

> *Policy L101 Purpose of Public Facilities Land Use Designation: Establish the Public Facilities land use designation to accommodate municipal facilities and government operations.*

Analysis: The re-designation of the project site from Corridor Mixed Use to Public Facilities will not conflict with General Plan Policy L101. The site is owned by the City of Hanford and is currently used as the Hanford Police Department Training Facility. Under the current land use designation, public and quasi-public uses, such as the police training facility, are not permitted. Therefore, the re-designation of the project site would ensure that the site could be used for public facilities to accommodate the existing municipal facilities and government operations.

> *Policy L102 Types of Uses in Public Facilities Land Use Designation: Typical uses in the Public Facilities land use designation include public works yards, airports, waste water*

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treatment plants, commuter parking lots, government offices, community centers, recreation centers, museums, fire stations, jails, and other similar activities conducted on property owned by the City, County or other State, federal, or local agencies

Analysis: The re-designation of the project site from Corridor Mixed Use to Public Facilities will not conflict with General Plan Policy L102. The site is owned by the City of Hanford and is currently used as the Hanford Police Department Training Facility. Under the current land use designation, public and quasi-public uses, such as the police training facility, are not permitted. Therefore, the re-designation of the project site would ensure that the site could be developed and used for uses that are typical in the public facilities land use designation on property owned by the City.

Policy L103 Location of Public Facilities Designation: Locate the Public Facilities land use designation on land owned by Hanford, Kings County, or other local or regional public agencies.

Analysis: The re-designation of the project site from Corridor Mixed Use to Public Facilities will not conflict with General Plan Policy L103. The project site is owned by the City of Hanford and is currently used as the Hanford Police Department Training Facility.

Rezone No. 2021-13

Rezone No. 2021-13 is a request to change the zone district from MX-C – Corridor Mixed Use to PF – Public Facilities on one (1) parcel totaling 2.06 acres.

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

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.
2. The amendment would not be detrimental to the public health, safety, or welfare of the community.
3. The amendment would maintain the appropriate balance of land uses within the City.
4. The anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

An analysis of the required findings appears below under Findings for Approval.

Site Plan Review No. 2020-34

Site Plan Review No. 2020-34 is a request to allow the construction of an accessory 1,200-square-foot storage shed for vehicles in addition to a parking lot, landscaping, and lighting.

Conformance with the standards of the PF – Public Facilities zone district

17.38.030 Site area.
There is no minimum lot area in the PF – Public Facilities zone district.

17.38.040 Lot dimensions.

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The minimum lot frontage shall be 40 feet in the PF – Public Facilities zone district. The project site's frontage exceeds 300 feet and is thereby in conformance with lot dimension requirements.

17.38.050 Coverage.
In the PF – Public Facilities zone district, the maximum coverage of a lot shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. All required building setbacks, landscaping, off-street parking and loading requirements were evaluated and mandated as part of the site plan review process.

17.38.050 Building setback areas.
In the PF – Public Facilities zone district, no structure shall be placed within a building setback area.

Front:
The front building setback area shall be 20 feet from the front lot line. The primary structures is set back approximately 40 feet from the front lot line. The proposed accessory storage shed is setback 209 feet from the front property line.

Rear:
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 primary structure is setback 171 feet at the maximum dimension from the rear property line and 76 feet at the minimum dimension form the rear property line. The proposed accessory storage shed is setback approximately 55 feet at the maximum dimension from the rear property line and 40 feet at the minimum dimension from the rear property line. Both the existing and proposed structures exceed the required rear-yard setbacks.

Side:
The side building setback area shall be five (5) feet from an interior side lot line and 10 feet from a street side property line. The side property lines are interior lot lines only, therefore only a five foot-setback is required. The primary structure is setback approximately 37 feet at the minimum dimension from the northern property line and 106 feet at the maximum dimension from the northern property line. The primary structure is setback approximately 140 feet from the southern property line. The proposed accessory structure is setback 208 feet at the maximum dimension and 185 feet at the minimum dimension from the northern property line. The proposed accessory structure is setback five feet and nine inches from the southern property line.

The existing and accessory structure proposed by Site Plan Review No. 2021-22 meets the required front, rear, and side building setbacks.

17.38.070 Distances between structures.
In the PF – Public Facilities zone district, the minimum distance between structures shall be 10 feet, as provided by the building code. All structures are separated by a minimum of 10 feet.

17.38.080 Height of structures.
In the PF – Public Facilities zone district, the maximum structure height shall be 50 feet. The existing structure and the proposed accessory structure do not exceed the height maximum of the zone district.

17.38.090 Driveways.

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In the PF – Public Facilities 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. Gated entrances shall be set back at least 50 feet from the public right-of-way unless a shorter distance is approved by the City Engineer. There is an existing driveway with one (1) point of ingress/egress at 11th Avenue. Site Plan Review No. 2021-22 does not propose additional driveways.

17.38.100 Accessory structures.
In the PF – Public Facilities zone district, accessory structures may be located within a required rear or side building setback area subject to all of the following: The floor area shall be a maximum 120 square feet; the walls shall be at least three (3) feet from rear and side lot lines; the roof eaves shall be at least two (2) feet from rear and side lot lines; the accessory structure shall be separated from other structures by a minimum of 10 feet; the plate line height shall be a maximum seven (7) feet high; the roof pitch shall be a maximum 4:12; the roof ridge peak height shall be a maximum of 10 feet. Site Plan Review No. 2021-22 does not propose a qualifying accessory structure within a required rear or side building setback area.

17.38.110 Off-street parking.
Off-street parking and off-street loading facilities shall be provided on the site for each use, as prescribed in Chapter 17.54. Pursuant to the parking table provided in Section 17.54.040 of the Hanford Municipal Code, uses not specifically described in the table can be assigned the parking ratio of the most similar specified use, as determined by the Site Plan Review Committee. Given the use of the building by the police department, including use as a youth-oriented boxing league, staff determined the most similar use to be “studio for martial arts, music, dance, yoga, exercise, gymnastics or similar.” The use requires a parking ratio of one space per 500 square feet. The existing building is approximately 10,000 sf., therefore, in order to bring the site into conformance 20 parking stalls are required.

17.38.120 Usable open space.
There is no minimum requirement for usable open space in the PF – Public Facilities zone district. The project does not propose usable open space.

17.38.130 Landscaping.
In the PF – Public Facilities zone district, except for driveways and approved parking areas, all yard areas and setback areas visible from a public street shall be landscaped. Site Plan Review No. 2021-22 proposes landscaped areas along North 11th Avenue and Rodgers Road.

17.38.140 Screening, fences, and walls.
In the PF – Public Facilities zone district, 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. Variance No. 2021-07 is requested to deviate from the municipal code to allow a slated chain link fence in lieu of the block wall requirement between the project and the R-M – Medium Density Residential zone district to the northwest.

17.20.150 Signs.
Signs placed in the PF – Public Facilities zone district shall be subject to the requirements and standards prescribed in Chapter 17.56 except that signs placed by a local, state, or federal public agency on their own public property shall be exempt from Chapter 17.56. No signage is proposed at this time.

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Variance No. 2021-07

Variance No. 2021-07 is a request to deviate from the municipal code to allow a slated chain link fence in lieu of the block wall requirement between the project and residential uses to the northwest.

Pursuant to HMC Section 17.84.050 Variance findings, before a variance may be approved, all of the following findings shall be made by the reviewing authority.

1. There are special circumstances applicable to the property, including size, shape, topography, location or surroundings, are such that the strict application deprives such property of privileges enjoyed by other property in the vicinity that are in the same zone district;
2. The variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the vicinity and that are in the same zone district and denied to the property for which the variance is sought;
3. The variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located;
4. The variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which such property is located;
5. The variance does not allow a use or activity which is prohibited in the zone district where the property is located; and
6. The variance is consistent with the purposes of this title.
7. The variance will be consistent with the General Plan.

An analysis of the required findings appears below under Findings for Approval.

Lassen Corridor Mixed Use Project (General Plan Amendment No. 2021-01C; Pre-Zone/Rezone No. 2021-14)

General Plan Amendment No. 2021-01C

General Plan Amendment No. 2021-01C is a request to change the land use from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres. The request is due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). The proposed land use designation is compatible with the ALUCP. GPA No. 2021-01C is consistent with the following goals and policies of the General Plan.

> *Goal L10: [Provide] a wide range of commercial shopping opportunities that serve people's needs for goods and services at the neighborhood, citywide, and regional level, as well as the needs of the traveling public.*

Analysis: The re-designation from Medium Density Residential to Corridor Mixed Use will allow the site to be used for a wide range of commercial shopping opportunities that serves people's needs for goods and services at the neighborhood and citywide level, while complying with the allowable uses in the Airport Land Use Compatibility Plan. The purpose of the Corridor Mixed Use designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhoods, with intent of creating a pedestrian-friendly environment that encourages walking between uses.

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

Analysis: The re-designation of the project site from Medium Density Residential to Corridor Mixed Use will not affect the ability of the project site to be compatible with adjacent, surrounding land uses. The project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses.

Policy L65 Purpose of Corridor Mixed Use Land Use Designation: Establish the Corridor Mixed Use land use designation to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with the intent of creating a pedestrian-friendly environment that encourages walking between uses.

Analysis: The project's re-designation from Medium Density Residential to Corridor Mixed Use will not conflict with General Plan Policy L65. The parcels could be developed as uses permitted or conditionally permitted in the land use table for the MX-C Corridor Mixed Use zone district, which allows for a mix of commercial, office, and multi-family residential uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation.

Policy L66 Typical Uses in Corridor Mixed Use Land Use Designation Define the uses allowed in the Corridor Mixed Use land use designation to include small- and medium-scale commercial providing primarily day-to-day goods and services, office, and multi-family dwellings, along with horizontal and vertical mixed-use developments that include these uses. Typical uses include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.

Analysis: The project's re-designation to Corridor Mixed Use from High-Density Residential will not conflict with General Plan Policy L66. The parcels could be developed as uses permitted or conditionally permitted in the land use table for the MX-C Corridor Mixed Use zone district, which allows for commercial, office, and multi-family uses, as long as such uses are consistent with the ALUCP. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which are consistent with permitted uses in the Corridor Mixed Use designation.

Policy L67: Design of the Corridor Mixed Use Land Use Designation: Require that new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites. Strongly encourage buildings to be located near the street corridor, with parking to the side of or behind buildings.

Analysis: Any development of the project site would be subject to the Site Plan Review process, which would ensure that all requirements of the MX-C Corridor Mixed Use zone district were implemented. As a general provision and standard for all new construction in the MX-C Corridor Mixed Use zone district, the following is implemented as conditions of approval:

1. That Mixed Use Corridor zone districts shall be designed to provide and encourage walking within the commercial uses and between the commercial uses and the residential uses within the MX-C 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.

The Site Plan Review process ensures that all new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites.

> *Policy L68: Location and Size of Corridor Mixed Use Land Use Designation: Locate Corridor Mixed Use land use designations along one or both sides of portions of arterial streets where a mix of commercial and residential uses would benefit the neighborhood. Specific locations shall include portions of 10th Avenue, Lacey Boulevard, Garner Avenue, and Hanford-Armona Road.*

Analysis: There are instances where the Corridor Mixed Use designation is located on portions of streets which are not arterials as referenced in Policy L68. The subject project site is located where mixed-use development would benefit the neighborhood, as a continuation of commercial uses located adjacent to East Lacey Boulevard and North 10th Avenue. The designation would provide as continuation of the Corridor Mixed Use designation existing west and south of the project area.

Rezone No. 2021-14

Pre-Zone/Rezone No. 2021-14 is a request related to an annexation request in process for a County Island that is within the City of Hanford Sphere of influence. A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City), consistent with the proposed land use designation and the ALUCP, on 18 parcels totaling approximately 28 acres.

FINDINGS FOR APPROVAL

Telstar Office Building (General Plan Amendment No. 2021-01A; Rezone No. 2021-10; Site Plan Review No. 2021-22; Conditional Use Permit No. 2021-04)

General Plan Amendment No. 2021-01A

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

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

   Analysis: That General Plan Amendment No. 2021-01A is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L52, L54, and L55.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Downtown Mixed Use to Service Commercial on 1.04 acres in an area that is planned and zoned for mixed use development and service commercial uses will not affect the City's ability to maintain an appropriate balance of land uses within the city, as commercial development of the project site was previously contemplated by the General Plan.

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

   Analysis: That the anticipated land uses of the site designated for Service Commercial would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Service Commercial designation, which according to General Plan Policy L52, include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The existing surrounding area is developed with commercial uses (south and east), with vacant land (west), and a parking lot (north). The surrounding properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial. Development of the project site with service commercial uses would not be incompatible with the surrounding area. Prior to the 2017 comprehensive General Plan Update, the area spanning from 10th to 11th Avenues, south of the railroad, north of 198, was designated as Service Commercial, with the exception of this site, which was reserved as Public Facilities, as the location of since-removed water towers. As such, a majority of the uses in the area are service-commercial type uses.

Rezone No. 2021-10

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

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

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Analysis: That Rezone No. 2021-10 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L52, L54, and L55. All regulations pertaining to C-S – Service Commercial zone district will be enforced as development occurs through the Site Plan Review process. Development of the subject parcels proposed for rezone have been submitted for review and propose full build out, consistent with the requirements of the C-S Service Commercial zone district.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Corridor Mixed Use to Service Commercial on 1.04 acres in an area that is planned and zoned for mixed use development and service commercial uses will not affect the City's ability to maintain an appropriate balance of land uses within the city, as commercial development of the project site was previously contemplated by the General Plan.

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

   Analysis: That the anticipated land uses of the site designated for Service Commercial would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Service Commercial designation, which according to General Plan Policy L52, include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The existing surrounding area is developed with commercial uses (south and east), with vacant land (west), and a parking lot (north). The surrounding properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial. Development of the project site with service commercial uses would not be incompatible with the surrounding area. Prior to the 2017 comprehensive General Plan Update, the area spanning from 10th to 11th Avenues, south of the railroad, north of 198, was designated as Service Commercial, with the exception of this site, which was reserved as Public Facilities, as the location of since-removed water towers. As such, a majority of the uses in the area are service-commercial type uses.

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Conditional Use Permit No. 2021-04

In accordance with HMC Section 17.80.030, before a conditional use permit may be approved, all of the following findings shall be made by the reviewing authority:

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 development of the off-site parking lot for Telstar employees will not impair the integrity and character of the C-S – Service Commercial zone district. An off-site parking lot is conditionally permitted in the C-S – Service Commercial Zone District, as prescribed in the Land Use Table in HMC Section 17.08.030, subject to the approval of a conditional use permit. The proposed off-site parking lot serves as employee parking located directly across the alley from the proposed office building site.

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 use and development of the off-site parking lot is compatible with existing and future planned land uses in the C-S – Service Commercial zone district. The off-street parking lot will be proximal to the proposed Telstar office building and used for Telstar employees. The development and use of the off-site parking lot is consistent with the regulations set forth in the Hanford Municipal Code Section 17.20 for the C-S – Service Commercial zone district. An off-street parking lot is conditionally permitted in the C-S – Service Commercial Zone District, as prescribed in the Land Use Table in HMC Section 17.08.030, subject to the approval of a conditional use permit. The proposed use of the off-site parking lot is compatible with the surrounding existing land uses in the area, as there is a stand-alone parking lot located directly north of the project site. Parking is a compatible use with the uses permitted in the C-S zone district.

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

   Analysis: That the proposed use and development of the off-site parking lot is consistent with the General Plan. GPA No. 2021-01A requests to change the land use designation from Downtown Mixed Use to Service Commercial. Rezone No. 2021-10 requests to change the zone district from MX – D – Downtown Mixed Use to C-S – Service Commercial, which corresponds to the proposed Service Commercial land use designation. According to General Plan Policy L51, the purpose of Service Commercial land use designation to provide for establishments that engage in servicing equipment, materials, products, and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging, or processing of articles or merchandise for distribution. According to General Plan Policy L52, typical uses in the Service Commercial land use designation include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The off-site parking lot is consistent with the goals and policies of the Hanford General Plan, as it will serve as a parking lot for the proposed and adjacent Telstar office building.

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

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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. 2022-29 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2022-29, and mitigation measures required of development are attached as **Attachment 1.**

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

   Analysis: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.20 for the C-S – Service Commercial zone district. The proposed use and development of the parking lot is compliant with the Hanford Municipal Code. Any other improvements or mitigations required for public health, safety, and welfare have been applied to the project as mitigation measures, and conditions of approval in Site Plan Review No. 2021-22 and the resolution.

Hanford Police Department Training Facility – Vehicle Storage Shed (General Plan Amendment No. 2021-01B; Rezone No. 2021-12; Site Plan Review No. 2020-34; Variance No. 2021-07)

General Plan Amendment No. 2021-01B

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

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

   Analysis: That General Plan Amendment No. 2021-01B is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal 28 and Land Use Policies L101, L102, and L103.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the

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existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Corridor Mixed Use to Public Facilities on a site that is already developed with and used for municipal facilities and government operations will not affect the City's ability to maintain an appropriate balance of land uses within the city, as use of the site as a municipal facility was already contemplated in the General Plan.

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

   Analysis: That the anticipated land uses of the site designated for Public Facilities would be compatible with existing and future surrounding uses. The parcel is owned by the City of Hanford and is previously developed with and used for municipal facilities and government operations which are typical uses of the Public Facilities designation. According to General Plan Policy L102, typical uses in the Public Facilities land use designation include public works yards, airports, waste water treatment plants, commuter parking lots, government offices, community centers, recreation centers, museums, fire stations, jails, and other similar activities conducted on property owned by the City, County or other State, federal, or local agencies. The surrounding area is planned and zoned for residential (north), mixed use development (south and west), and educational and public facilities (east). Continued use of the project site with municipal facilities and government operations would not be incompatible with the surrounding area.

Rezone No. 2021-13

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

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

   Analysis: That Rezone No. 2021-13 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal 28 and Land Use Policies L101, L102, and L103. All regulations pertaining to PF – Public Facilities zone district will be enforced as development occurs through the Site Plan Review process.

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

   Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the development proposal in the site plan review.

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the

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existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Corridor Mixed Use to Public Facilities on a site that is already developed with and used for municipal facilities and government operations will not affect the City's ability to maintain an appropriate balance of land uses within the city.

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

   Analysis: That the anticipated land uses of the site designated for Public Facilities would be compatible with existing and future surrounding uses. The parcel is owned by the City of Hanford and is previously developed with and used for municipal facilities and government operations which are typical uses of the Public Facilities designation. According to General Plan Policy L102, typical uses in the Public Facilities land use designation include public works yards, airports, waste water treatment plants, commuter parking lots, government offices, community centers, recreation centers, museums, fire stations, jails, and other similar activities conducted on property owned by the City, County or other State, federal, or local agencies. The surrounding area is planned and zoned for residential (north), mixed use development (south and west), and educational and public facilities (east). Continued use of the project site with municipal facilities and government operations would will be compatible with the surrounding area, as there are various examples of public facilities being integrated within various land uses, including commercial, residential, and mixed use.

Variance No. 2021-07

Pursuant to HMC Section 17.84.050 Variance findings, before a variance may be approved, all of the following findings shall be made by the reviewing authority.

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

   Analysis: That the special circumstance in this case is the unique use of the property and the significant distance between the site's expansion and the required development standard. Although proposed to be re-designated and re-zoned to PF Public Facility, the property is currently within the MX-C Corridor Mixed Use zone district, but is currently, and has historically been used as a training facility for the Hanford Police Department and prior to that, the Army National Guard. The use is a unique use for the existing zone district and therefore, constitutes a special circumstance. Further, staff has determined the small scale of this project and distance between the proposed expansion and the required improvement to be a special circumstance. While the HMC requires a block wall for any property located adjacent to the R-M Medium Density Residential zone district, due to the small scale of this project and its location a substantial distance from the northwestern property line abutting residential, 208 feet at the maximum dimension and 185 feet at the minimum dimension, the block wall is not critical for a site barrier as a result of the expansion.

   A variance to development standards was granted by the Planning Commission through Variance 2021-04, where the nexus between development standards and construction of an accessory use/structure on the site, placed a significant distance from the location of the improvements could not be substantiated. The Planning Commission made a finding that, the

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proportionality of the project area, compared to the site overall, and the significant distance separating the required development standard and the project area to be a special circumstance.

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

   Analysis: That if the change of the designation and zoning are changed from MX-C Corridor Mixed Use to PF Public Facility, as substantiated by findings, are approved, then there are examples of land uses in the same zone district that enjoy this right of providing screened fencing instead of a block wall barrier between public facility and residential. One example exists between the Hanford High (East Campus) property, 120 E. Grangeville Boulevard, and the residences to the north. Another example exists between Monroe Elementary School, 300 Monroe Drive, and the residences to the west. It shall be noted that the school districts are able to exempt themselves from City standard, therefore, allowance of the screened fencing instead of a block wall, as required, was not subject to the variance process.

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

   Analysis: That allowance of the variance to remove the requirement of the block wall will not create a safety hazard. There is an existing fence in the location where the block wall would be located, which provides a physical barrier between the two sites. Vinyl slats will be added to the existing chain link fence to provide further screening from the neighboring property, to provide privacy and separation of uses. The Fire Department has reviewed the application and determined that the fencing provided by the applicant will not be detrimental to safety. Additionally, the Building Division has reviewed the application and determined that the fencing provided by the applicant will not conflict with the requirements of the California Building Code. The allowance of the variance is not materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located. The goals of providing a block wall, to provide privacy and physical separation, can be achieved by installing vinyl slats within the existing chain link fence. Additionally, the block wall is being required in this instance due to the expansion of the site, through the addition of the vehicle storage shed, which is happening a significant distance, 208 feet at the maximum dimension and 185 feet at the minimum, from the northwestern property line adjoining the residential zone district.

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

   Analysis: That this variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which the property is being proposed to be re-designated/rezoned to, PF Public Facility That if the change of the designation and zoning are changed from MX-C Corridor Mixed Use to PF Public Facility, as substantiated by findings, are approved, then there are examples of land uses in the same zone district that enjoy this right of providing screened fencing instead of a block wall barrier between public facility and residential. One example exists between the Hanford High (East Campus) property, 120 E. Grangeville Boulevard, and the residences to

the north. Another example exists between Monroe Elementary School, 300 Monroe Drive, and the residences to the west. It shall be noted that the school districts are able to exempt themselves from City standard, therefore, allowance of the screened fencing instead of a block wall, as required, was not subject to the variance process.

A variance to development standards was granted by the Planning Commission through Variance 2021-04, where the nexus between development standards and construction of an accessory use/structure on the site, placed a significant distance from the location of the improvements could not be substantiated. The Planning Commission made a finding that, due to the proportionality of the project area, compared to the site overall, granting the variance would not constitute a special privilege inconsistent with limitation upon other properties in the vicinity, since there is not a nexus between the development standard requirement and the accessory use/structure, and due to the significant distance separating the required development standard and the project area.

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

   Analysis: That the variance applies to a block wall requirement associated with a proposed accessory structure on a previously developed site. The accessory structure is a permitted use in the PF – Public Facilities zone district. The primary use of the site, for police activities and the PAL program, a quasi-public use, is a permitted use in the PF Public Facilities zone district, which the site is proposed to be re-designated/rezoned to. All other development regulations specified in HMC Chapter 17.38 for the PF – Public Facilities zone district have been met.

6. The variance is consistent with the purposes of this title.

   Analysis: That in accordance with HMC Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the HMC when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. That the special circumstance in this case is the unique use of the property and the significant distance between the site's expansion and the required development standard. Although proposed to be re-designated and re-zoned to PF Public Facility, the property is currently within the MX-C Corridor Mixed Use zone district, but is currently, and has historically been used as a training facility for the Hanford Police Department and prior to that, the Army National Guard. The use is a unique use for the zone district and therefore, constitutes a special circumstance. Further, staff has determined the small scale of this project and distance between the proposed expansion and the required improvement to be a special circumstance. While the HMC requires a block wall for any property located adjacent to the R-M Medium Density Residential zone district, due to the small scale of this project and its location a substantial distance from the northwestern property line abutting residential, 208 feet at the maximum dimension and 185 feet at the minimum dimension the block wall is not critical for a site barrier as a result of the expansion. Therefore, the variance is consistent with the purposes of HMC Section 17.84.010.

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

Analysis: That the variance applies to a block wall requirement associated with a proposed accessory structure on a previously developed site. The existing use of the site and the proposed use of the accessory structure is consistent with the General Plan, if re-designated to Public Facility, as substantiated by findings, specifically consistent with Goal 28 and Land Use Policies L101, L102, and L103. Therefore, the variance is consistent with the General Plan.

Lassen Corridor Mixed Use Project (General Plan Amendment No. 2021-01C; Pre-Zone/Rezone No. 2021-14)

General Plan Amendment No. 2021-01C

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

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

   Analysis: That General Plan Amendment No. 2021-01C is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L65, L66, and L67.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation.

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

   Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Corridor Mixed Use designation, which according to General Plan Policy L66, include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses.

Rezone No. 2021-14

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

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

   Analysis: That Rezone No. 2021-14 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L65, L66, and L67. All regulations pertaining to MX-C – Mixed Use Corridor zone district will be enforced as development occurs through the Site Plan Review process.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation. Commercial and housing opportunities would be limited to the density and intensity allowable within the Airport Land Use Compatibility Plan.

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

   Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Corridor Mixed Use designation, which according to General Plan Policy

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L66, include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses. Commercial and housing opportunities would be limited to the density and intensity permitted within the Airport Land Use Compatibility Plan.

CONSULTATION

Early Consultation

Early consultation to agencies outside of the City of Hanford (pursuant to CEQA Guidelines Section 15082) was conducted for each project.

Telstar Office Building (General Plan Amendment No. 2021-01A; Rezone No. 2021-10; Site Plan Review No. 2021-22; Conditional Use Permit No. 2021-04)

Early consultation was received from:

- Edgar Hernandez with Caltrans on October 4, 2021.
- Liliana Stransky with Kings County Department of Public Health on September 13, 2021.
- Santa Rosa Rancheria Tachi Yokut Tribe on October 19, 2021.
- PG&E on September 9, 2021.

Early consultation letters are included and analyzed in the initial study and are provided in **Attachment 1**.

Hanford Police Department Training Facility – Vehicle Storage Shed (General Plan Amendment No. 2021-01B; Rezone No. 2021-12; Site Plan Review No. 2020-34; Variance No. 2021-07)

Early consultation was received from:

- Edgar Hernandez with Caltrans on October 4, 2021.
- Liliana Stransky with Kings County Department of Public Health on September 13, 2021.
- Santa Rosa Rancheria Tachi Yokut Tribe on October 19, 2021.

Early consultation letters are included and analyzed in the Categorical Exemption and are provided in **Attachment 2**.

Lassen Corridor Mixed Use Project (General Plan Amendment No. 2021-01C; Pre-Zone/Rezone No. 2021-14)

Early consultation was received from:

- Edgar Hernandez with Caltrans on October 4, 2021.

- Liliana Stransky with Kings County Department of Public Health on September 13, 2021.
- Santa Rosa Rancheria Tachi Yokut Tribe on October 19, 2021.

Early consultation letters are included and analyzed in the initial study and are provided in **Attachment 3**.

Consultation

In accordance with Section 15073 of the California Environmental Quality Act Guidelines, a Notice of Intent to Adopt a Mitigated Negative Declaration was sent to the concerned agencies on April 5, 2022, for Telstar Office Building (General Plan Amendment No. 2021-01A; Rezone No. 2021-10; Site Plan Review No. 2021-22; Conditional Use Permit No. 2021-04) and Lassen Corridor Mixed Use Project (General Plan Amendment No. 2021-01C; Pre-Zone/Rezone No. 2021-14). No comments were received.

ENVIRONMENTAL ASSESSMENT

<u>Telstar Office Building</u> (General Plan Amendment No. 2021-01A; Rezone No. 2021-10; Site Plan Review No. 2021-22; Conditional Use Permit No. 2021-04)

Mitigated Negative Declaration No. 2022-29 is recommended for the project based on the following: In accordance with the California Environmental Quality Act (CEQA), General Plan Amendment No. 2021-0A, Rezone No. 2021-10, Site Plan Review No. 2021-22, and Conditional Use Permit No. 2021-04 were evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2022-29 has been prepared, attached as **Attachment 1.**

<u>Hanford Police Department Training Facility</u> – Vehicle Storage Shed (General Plan Amendment No. 2021-01B; Rezone No. 2021-13; Site Plan Review No. 2020-34; Variance No. 2021-07)

Notice of Exemption No. 2022-30 is recommended for the project based on the following: In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15303/Class 3 – New Construction or Conversion of Small Structures, General Plan Amendment No. 2021-01B, Rezone No. 2021-13, Site Plan Review No. 2020-34, and Variance No. 2021-07 were evaluated. Based on the review, it was determined that the proposed project is categorically exempt from further environmental review, therefore Notice of Exemption No. 2022-30 has been prepared, attached as **Attachment 2**.

<u>Lassen Corridor Mixed Use Project</u> (General Plan Amendment No. 2021-01C; Rezone No. 2021-14)

Mitigated Negative Declaration No. 2022-31 is recommended for the project based on the following: In accordance with the California Environmental Quality Act (CEQA), General Plan Amendment No. 2021-01C and Rezone No. 2021-14 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. 2022-31 has been prepared, attached as **Attachment 3.**

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

PUBLIC COMMENTS

Notice of Public Hearing for the proposed projects was published in the Hanford Sentinel and mailed to property owners within 300 ft. of the project site on April 29, 2022. The Community Development Department has not received comments on the projects as of the date of preparation of this report.

STAFF RECOMMENDATION

Telstar Office Building

Staff recommends that the Planning Commission:

5. Recommend adoption of Mitigated Negative Declaration No. 2022-29 to the City Council, certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures
6. Adopt Resolution 2022-10 recommending approval to the City Council of General Plan Amendment No. 2021-01A
7. Adopt Resolution 2022-11, recommending approval to the City Council of Rezone No. 2021-10
8. Adopt Resolution 2022-12, recommending approval to the City Council of Conditional Use Permit No. 20210-04

Hanford Police Department Training Facility – Vehicle Storage Shed

Staff recommends that the Planning Commission:

5. Recommend adoption of Notice of Exemption No. 2022-30 to the City Council, certifying that the project is categorically exempt from further environmental review per CEQA Guidelines Section 15303/Class 3 – New Construction or Conversion of Small Structures.
6. Adopt Resolution 2022-13 recommending approval to the City Council of General Plan Amendment No. 2021-01B
7. Adopt Resolution 2022-14, recommending approval to the City Council of Rezone No. 2021-13
8. Adopt Resolution 2022-15 recommending approval to the City Council of Variance No. 2021-07

Lassen Corridor Mixed Use Project

Staff recommends that the Planning Commission:

4. Recommend adoption of Mitigated Negative Declaration No. 2022-31 to the City Council, certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures
5. Adopt Resolution 2022-16 recommending approval to the City Council of General Plan Amendment No. 2021-01C
6. Adopt Resolution 2022-17 recommending approval to the City Council of Rezone No. 2021-14

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Telstar Office Building (General Plan Amendment No. 2021-01A; Rezone No. 2021-10; Site Plan Review No. 2021-22; Conditional Use Permit No. 2021-04)

Applicant: Telstar Instruments
Konor Meeks
202 S. Douty Street
Hanford, CA 93230

Owner(s): Bob Marston & John Gardiner
833 Greenfield Avenue, Suite 101
Concord, CA 93230

Hanford Police Department Training Facility – Vehicle Storage Shed (General Plan Amendment No. 2021-01B; Rezone No. 2021-12; Site Plan Review No. 2020-34; Variance No. 2021-07)

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

Owner(s): City of Hanford
317 N. Douty Street
Hanford, CA 93230

Lassen Corridor Mixed Use Project (General Plan Amendment No. 2021-01C; Pre-Zone/Rezone No. 2021-14)

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

Owner(s): Champi Development Group, LLC
1951 Dalrymple Drive
Hanford, CA 93230

Champi Nick Enterprises
615 N 10th Avenue
Hanford, CA 93230

Vieyra Martin/Vieyra Fanny C
16210 18th Avenue
Lemoore, CA 93245

Lopez Lupe R 2005 Family Trust
421 E 5th Street
Hanford, CA 93230

Ortiz Arturo M & Olivia P Rev Trust
820 N Brown Street
Hanford, CA 93230

Dos Panchos Holdings, LLC
3780 Centre Street
San Diego, CA 92103

Hickman Everett L/Hickman Cindy F
608 N E Street
Tulare, CA 93274

Edgar Ramos
108 E Hanford Armona Road
Hanford, CA 93230

Attachment: General Plan Amendment 2021-01 A, B, C Staff Report (GPA 2021-01 A, B, and C)

Sandoval Adrian/Sandoval Maria E
1550 Spring Crest Drive
Hanford, CA 93230

Davis Larry D/Davis Lona B
865 Whitney Drive
Hanford, CA 93230

Valdovinos Maria
600 Whitney Drive
Hanford, CA 93230

Fontana John & Kathleen Revoc Trust
2501 E Westcott Avenue
Visalia, CA 93292"

ATTACHMENTS

Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR)
- Exhibit A – Current and Proposed Land Use Designation
- Exhibit B – Mitigation Monitoring and Reporting Program

Resolution No. 2022-11_RZ No. 2021-10 (TELSTAR)
- Exhibit A – Current and Proposed Zone District
- Exhibit B – Mitigation Monitoring and Reporting Program

Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR)
- Exhibit A – Site Plan
- Exhibit B – Mitigation Monitoring and Reporting Program
- Exhibit C – Conditions of Approval

Resolution No. 2022-13_GPA No. 2021-01B (HPD)
- Exhibit A – Current and Proposed Land Use Designation

Resolution No. 2022-14_RZ No. 2021-13 (HPD)
- Exhibit A – Current and Proposed Zone District

Resolution No. 2022-15_VAR No. 2021-07 (HPD)
- Exhibit A – Site Plan
- Exhibit B – Conditions of Approval

Resolution No. 2022-16_GPA No. 2021-01C (LASSEN)
- Exhibit A – Current and Proposed Land Use Designation
- Exhibit B – Mitigation Monitoring and Reporting Program

Resolution No. 2022-17_RZ No. 2021-14 (LASSEN)
- Exhibit A – Current and Proposed Land Use Designation
- Exhibit B – Mitigation Monitoring and Reporting Program

Attachment 1 MND No. 2022-29
Attachment 2 Categorical Exemption/NOE No. 2022-30
Attachment 3 MND 2022-31

RESOLUTION NO. 2022-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 2021-01A TO THE CITY COUNCIL. GENERAL PLAN AMENDMENT NO. 2021-01A IS A REQUEST TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM DOWNTOWN MIXED USE TO SERVICE COMMERCIAL ON TWO (2) PARCELS TOTALING 1.04 ACRES. THE PROJECT IS LOCATED SOUTH OF WEST FIFTH STREET BETWEEN SOUTH IRWIN AND SOUTH DOUTY STREETS (APNS 012-095-001 AND 012-095-011)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by Konor Meeks of Telstar Instruments & Control System Integrators for General Plan Amendment No. 2021-01(A) requesting a General Plan Amendment to change the General Plan land use designation from Downtown Mixed Use to Service Commercial on two (2) parcels totaling 1.04 acres as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on May 10, 2022; and,

WHEREAS, the City of Hanford Planning Commission considered the General Plan Amendment, in accordance with Section 17.88 of the Hanford Municipal Code, at its regularly scheduled meeting on May 10, 2022; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2022-29, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council of the City of Hanford find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation and Monitoring Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2022-29 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.88.040 of the Hanford Municipal Code, recommends approval to the City Council of General Plan Amendment No. 2021-01A, based upon the following findings and on the evidence presented:

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

   Analysis: That General Plan Amendment No. 2021-01A is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L52, L54, and L55.

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Downtown Mixed Use to Service Commercial on 1.04 acres in an area that is planned and zoned for mixed use development and service commercial uses will not affect the City's ability to maintain an appropriate balance of land uses within the city, as commercial development of the project site was previously contemplated by the General Plan.

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

   Analysis: That the anticipated land uses of the site designated for Service Commercial would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Service Commercial designation, which according to General Plan Policy L52, include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The existing surrounding area is developed with commercial uses (south and east), with vacant land (west), and a parking lot (north). The surrounding properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial. Development of the project site with service commercial uses would not be incompatible with the surrounding area. Prior to the 2017 comprehensive General Plan Update, the area spanning from 10th to 11th Avenues, south of the railroad, north of 198, was designated as Service Commercial, with the exception of this site, which was reserved as Public Facilities, as the location of since-removed water towers. As such, a majority of the uses in the area are service-commercial type uses.

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

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

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

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

I, **MARY E. BEATIE**, Interim 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 May, 2022.

Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

Exhibit A
Current and Proposed General Plan Land Use Designation

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

Current General Plan Land Use Designation
Telstar Office Building



Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

Proposed General Plan Land Use Designation
Telstar Office Building



Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a. Cultural Resources Alert on Project Plans.** The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. **b. Pre-Construction Briefing.** The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found. **c. Stop Work Near any Discovered Cultural Resources.** The project proponent shall retain a professional archaeologist on an "on-call" basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and the City of Hanford shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA. **d. Mitigation for Discovered Cultural Resources.** If the professional archaeologist determines that any	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. **e. Native American Monitoring.** Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe. **f. Disposition of Cultural Resources.** Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific					

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

institution where they would be afforded applicable cultural resources laws and guidelines.					
MM CR-2: Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a.** Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American	Onsite Verification	During Project Constructio n, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

burials with appropriate dignity on the property in a location not subject to further subsurface disturbance." **b.** Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.					
Geology and Soils					
MM GEO-1.1 Subsequent to a preliminary City review of the project grading plans, a soils report, inclusive of information on expansive soils, shall be conducted. The following procedures shall be followed: • If expansive soils are not found, excavation and/or construction activities can commence. • If there is evidence that the Project site includes expansive soils, foundations for buildings and structures founded on expansive soils shall be designed in accordance with IBC Section 1808.6.1 or 1808.6.2 unless 1) the expansive soil is removed in accordance with Section 1808.6.3 or 2) the building official approves stabilization of the soil in accordance with Section 1808.6.4.	Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
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	Developer to provide (or comply), City		

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

		Constructio n	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 Documentatio n	Prior to Project Constructio n	Developer to provide (or comply), City of Hanford to verify.		
Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

Attachment: Resolution No. 2022-10_GPA No. 2021-01A (TELSTAR) (GPA 2021-01 A, B, and C)

RESOLUTION NO. 2022-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OFHANFORD RECOMMENDING APPROVAL OF REZONE NO. 2021-10 TO THE CITY COUNCIL. REZONE NO. 2021-10 IS A REQUEST TO CHANGE THE ZONING DESIGNATION FROM MX-D – DOWNTOWN MIXED USE TO C-S – SERVICE COMMERCIAL ON TWO (2) PARCELS TOTALING 1.04 ACRES. THE PROJECT IS LOCATED SOUTH OF WEST FIFTH STREET BETWEEN SOUTH IRWIN AND SOUTH DOUTY STREETS (APNS 012-095-001 AND 012-095-011)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by Konor Meeks of Telstar Instruments & Control System Integrators for Rezone No. 2021-10 requesting a zone change to change the zone district from MX-D – Downtown Mixed Use to C-S – Service Commercial on two (2) parcels totaling 1.04 acres as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on May 10, 2022; and,

WHEREAS, the City of Hanford Planning Commission considered the Rezone, in accordance with Section 17.86 of the Hanford Municipal Code, at its regularly scheduled meeting on May 10, 2022; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2022-29, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council of the City of Hanford find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation and Monitoring Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2022-29 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.86.030 of the Hanford Municipal Code, recommends approval to the City Council of Rezone No. 2021-10, based upon the following findings and on the evidence presented:

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

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

   Analysis: That Rezone No. 2021-10 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

Policies L52, L54, and L55. All regulations pertaining to C-S – Service Commercial zone district will be enforced as development occurs through the Site Plan Review process. Development of the subject parcels proposed for rezone have been submitted for review and propose full build out, consistent with the requirements of the C-S Service Commercial zone district.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Corridor Mixed Use to Service Commercial on 1.04 acres in an area that is planned and zoned for mixed use development and service commercial uses will not affect the City's ability to maintain an appropriate balance of land uses within the city, as commercial development of the project site was previously contemplated by the General Plan.

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

   Analysis: That the anticipated land uses of the site designated for Service Commercial would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Service Commercial designation, which according to General Plan Policy L52, include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The existing surrounding area is developed with commercial uses (south and east), with vacant land (west), and a parking lot (north). The surrounding properties to the north and east are planned and zoned for mixed use development and the properties south and west are planned and zoned for service commercial. Development of the project site with service commercial uses would not be incompatible with the surrounding area. Prior to the 2017 comprehensive General Plan Update, the area spanning from 10th to 11th Avenues, south of the railroad, north of 198, was designated as Service Commercial, with the exception of this site, which was reserved as Public Facilities, as the location of since-removed water towers. As such, a majority of the uses in the area are service-commercial type uses.

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

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

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 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 May, 2022.

Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

Exhibit A
Current and Proposed Zone District

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

Current Zone District
Telstar Office Building



Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

Proposed Zone District
Telstar Office Building



Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a. Cultural Resources Alert on Project Plans.** The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. **b. Pre-Construction Briefing.** The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found. **c. Stop Work Near any Discovered Cultural Resources.** The project proponent shall retain a professional archaeologist on an "on-call" basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and the City of Hanford shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA. **d. Mitigation for Discovered Cultural Resources.** If the professional archaeologist determines that any	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. **e. Native American Monitoring.** Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe. **f. Disposition of Cultural Resources.** Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.					

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

MM CR-2: Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a.** Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

b. Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.					
Geology and Soils					
MM GEO-1.1 Subsequent to a preliminary City review of the project grading plans, a soils report, inclusive of information on expansive soils, shall be conducted. The following procedures shall be followed: • If expansive soils are not found, excavation and/or construction activities can commence. • If there is evidence that the Project site includes expansive soils, foundations for buildings and structures founded on expansive soils shall be designed in accordance with IBC Section 1808.6.1 or 1808.6.2 unless 1) the expansive soil is removed in accordance with Section 1808.6.3 or 2) the building official approves stabilization of the soil in accordance with Section 1808.6.4.	Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
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.		

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

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.		
Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

Attachment: Resolution No. 2022-11_Rezone No. 2021-10 (TELSTAR) (GPA 2021-01 A, B, and C)

RESOLUTION NO. 2022-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO CONDITIONAL USE PERMIT NO. 2021-04, A REQUEST TO ALLOW AN OFF-STREET EMPLOYEE PARKING LOT FOR PROPOSED TELSTAR INSTRUMENTS & CONTROL SYSTEM INTEGRATORS OFFICE BUILDING IN THE C-S – SERVICE COMMERCIAL ZONE DISTRICT. THE PROJECT IS LOCATED SOUTH OF WEST FIFTH STREET BETWEEN SOUTH IRWIN AND SOUTH DOUTY STREETS (APNS 012-095-001 AND 012-095-011)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Conditional Use Permit No. 2021-04, a request to allow an off-street employee parking lot for the proposed Telstar Instruments & Control System Integrators Office Building in the C-S – Service Commercial zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford in accordance with Chapter 17.80 of the Hanford Municipal Code; and

WHEREAS, the project is located south of West Fifth Street between South Irwin Street and South Douty Streets (APNs 012-095-001 and 012-095-011); 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 Initial Study, Mitigated Negative Declaration No. 2022-29, 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, 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 development of the off-site parking lot for Telstar employees will not impair the integrity and character of the C-S – Service Commercial zone district. An off-site parking lot is conditionally permitted in the C-S – Service Commercial Zone District, as prescribed in the Land Use Table in HMC Section 17.08.030, subject to the approval of a conditional use permit. The proposed off-site parking lot serves as employee parking located directly across the alley from the proposed office building site.

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 use and development of the off-site parking lot is compatible with existing and future planned land uses in the C-S – Service Commercial zone district. The off-street parking lot will be proximal to the proposed Telstar office building and used for Telstar

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

employees. The development and use of the off-site parking lot is consistent with the regulations set forth in the Hanford Municipal Code Section 17.20 for the C-S – Service Commercial zone district. An off-street parking lot is conditionally permitted in the C-S – Service Commercial Zone District, as prescribed in the Land Use Table in HMC Section 17.08.030, subject to the approval of a conditional use permit. The proposed use of the off-site parking lot is compatible with the surrounding existing land uses in the area, as there is a stand-alone parking lot located directly north of the project site. Parking is a compatible use with the uses permitted in the C-S zone district.

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

   Analysis: That the proposed use and development of the off-site parking lot is consistent with the General Plan. GPA No. 2021-01A requests to change the land use designation from Downtown Mixed Use to Service Commercial. Rezone No. 2021-10 requests to change the zone district from MX – D – Downtown Mixed Use to C-S – Service Commercial, which corresponds to the proposed Service Commercial land use designation. According to General Plan Policy L51, the purpose of Service Commercial land use designation to provide for establishments that engage in servicing equipment, materials, products, and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging, or processing of articles or merchandise for distribution. According to General Plan Policy L52, typical uses in the Service Commercial land use designation include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses. The off-site parking lot is consistent with the goals and policies of the Hanford General Plan, as it will serve as a parking lot for the proposed and adjacent Telstar office building.

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

   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. 2022-29 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2022-29, and mitigation measures required of development are attached as **Attachment 1.**

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

   Analysis: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.20 for the C-S – Service Commercial zone district. The proposed use and development of the parking lot is compliant with the Hanford Municipal Code. Any other improvements or mitigations required for public health, safety, and welfare have been applied to the project as mitigation measures, and conditions of approval in Site Plan Review No. 2021-22 and the resolution.

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

THEREFORE BE IT RESOLVED, that Conditional Use Permit No. 2021-04 be approved, subject to the conditions of approval, attached as **Exhibit C**.

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

EXPIRATION

That this Conditional Use Permit No. 2021-04 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 (1) year.

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

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 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 May, 2022.

Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

Exhibit A
Site Plan

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

SITE KEY

SP — DOUBLE HEAD POLE LIGHT

DP — SINGLE HEAD POLE LIGHT

WP — WALL MOUNTED WALL PAC

TREE

LANDSCAPED AREA

W 5th ST

S Irwin ST

W 4th ST

150'
10'
20'-6"
24'
41'
24'
30'-6"
150'
26'
25'-5"
24'
10'
24'
20'
5'
15'
15'
130'
15'
Trash
60'
100'
75'
40'
55'
20'
15'
25'

SITE IMPROVEMENTS
PLAN VIEW
SCALE: 1:30

NOTES:

REV	DATE	ORIGINAL ISSUE	BY
0	09-24-21	DESCRIPTION	ATK

TELSTAR INSTRUMENTS
1717 DOLARD WAY, UNIT 3A MODESTO, CA 95350
TEL: (209) 577-2245 FAX: (209) 577-2247

CUSTOMER: Telstar Hanford
FINAL TITLE: Telstar Hanford Office
Site Plan ReConfig

DRAWN BY	DATE	SCALE
ATK	09-24-21	NONE
CHECKED BY	DWG FILE NAME	
ATK	TEL-HAN-SP-01.dwg	
APPROVED	DATE	DRAWING NO.
BH	09-24-21	01

REV 0

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a. Cultural Resources Alert on Project Plans.** The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. **b. Pre-Construction Briefing.** The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found. **c. Stop Work Near any Discovered Cultural Resources.** The project proponent shall retain a professional archaeologist on an “on-call” basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and the City of Hanford shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA. **d. Mitigation for Discovered Cultural Resources.** If the professional archaeologist determines that any	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. **e. Native American Monitoring.** Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe. **f. Disposition of Cultural Resources.** Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific					

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

institution where they would be afforded applicable cultural resources laws and guidelines.					
MM CR-2: Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a.** Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American	Onsite Verification	During Project Constructio n, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

burials with appropriate dignity on the property in a location not subject to further subsurface disturbance." **b.** Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.					
Geology and Soils					
MM GEO-1.1 Subsequent to a preliminary City review of the project grading plans, a soils report, inclusive of information on expansive soils, shall be conducted. The following procedures shall be followed: • If expansive soils are not found, excavation and/or construction activities can commence. • If there is evidence that the Project site includes expansive soils, foundations for buildings and structures founded on expansive soils shall be designed in accordance with IBC Section 1808.6.1 or 1808.6.2 unless 1) the expansive soil is removed in accordance with Section 1808.6.3 or 2) the building official approves stabilization of the soil in accordance with Section 1808.6.4.	Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
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	Developer to provide (or comply), City		

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

		Constructio n	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 Documentatio n	Prior to Project Constructio n	Developer to provide (or comply), City of Hanford to verify.		
Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

Exhibit C
Conditions of Approval

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

PLANNING DIVISION

Contact Senior Planner, Gabrielle Myers at (559) 585-2578 or gmyers@cityofhanfordca.com concerning questions regarding the comments below:

General Requirements:

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

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

3. That the site be developed according to the approved site plan, titled Site Plan Review No. 2021-22 with minor modifications to be approved by the Community Development Department.

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

5. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.

C-S Zone Requirements (all checked shall apply)

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 (17.20.060)

☒ That the appropriate setbacks be maintained, as follows:

- ☒ **The front building setback area shall be 15 feet, measured from the front lot line.**
- ☒ The rear building setback may be zero, measured from the rear lot line.
- ☒ The side building setbacks may be zero, measured from the side lot lines.
- ☒ **The street side building setback shall be 15 feet, measured from the street-side lot line.**

Off Street Parking: (Section 17.54).

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

☒ **That parking areas should be located behind or to the side of buildings, not between buildings and the street.**

☒ **That the applicant shall provide a minimum of 33 parking stalls on site, two of which are ADA-accessible, based on the ratio one stall per 300 sq. ft. of service commercial building area.**

Calculation:

10,000 sq. ft. ÷ 300 = 33 parking stalls minimum

☒ 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 the commercial zone district, 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.**

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**.

Fencing and Walls: (Section 17.20.130)

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

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

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

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

☒ 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.

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

Landscaping: (Section 17.20.120 and 17.52).

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

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

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

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

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

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☒ 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.

Outdoor Lighting Standards (Section 17.50.140)

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

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

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

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

Dust Control:

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

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

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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 2021-22
Date: October 21, 2021
Project #: 502-1167 (Telstar)

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 maybe required if tenant improvements are made to sprinkler system***. 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

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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.

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

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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.

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

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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.
- 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.

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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.

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 California Fire Code, section 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

40. ☐ Any Special Event project shall comply with 2019 edition of the California Fire Code, chapter 31
for tent structures, exiting, fire extinguishers and other fire protection application.

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City of Hanford
Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

Utilities Division Comments

PROJECT: SPR 2021-22 (502-1167) – Telstar Instruments

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 Irwin Street.

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.

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

5. 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.

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

Sewer:

1. That the developer shall size sewer service lateral(s) to serve the project site in accordance with requirements of the California Plumbing Code, latest edition. (Minimum six-inch lateral size.). All new services shall come off the 18" line in Fourth Street.

John Doyel — 12/02/21
CITY ENGINEER (559) 585-2571 — DATE

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

Engineering Division Comments

PROJECT: SPR 2021-22 (502-1167) – Telstar Instruments

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.
5. 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 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

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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 and gutters and sidewalk located along Fifth Street and the curb and gutter along Irwin Street and East Street project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs, gutters 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.
2. Existing sidewalks along Irwin Street and fourth Street that do not comply with City Standard CO-16 with treewells, shall be removed and replaced to comply with City Standards.
3. That the existing accessibility ramp located at the corners of Fourth Street/Fifth Street and Irwin Street be reconstructed in conformance with City Standard CO-20 and ADA requirements.

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 and drive path 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 Irwin Street and Fourth Street shall be constructed per City Standard CO-41. Any approaches that do not comply with the approved locations will need to be removed and replaced with City Standard Curb, Gutter, and Sidewalk.

Alley Reconstruction:

1. The alley being utilized for access to the site and for access to the trash enclosure, the alley will be required to be reconstructed in compliance with City Standard CO-26.

Alley Reconstruction:

1. The alley being utilized for access to the site and for access to the trash enclosure, the alley will be required to be reconstructed in compliance with City Standard CO-26.

Street Lighting:

1. Street lighting complying with City Standard GE-56 for locations will need to be installed per City Engineer. Type of street lighting shall match downtown standards on northside of Fifth Street.

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

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 6, 2020. All fees are payable prior to issuance of building permits**. (10,000ft^2 Office – Site Area: 1.00 Acres).**

A. That the development is subject to a **$47,336.10 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof. (4 – New Fueling Positions)

B. That the development is subject to a **$12,543.00 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 **$7,126.00 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 **$4,264.27 Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revisions thereof.

E. That the development is subject to a **$5,619.00 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 **$861.00 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 **$3,420.00 Refuse and Recycling Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

H. That the development is **NOT** subject to a **Park Impact Fee** in accordance with City Resolution No. 05-64-R or any revisions thereof.

John Doyel 12/02/21

CITY ENGINEER (559) 585-2571 DATE

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

Refuse Division Comments

PROJECT: SPR 2021-22 (502-1167) – Telstar Instruments

General Requirements:

1. That 15' 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 or automotive repair facilities, 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 — 12/02/21

CITY ENGINEER (559) 585-2571 — DATE

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

BUILDING DIVISION
SPR 2021-022 (502-1167) Office Building
5-3-22
Irwin

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 One electronic submittal or 6 complete sets of Drawings unless noted, including:
- 4.2.1 Grading Plan (Civil Drawings, for reference)
- 4.2.2 Site Plan
- 4.2.3 Architectural Drawings
- 4.2.4 Structural Drawings
- 4.2.5 Electrical Drawings
- 4.2.6 Mechanical Drawings
- 4.2.7 Plumbing Drawings
- 4.2.8 Landscape Plan (for reference)
- 4.2.9 Commissioning Plan per 2019 CEnC
- 4.2.10 **Planning Dept. "Conditions of Approval" or "Resolution" printed on the drawings and part of the drawing submittal**
- 4.2.11 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 One Electronic submittal or 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

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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.
4.3.10 **Landscape Calculations per Hanford City Ordinance**

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

6. That a school impact fee for each square foot of new building area be paid when building permits are issued.

7. That all special inspection reports be submitted to the Building Division prior to final inspection.

8. 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

9. That Kings County Impact Fees shall apply at current rates.

10. 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.

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

12. That block walls and trash enclosures require separate submittals/permits through the Building Dept.

13. That a preliminary soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Divisions prior to approval of site improvement plans. The soils report shall comply with the 2019 California Building Code.

14. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Divisions before issuance of building permits.

Attachment: Resolution No. 2022-12_CUP No. 2021-04 (TELSTAR) (GPA 2021-01 A, B, and C)

RESOLUTION NO. 2022-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 2021-01B TO THE CITY COUNCIL. GENERAL PLAN AMENDMENT NO. 2021-01B IS A REQUEST TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM CORRIDOR MIXED USE TO PUBLIC FACILITIES ON ONE (1) PARCEL TOTALING 2.06 ACRES. THE PROJECT IS LOCATED EAST OF NORTH 11TH AVENUE BETWEEN RODGERS ROAD AND WEST ELM STREET AT 896 NORTH 11TH AVENUE, HANFORD, CA 93230 (APN 010-490-018)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by City of Hanford Police Department, for General Plan Amendment No. 2021-01(B) requesting a General Plan Amendment to change the General Plan land use designation from Corridor Mixed Use to Public Facilities on one (1) parcel totaling 2.06 acres as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on May 10, 2022; and,

WHEREAS, the City of Hanford Planning Commission considered the General Plan Amendment, in accordance with Section 17.88 of the Hanford Municipal Code, at its regularly scheduled meeting on May 10, 2022; and,

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

WHEREAS, the project is exempt from environmental review, per Section 15303 (New Construction or Conversions of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared; and

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council of the City of Hanford find that the project is categorically exempt from further environmental review per CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures, and certify that Notice of Exemption No. 2022-30 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.88.040 of the Hanford Municipal Code, recommends approval to the City Council of General Plan Amendment No. 2021-01B, based upon the following findings and on the evidence presented:

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

   Analysis: That General Plan Amendment No. 2021-01B is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal 28 and Land Use Policies L101, L102, and L103.

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

Attachment: Resolution No. 2022-13_GPA No. 2021-01B (HPD) (GPA 2021-01 A, B, and C)

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Corridor Mixed Use to Public Facilities on a site that is already developed with and used for municipal facilities and government operations will not affect the City's ability to maintain an appropriate balance of land uses within the city, as use of the site as a municipal facility was already contemplated in the General Plan.

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

   Analysis: That the anticipated land uses of the site designated for Public Facilities would be compatible with existing and future surrounding uses. The parcel is owned by the City of Hanford and is previously developed with and used for municipal facilities and government operations which are typical uses of the Public Facilities designation. According to General Plan Policy L102, typical uses in the Public Facilities land use designation include public works yards, airports, waste water treatment plants, commuter parking lots, government offices, community centers, recreation centers, museums, fire stations, jails, and other similar activities conducted on property owned by the City, County or other State, federal, or local agencies. The surrounding area is planned and zoned for residential (north), mixed use development (south and west), and educational and public facilities (east). Continued use of the project site with municipal facilities and government operations would not be incompatible with the surrounding area.

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

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

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

Attachment: Resolution No. 2022-13_GPA No. 2021-01B (HPD) (GPA 2021-01 A, B, and C)

I, **MARY E. BEATIE**, Interim 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 May, 2022.

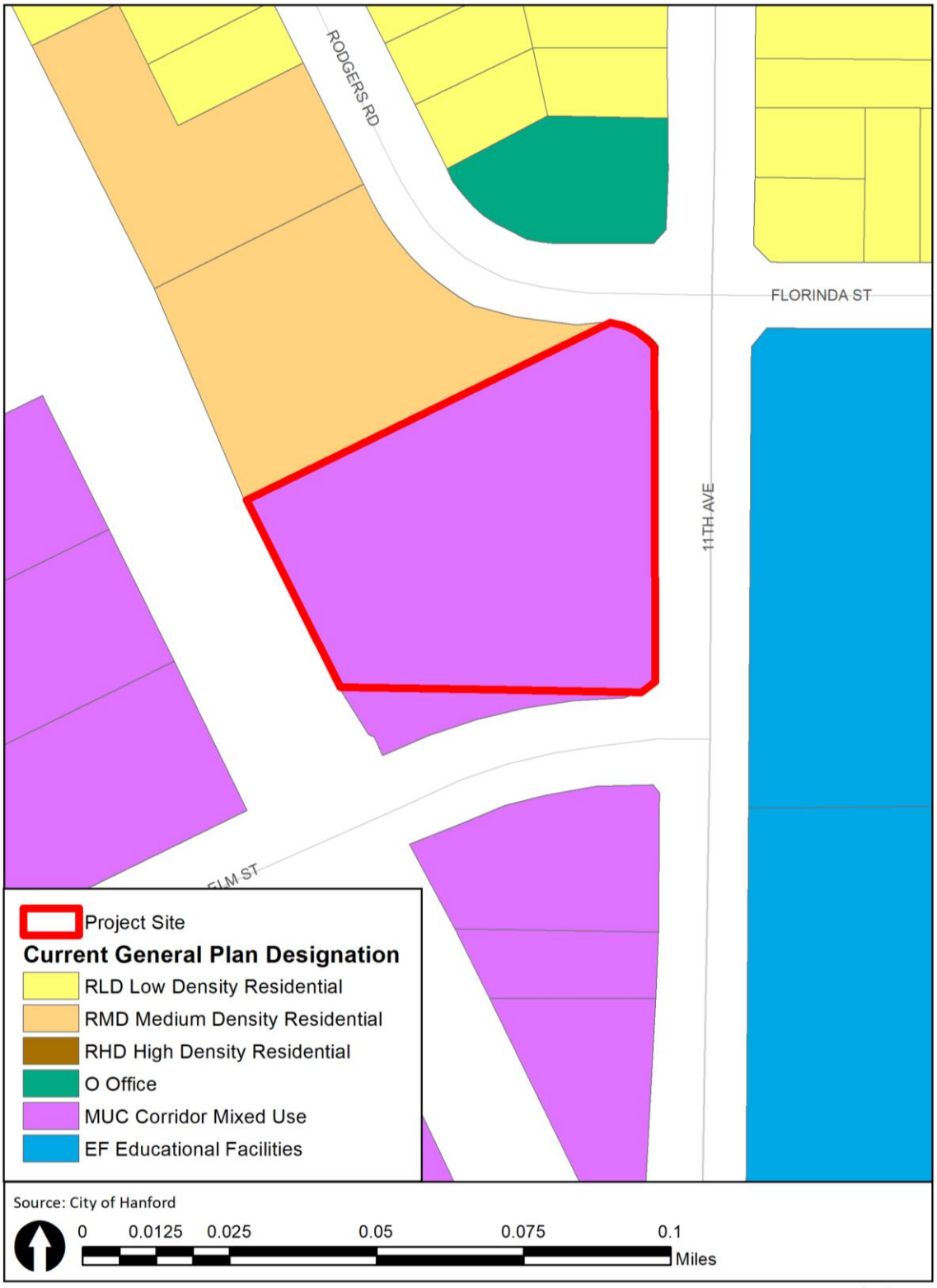
Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-13_GPA No. 2021-01B (HPD) (GPA 2021-01 A, B, and C)

Exhibit A
Current and Proposed General Plan Land Use Designation

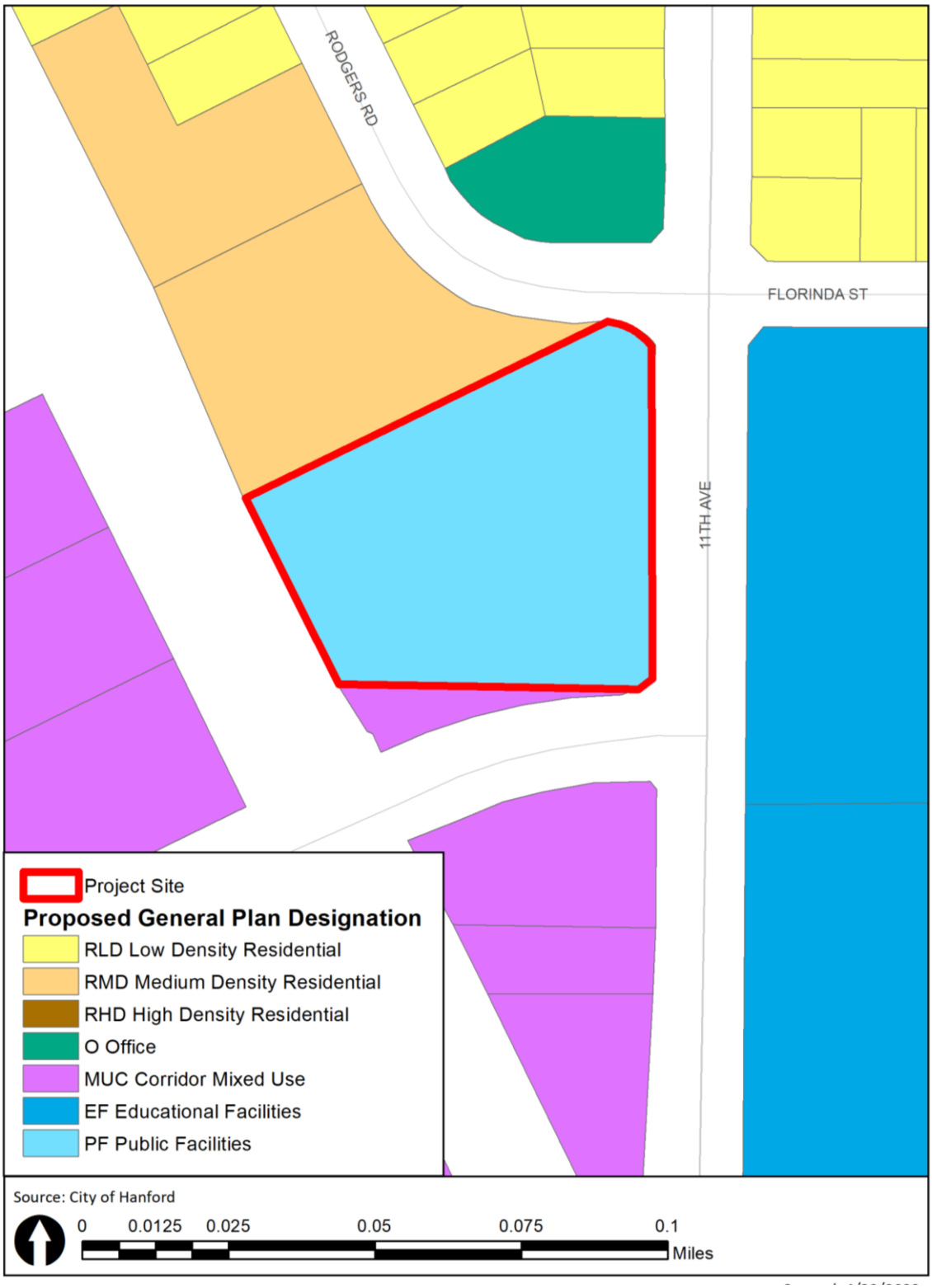
Attachment: Resolution No. 2022-13_GPA No. 2021-01B (HPD) (GPA 2021-01 A, B, and C)

Current General Plan Land Use Designation
Hanford Police Department Training Facility – Vehicle Storage Shed



Attachment: Resolution No. 2022-13_GPA No. 2021-01B (HPD) (GPA 2021-01 A, B, and C)

Proposed General Plan Land Use Designation
Hanford Police Department Training Facility – Vehicle Storage Shed



Attachment: Resolution No. 2022-13_GPA No. 2021-01B (HPD) (GPA 2021-01 A, B, and C)

RESOLUTION NO. 2022-14

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF REZONE NO. 2021-13 TO THE CITY COUNCIL. REZONE NO. 2021-13 IS A REQUEST TO CHANGE THE ZONING DESIGNATION FROM MX-C – CORRIDOR MIXED USE TO P-F – PUBLIC FACILITIES ON ONE (1) PARCEL TOTALING 2.06 ACRES. THE PROJECT IS LOCATED EAST OF NORTH 11TH AVENUE BETWEEN RODGERS ROAD AND WEST ELM STREET AT 896 NORTH 11TH AVENUE, HANFORD, CA 93230 (APN 010-490-018)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by City of Hanford Police Department, for Rezone No. 2021-13 requesting a zone change to change the zone district from MX-C – Corridor Mixed Use to P-F– Public Facilities on one (1) parcel totaling 2.06 acres as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on May 10, 2022; and,

WHEREAS, the City of Hanford Planning Commission considered the Rezone, in accordance with Section 17.86 of the Hanford Municipal Code, at its regularly scheduled meeting on May 10, 2022; and,

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

WHEREAS, the project is exempt from environmental review, per Section 15303 (New Construction or Conversions of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared; and

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council of the City of Hanford find that the project is categorically exempt from further environmental review per CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures, and certify that Notice of Exemption No. 2022-30 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.86.030 of the Hanford Municipal Code, recommends approval to the City Council of Rezone No. 2021-13, based upon the following findings and on the evidence presented:

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

   Analysis: That Rezone No. 2021-13 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goal 28 and Land Use Policies L101, L102, and L103. All regulations pertaining to PF – Public Facilities zone district will be enforced as development occurs through the Site Plan Review process.

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

Attachment: Resolution No. 2022-14_Rezone No. 2021-13 (HPD) (GPA 2021-01 A, B, and C)

Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the development proposal in the site plan review.

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Corridor Mixed Use to Public Facilities on a site that is already developed with and used for municipal facilities and government operations will not affect the City's ability to maintain an appropriate balance of land uses within the city.

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

   Analysis: That the anticipated land uses of the site designated for Public Facilities would be compatible with existing and future surrounding uses. The parcel is owned by the City of Hanford and is previously developed with and used for municipal facilities and government operations which are typical uses of the Public Facilities designation. According to General Plan Policy L102, typical uses in the Public Facilities land use designation include public works yards, airports, waste water treatment plants, commuter parking lots, government offices, community centers, recreation centers, museums, fire stations, jails, and other similar activities conducted on property owned by the City, County or other State, federal, or local agencies. The surrounding area is planned and zoned for residential (north), mixed use development (south and west), and educational and public facilities (east). Continued use of the project site with municipal facilities and government operations would will be compatible with the surrounding area, as there are various examples of public facilities being integrated within various land uses, including commercial, residential, and mixed use.

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

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

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

Attachment: Resolution No. 2022-14_Rezone No. 2021-13 (HPD) (GPA 2021-01 A, B, and C)

I, **MARY E. BEATIE**, Interim 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 May, 2022.

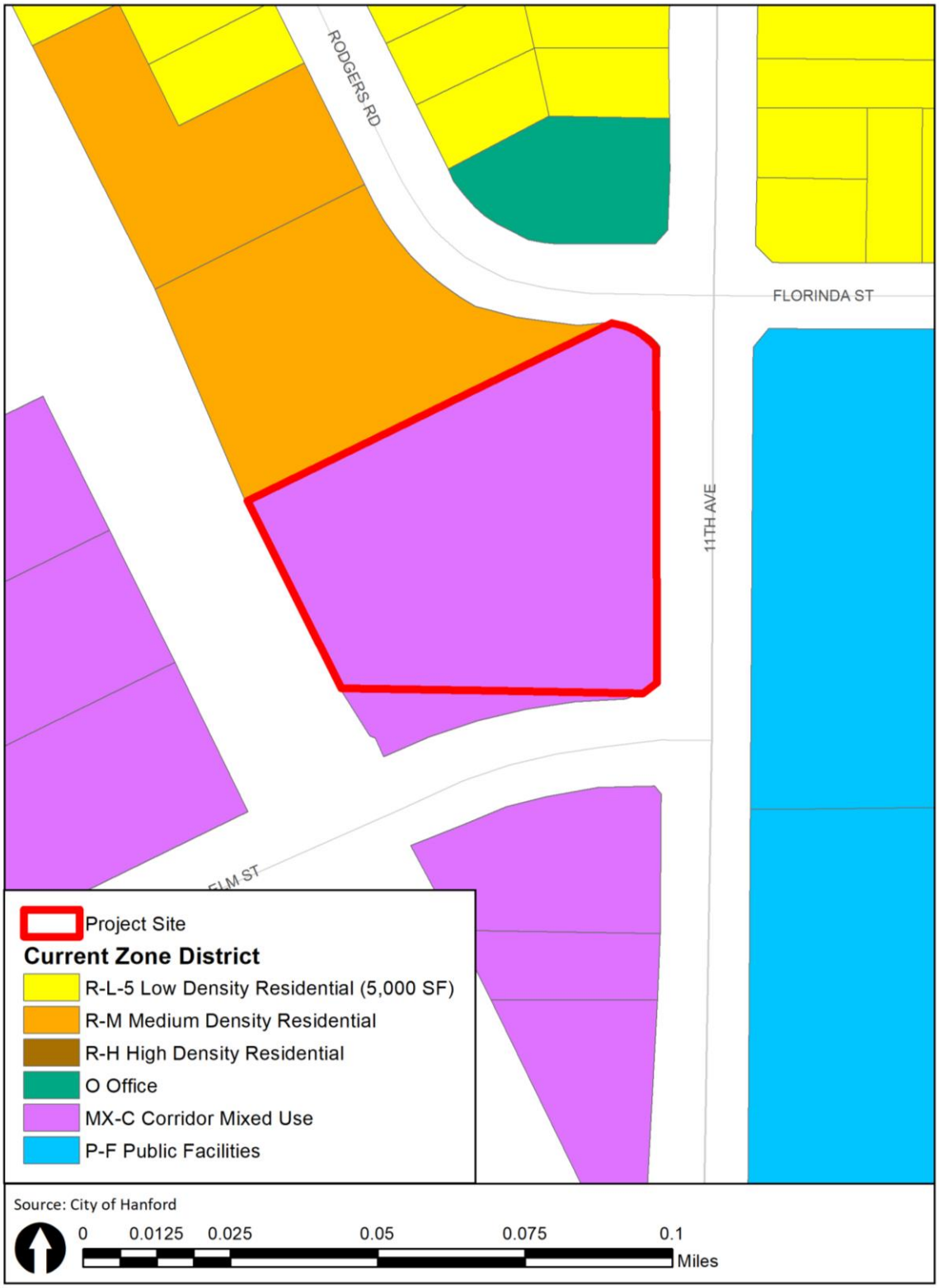
Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-14_Rezone No. 2021-13 (HPD) (GPA 2021-01 A, B, and C)

Exhibit A
Current and Proposed Zone District

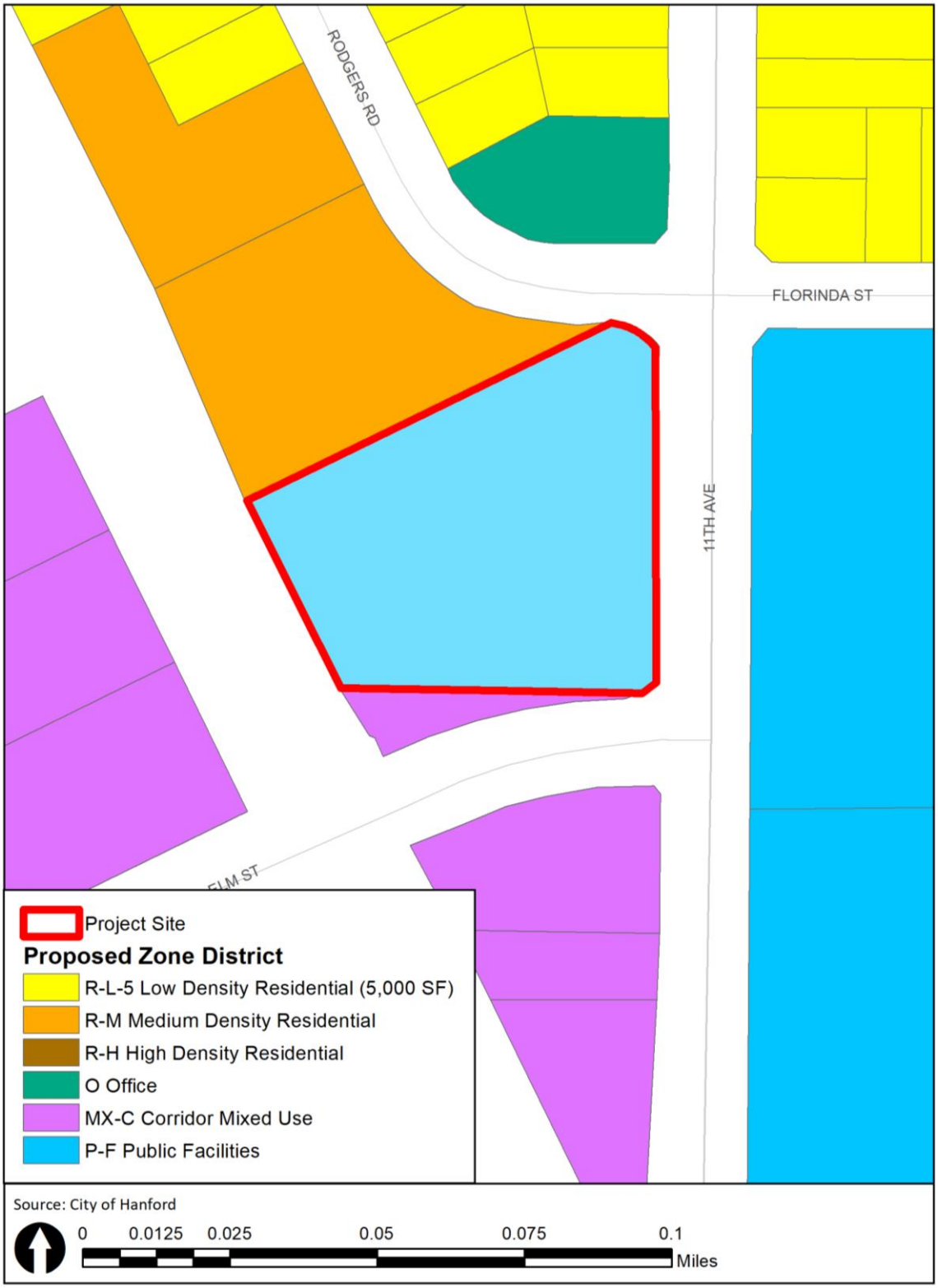
Attachment: Resolution No. 2022-14_Rezone No. 2021-13 (HPD) (GPA 2021-01 A, B, and C)

Current Zone District
Hanford Police Department Training Facility – Vehicle Storage Shed



Attachment: Resolution No. 2022-14_Rezone No. 2021-13 (HPD) (GPA 2021-01 A, B, and C)

Proposed Zone District
Hanford Police Department Training Facility – Vehicle Storage Shed



Attachment: Resolution No. 2022-14_Rezone No. 2021-13 (HPD) (GPA 2021-01 A, B, and C)

RESOLUTION NO. 2022-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF VARIANCE NO. 2021-07 TO THE CITY COUNCIL. VARIANCE NO. 2021-07 IS A REQUEST TO DEVIATE FROM THE MUNICIPAL CODETO ALLOW A SLATED CHAIN LINK FENCE IN LIEU OF THE BLOCK WALL REQUIREMENT BETWEEN THE PROJECT AND RESIDENTIAL USES TO THE NORTHWEST ON ONE (1) PARCEL TOTALING 2.06 ACRES. THE PROJECT IS LOCATED EAST OF NORTH 11TH AVENUE BETWEEN RODGERS ROAD AND WEST ELM STREET AT 896 NORTH 11TH AVENUE, HANFORD, CA 93230 (APN 010-490-018)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by City of Hanford Police Department, for Variance No. 2021-07 requesting a Variance to deviate from the Municipal code to allow a slated chain link fence in lieu of the block wall requirement between the project and residential uses to the northwest on one (1) parcel totaling 2.06 acres as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on May 10, 2022; and,

WHEREAS, the City of Hanford Planning Commission considered the Variance in accordance with Section 17.84 of the Hanford Municipal Code, at its regularly scheduled meeting on May 10, 2022; and,

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

WHEREAS, the project is exempt from environmental review, per Section 15303 (New Construction or Conversions of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared; and

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council of the City of Hanford find that the project is categorically exempt from further environmental review per CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures, and certify that Notice of Exemption No. 2022-30 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.84.050 of the Hanford Municipal Code, recommends approval to the City Council of Variance No. 2021-07, based upon the following findings and on the evidence presented:

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

   Analysis: That the special circumstance in this case is the unique use of the property and the significant distance between the site's expansion and the required development standard. Although proposed to be re-designated and re-zoned to PF Public Facility, the property is currently within the MX-C Corridor Mixed Use zone district, but is currently, and has historically

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

been used as a training facility for the Hanford Police Department and prior to that, the Army National Guard. The use is a unique use for the existing zone district and therefore, constitutes a special circumstance. Further, staff has determined the small scale of this project and distance between the proposed expansion and the required improvement to be a special circumstance. While the HMC requires a block wall for any property located adjacent to the R-M Medium Density Residential zone district, due to the small scale of this project and its location a substantial distance from the northwestern property line abutting residential, 208 feet at the maximum dimension and 185 feet at the minimum dimension, the block wall is not critical for a site barrier as a result of the expansion.

A variance to development standards was granted by the Planning Commission through Variance 2021-04, where the nexus between development standards and construction of an accessory use/structure on the site, placed a significant distance from the location of the improvements could not be substantiated. The Planning Commission made a finding that, the proportionality of the project area, compared to the site overall, and the significant distance separating the required development standard and the project area to be a special circumstance.

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

   Analysis: That if the change of the designation and zoning are changed from MX-C Corridor Mixed Use to PF Public Facility, as substantiated by findings, are approved, then there are examples of land uses in the same zone district that enjoy this right of providing screened fencing instead of a block wall barrier between public facility and residential. One example exists between the Hanford High (East Campus) property, 120 E. Grangeville Boulevard, and the residences to the north. Another example exists between Monroe Elementary School, 300 Monroe Drive, and the residences to the west. It shall be noted that the school districts are able to exempt themselves from City standard, therefore, allowance of the screened fencing instead of a block wall, as required, was not subject to the variance process.

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

   Analysis: That allowance of the variance to remove the requirement of the block wall will not create a safety hazard. There is an existing fence in the location where the block wall would be located, which provides a physical barrier between the two sites. Vinyl slats will be added to the existing chain link fence to provide further screening from the neighboring property, to provide privacy and separation of uses. The Fire Department has reviewed the application and determined that the fencing provided by the applicant will not be detrimental to safety. Additionally, the Building Division has reviewed the application and determined that the fencing provided by the applicant will not conflict with the requirements of the California Building Code. The allowance of the variance is not materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located. The goals of providing a block wall, to provide privacy and physical separation, can be achieved by installing vinyl slats within the existing chain link fence. Additionally, the block wall is being required in this instance due to the expansion of the site, through the addition of the vehicle storage shed, which is happening

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

a significant distance, 208 feet at the maximum dimension and 185 feet at the minimum, from the northwestern property line adjoining the residential zone district.

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

   Analysis: That this variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which the property is being proposed to be re-designated/rezoned to, PF Public Facility That if the change of the designation and zoning are changed from MX-C Corridor Mixed Use to PF Public Facility, as substantiated by findings, are approved, then there are examples of land uses in the same zone district that enjoy this right of providing screened fencing instead of a block wall barrier between public facility and residential. One example exists between the Hanford High (East Campus) property, 120 E. Grangeville Boulevard, and the residences to the north. Another example exists between Monroe Elementary School, 300 Monroe Drive, and the residences to the west. It shall be noted that the school districts are able to exempt themselves from City standard, therefore, allowance of the screened fencing instead of a block wall, as required, was not subject to the variance process.

   A variance to development standards was granted by the Planning Commission through Variance 2021-04, where the nexus between development standards and construction of an accessory use/structure on the site, placed a significant distance from the location of the improvements could not be substantiated. The Planning Commission made a finding that, due to the proportionality of the project area, compared to the site overall, granting the variance would not constitute a special privilege inconsistent with limitation upon other properties in the vicinity, since there is not a nexus between the development standard requirement and the accessory use/structure, and due to the significant distance separating the required development standard and the project area.

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

   Analysis: That the variance applies to a block wall requirement associated with a proposed accessory structure on a previously developed site. The accessory structure is a permitted use in the PF – Public Facilities zone district. The primary use of the site, for police activities and the PAL program, a quasi-public use, is a permitted use in the PF Public Facilities zone district, which the site is proposed to be re-designated/rezoned to. All other development regulations specified in HMC Chapter 17.38 for the PF – Public Facilities zone district have been met.

6. The variance is consistent with the purposes of this title.

   Analysis: That in accordance with HMC Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the HMC when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. That the special circumstance in this case is the unique use of the property and the significant distance between the site's expansion and the required development standard. Although proposed to be re-designated and re-zoned to PF Public Facility, the

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

property is currently within the MX-C Corridor Mixed Use zone district, but is currently, and has historically been used as a training facility for the Hanford Police Department and prior to that, the Army National Guard. The use is a unique use for the zone district and therefore, constitutes a special circumstance. Further, staff has determined the small scale of this project and distance between the proposed expansion and the required improvement to be a special circumstance. While the HMC requires a block wall for any property located adjacent to the R-M Medium Density Residential zone district, due to the small scale of this project and its location a substantial distance from the northwestern property line abutting residential, 208 feet at the maximum dimension and 185 feet at the minimum dimension the block wall is not critical for a site barrier as a result of the expansion. Therefore, the variance is consistent with the purposes of HMC Section 17.84.010.

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

   Analysis: That the variance applies to a block wall requirement associated with a proposed accessory structure on a previously developed site. The existing use of the site and the proposed use of the accessory structure is consistent with the General Plan, if re-designated to Public Facility, as substantiated by findings, specifically consistent with Goal 28 and Land Use Policies L101, L102, and L103. Therefore, the variance is consistent with the General Plan.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission recommends approval to the City Council of Variance No. 2021-07, subject to the conditions of approval, attached as **Exhibit B**.

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

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

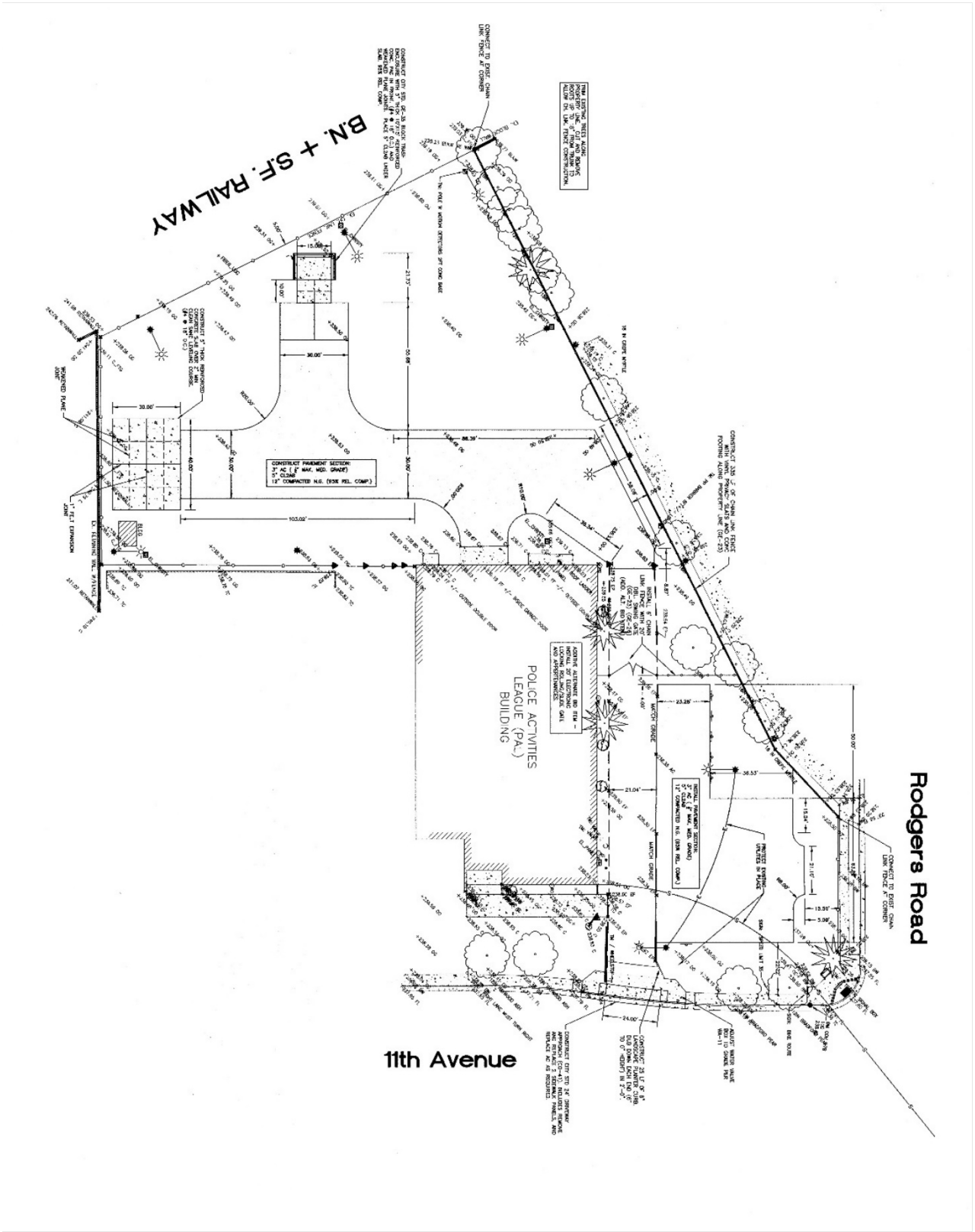
STATE OF CALIFORNIA)
COUNTY OF KINGS)ss.
CITY OF HANFORD)

I, **MARY E. BEATIE**, Interim Secretary of the 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 May, 2022.

Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

Exhibit A
Site Plan



Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

Exhibit B
Conditions of Approval

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: October 7, 2020
SITE PLAN NUMBER: SITE PLAN REVIEW NO. 2020-34
CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Corridor Mixed Use

Zoning: MX-C, proposed PF

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

Corrections

- Parking prohibited on gravel. 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.

- 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, or CO zone district. (17.26.130 Screening, fences, and walls). The northwestern property line abuts an R-M zone district.

Required Entitlements:

- Variance sought for deviation from block wall requirement, applicant proposing slated, chain link fencing, instead.

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. 2020-34 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.

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

☒ 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

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 (Section 17.38.060)

☒ That the appropriate setbacks be maintained, as follows:

☒ The front building setback shall be 20 feet along 11th Avenue.

☒ The rear building setback shall be 15 feet.

☒ The side building setback shall be five feet.

Distances Between Structures (Section 17.38.060)

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

Height of Structures (Section 17.38.080)

☒ That the maximum structure height shall be 50 feet.

Off Street Parking: (Section 17.54).

☒ That the minimum of 20 parking spaces shall be provided for the site, at least one of ADA-accessible parking stall shall be required, based on the use of the most similar use for the site, as determined by the Site Plan Review Committee, which due to the youth-oriented boxing league, is “studio for martial arts, music, dance, yoga, exercise, gymnastics or similar.”

The use requires a parking ratio of one space per 500 square feet. The existing building is approximately 10,000 sf., therefore, in order to bring the site into conformance 20 parking stalls are required.

☒ 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).

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, 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).

☒ That required parking spaces may not be provided in any front, side, or rear building setback area.

Landscaping: (Section 17.38.130 and 17.52).

☒ That except for driveways and approved parking areas, all yard areas and setback areas visible from a pubic street shall be landscaped with live pant 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.

Dust Control:

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

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

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

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.

SPR 2020-34
502-1135

Provide a minimum 2A10BC dry type fire extinguisher. Fire extinguisher shall be mounted in a visible location.

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

BUILDING DIVISION
SPR 2020-034(502-1135) PD Storage Bldg
10-21-2020
969 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 Grading Plan (Civil Drawings, for reference)
        4.2.2 Site Plan
        4.2.3 Architectural Drawings
        4.2.4 Structural Drawings
        4.2.5 Electrical Drawings
        4.2.6 Mechanical Drawings
        4.2.7 Plumbing Drawings
        4.2.8 Landscape Plan (for reference)
        4.2.9 Planning Dept. “Conditions of Approval” or “Resolution” printed on the drawings and part of the drawing submittal
        4.2.10 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

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

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

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

4.3.8 **Compliance with the City of Hanford Landscape Ordinance**
4.3.9 A minimum of 2 sets shall be stamped and wet signed by an Architect or
Engineer licensed in the State of California.

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

6. That a school impact fee for each square foot of new building area be paid when building permits are issued.

7. That all special inspection reports be submitted to the Building Division prior to final inspection.

8. 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.

9. That Kings County Impact Fees shall apply at current rates.

10. 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.

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

12. That block walls and trash enclosures require separate submittals/permits through the Building Dept.

Attachment: Resolution No. 2022-15_VAR No. 2021-07 (HPD) (GPA 2021-01 A, B, and C)

RESOLUTION NO. 2022-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OFHANFORD RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 2021-01C TO THE CITY COUNCIL. GENERAL PLAN AMENDMENT NO. 2021-01C IS A REQUEST TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL TO CORRIDOR MIXED USE ON 18 PARCELS TOTALING APPROXIMATELY 28 ACRES. THE PROJECT IS LOCATED NORTH OF EAST LACEY BOULEVARD BETWEEN NORTH 10TH AND 9 ¼ AVENUES IN A COUNTY ISLAND WITHIN THE CITY OF HANFORD SPHERE OF INFLUENCE (APNS014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, AND 014-221-026)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by the City of Hanford for General Plan Amendment No. 2021-01(C) requesting a General Plan Amendment to change the General Plan land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on May 10, 2022; and,

WHEREAS, the City of Hanford Planning Commission considered the General Plan Amendment, in accordance with Section 17.88 of the Hanford Municipal Code, at its regularly scheduled meeting on May 10, 2022; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2022-31, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council of the City of Hanford find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation and Monitoring Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2022-31 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.88.040 of the Hanford Municipal Code, recommends approval to the City Council of General Plan Amendment No. 2021-01C, based upon the following findings and on the evidence presented:

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

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

Analysis: That General Plan Amendment No. 2021-01C is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L65, L66, and L67.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation.

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

   Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Corridor Mixed Use designation, which according to General Plan Policy L66, include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses.

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

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

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

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

I, **MARY E. BEATIE**, Interim 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 May, 2022.

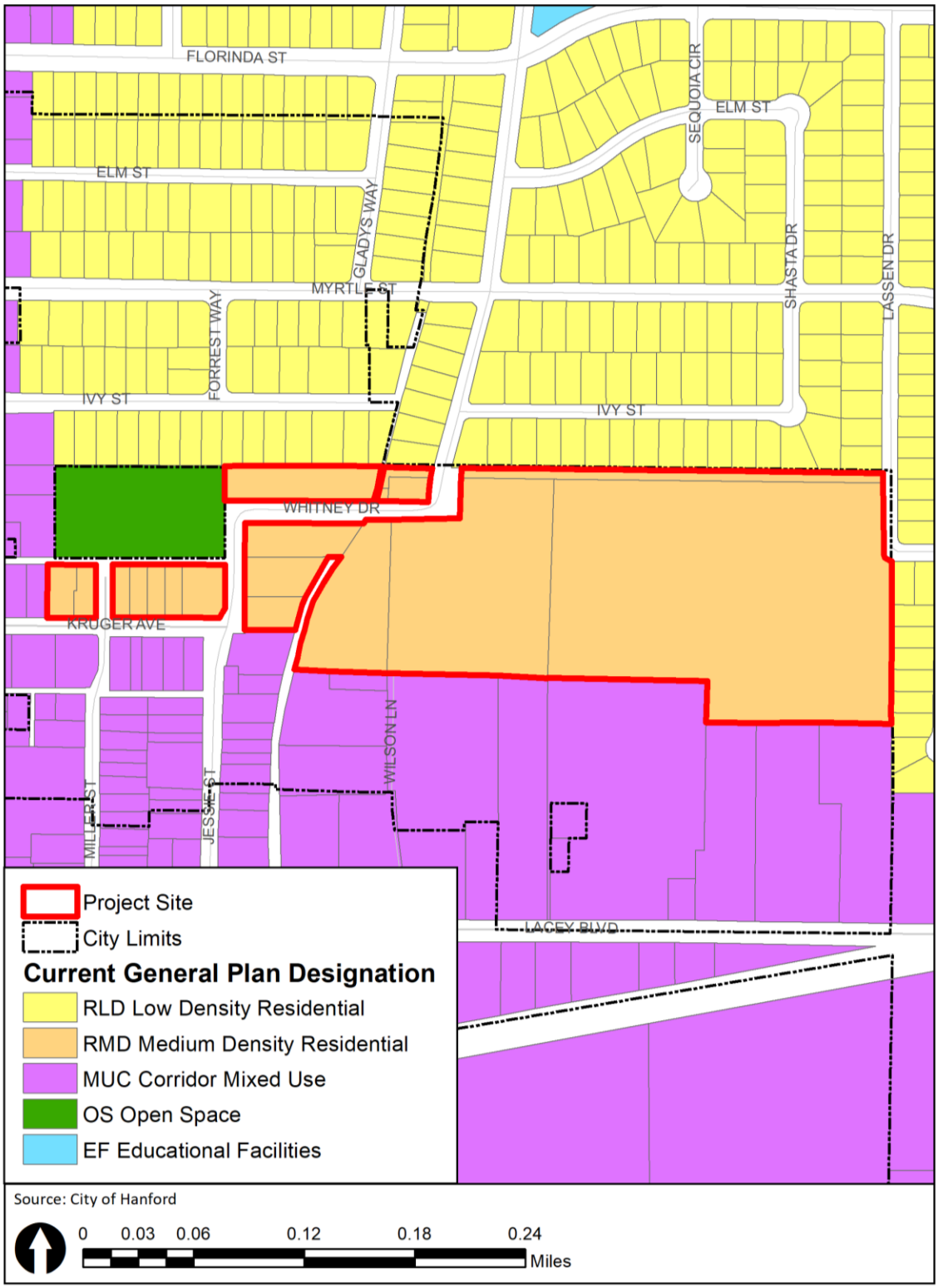
Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

Exhibit A
Current and Proposed General Plan Land Use Designation

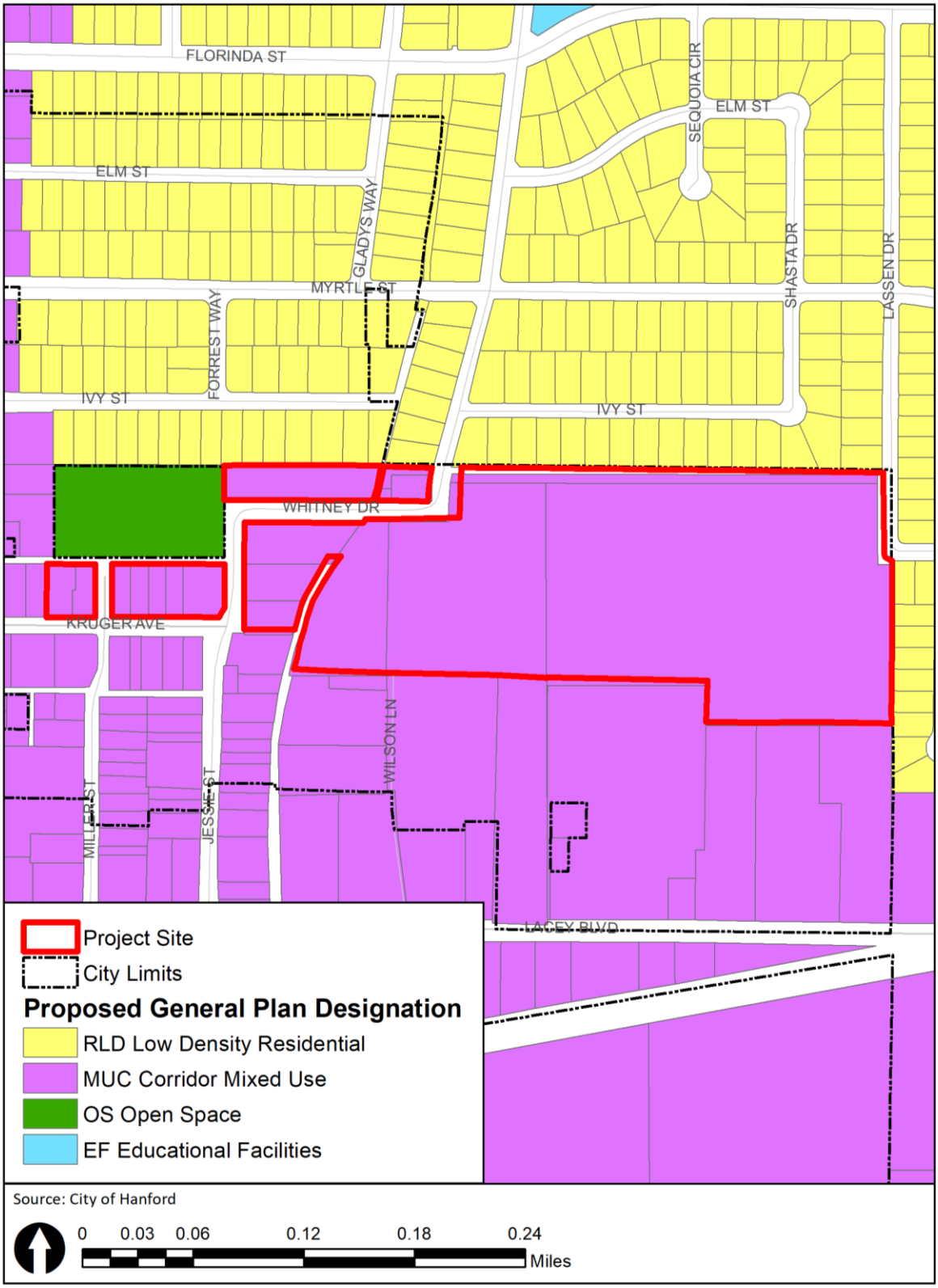
Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

Current General Plan Land Use Designation
Lassen Corridor Mixed Use Project



Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

Proposed General Plan Land Use Designation
Lassen Corridor Mixed Use Project



Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Biological Resources					
MM BIO-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,	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

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-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 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	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

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. 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-3: 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	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

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 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.					
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a. Cultural Resources Alert on Project Plans.** The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. **b. Pre-Construction Briefing.** The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

finds and on the procedures to be enacted if resources are found. **c. Stop Work Near any Discovered Cultural Resources.** The project proponent shall retain a professional archaeologist on an “on-call” basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and Kings County Community Development Agency (CDA) shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA. **d. Mitigation for Discovered Cultural Resources.** If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria’s Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the County for review and approval a report of the findings and method of curation or protection of the					

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. **e. Native American Monitoring.** Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe. **f. Disposition of Cultural Resources.** Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.					
MM CR-2. Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: a. Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation,	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance." b. Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.					
Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

Attachment: Resolution No. 2022-16_GPA No. 2021-01C (LASSEN) (GPA 2021-01 A, B, and C)

RESOLUTION NO. 2022-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF REZONE NO. 2021-14 TO THE CITY COUNCIL. REZONE NO. 2021-14 IS A REQUEST TO CHANGE THE ZONING DESIGNATION FROM C-S – SERVICE COMMERCIAL (COUNTY ZONING) TO MX-C – CORRIDOR MIXED USE (CITY ZONING) ON 18 PARCELS TOTALING APPROXIMATELY 28 ACRES. THE PROJECT IS LOCATED NORTH OF EAST LACEY BOULEVARD BETWEEN NORTH 10TH AND 9 ¼ AVENUES IN A COUNTY ISLAND WITHIN THE CITY OF HANFORD SPHERE OF INFLUENCE (APNS014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, AND 014-221-026)

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on May 10, 2022, on motion of Commissioner _____seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, an application, filed by the City of Hanford for Rezone No. 2021-14 requesting a pre-zone/ zone change to change the zone district from C-S – Service Commercial (County zoning) to MX-C – Corridor Mixed Use (City zoning) on 18 parcels totaling approximately 28 acres as shown in **Exhibit A**, was presented to the Hanford City Planning Commission on May 10, 2022; and,

WHEREAS, the City of Hanford Planning Commission considered the Pre-zone/ Rezone, in accordance with Section 17.86 of the Hanford Municipal Code, at its regularly scheduled meeting on May 10, 2022; and,

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

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2022-31, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council of the City of Hanford find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation and Monitoring Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2022-31 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, that the City of Hanford Planning Commission, in accordance with Section 17.86.030 of the Hanford Municipal Code, recommends approval to the City Council of Rezone No. 2021-14, based upon the following findings and on the evidence presented:

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

   Analysis: That Rezone No. 2021-14 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

Policies L65, L66, and L67. All regulations pertaining to MX-C – Mixed Use Corridor zone district will be enforced as development occurs through the Site Plan Review process.

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

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

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

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation. Commercial and housing opportunities would be limited to the density and intensity allowable within the Airport Land Use Compatibility Plan.

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

   Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Corridor Mixed Use designation, which according to General Plan Policy L66, include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses. Commercial and housing opportunities would be limited to the density and intensity permitted within the Airport Land Use Compatibility Plan.

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

AYES: Commissioners
NOES: Commissioners
ABSTAIN: Commissioners

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

ABSENT: Commissioners

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

I, **MARY E. BEATIE**, Interim 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 May, 2022.

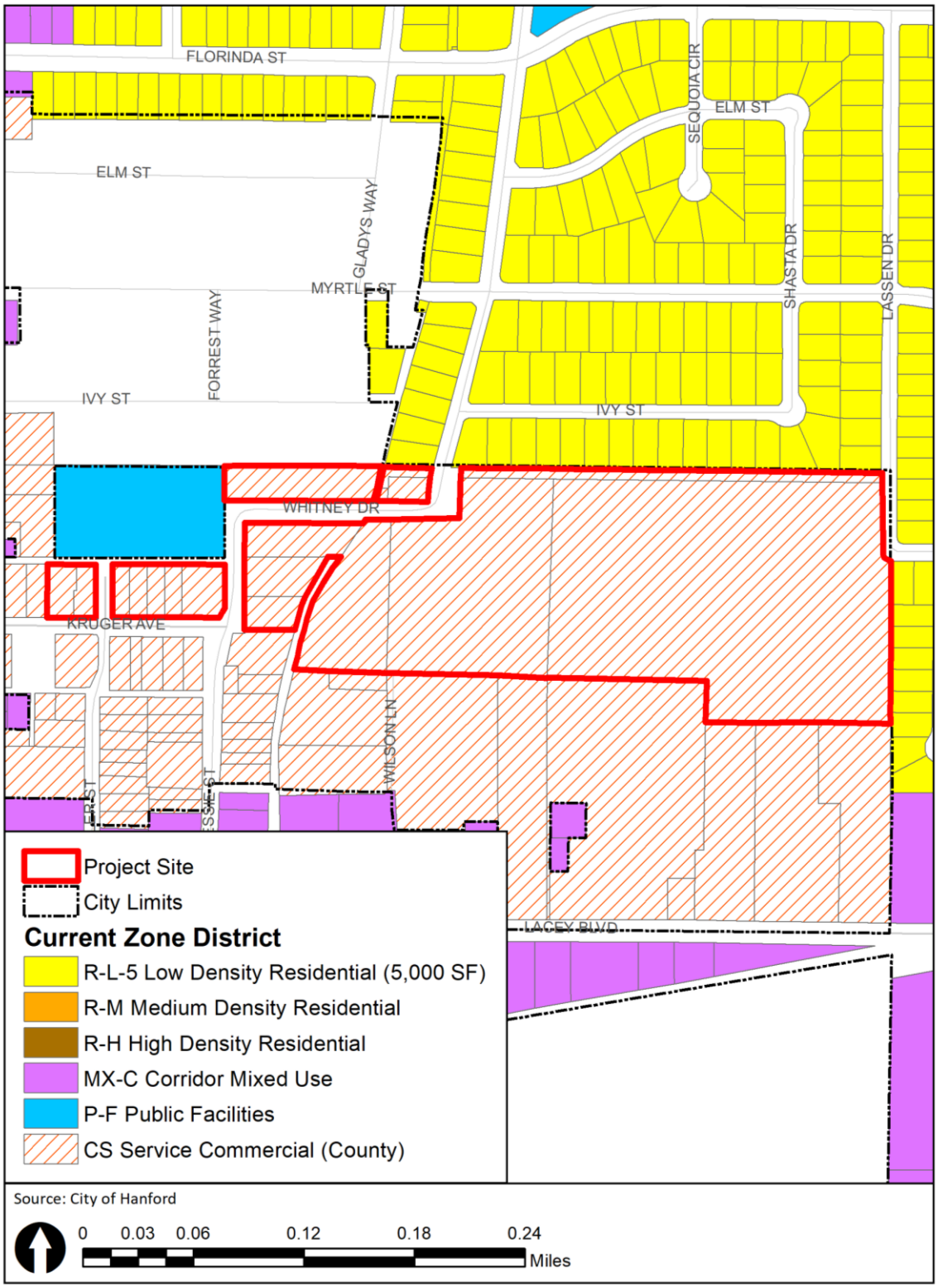
Mary E. Beatie, Interim Secretary

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

Exhibit A
Current and Proposed Zone District

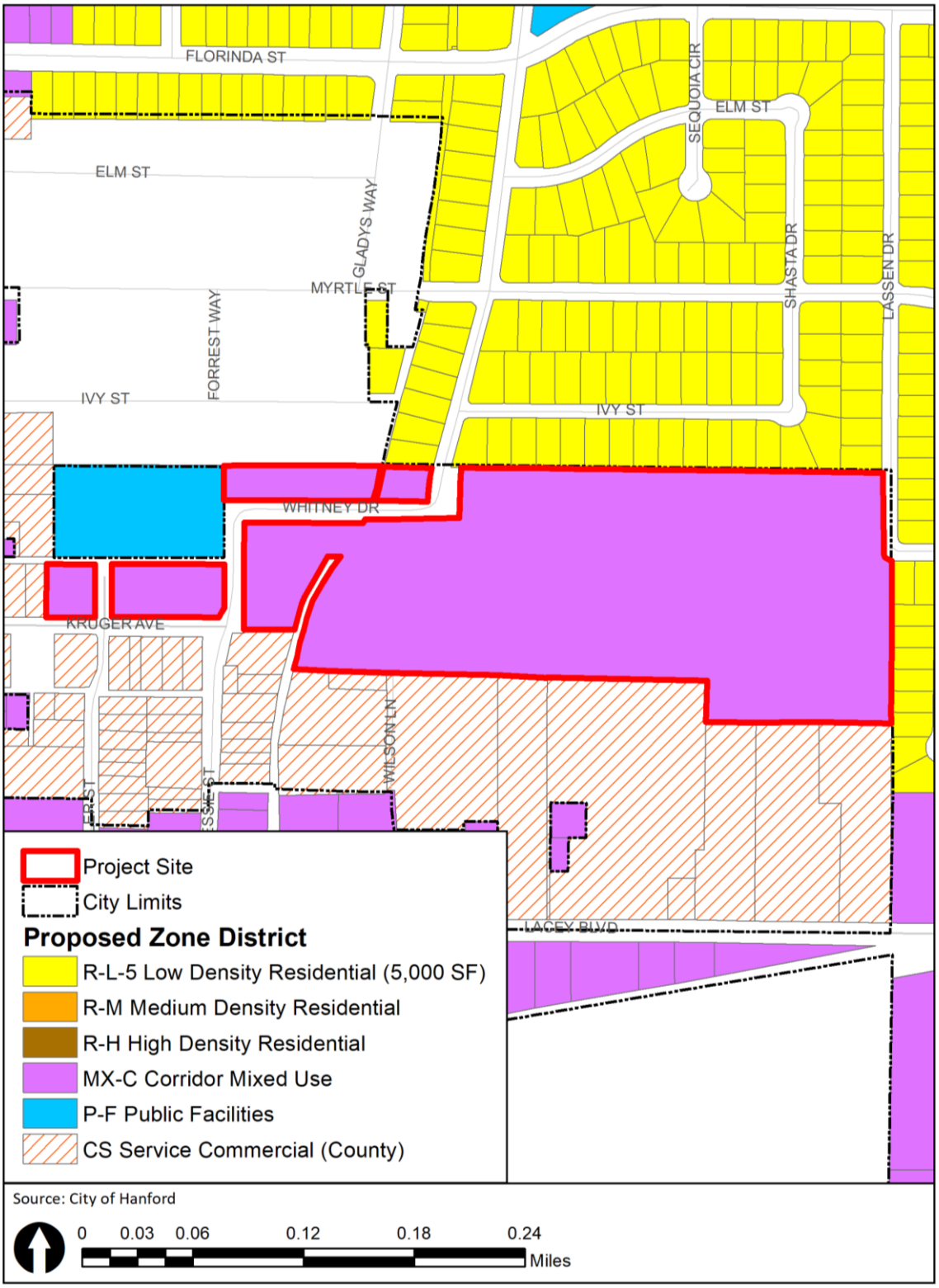
Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

Current Zone District
Lassen Corridor Mixed Use Project



Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

Proposed Zone District
Lassen Corridor Mixed Use Project



Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Biological Resources					
MM BIO-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,	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

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-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 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	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

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. 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-3: 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	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

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 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.					
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a. Cultural Resources Alert on Project Plans.** The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. **b. Pre-Construction Briefing.** The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Resolution No. 2022-17_Rezone No. 2021-14 (LASSEN) (GPA 2021-01 A, B, and C)

finds and on the procedures to be enacted if resources are found. **c. Stop Work Near any Discovered Cultural Resources.** The project proponent shall retain a professional archaeologist on an "on-call" basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and Kings County Community Development Agency (CDA) shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA. **d. Mitigation for Discovered Cultural Resources.** If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the County for review and approval a report of the findings and method of curation or protection of the					

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resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. **e. Native American Monitoring.** Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe. **f. Disposition of Cultural Resources.** Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.					
MM CR-2. Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: a. Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation,	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance." b. Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.					
Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

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TELSTAR OFFICE BUILDING

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

General Plan Amendment No. 2021-01 A
Rezone No. 2021-09
Site Plan Review No. 2020-27
Conditional Use Permit No.2021-04

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

March 2022

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

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1 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) was retained by the City of Hanford to prepare this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of City of Hanford (City) to address the environmental effects of the proposed Telstar Office Building project requiring approval of requested General Plan Amendment No. 2021-01 A, Rezone No. 2021-09, Site Plan Review No. 2020-27, Conditional Use Permit No.2021-04; hereafter "the Project". The General Plan Amendment will change the General Plan land use designation from Downtown Mixed Use to Service Commercial. The Rezone will change the site's zoning from Downtown Mixed Use to Service Commercial. The SPR will allow the construction of the office building and related improvements specific to specialty construction or trade services. Lastly, the CUP will allow for an off-street parking lot for Telstar employees' use. The site and the proposed Project are described in detail in Section 2 PROJECT DESCRIPTION. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), (PRC) Section 21000 et seq. and the Guidelines implementing CEQA, California Code of Regulations (CCR) Section 15000 et seq. The City of Hanford is the Lead Agency for this proposed Project.

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*

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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.

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 CalEEMod Output Files, CHRIS Search Records, and Pre-Consultation Letters are provided as Appendix A, Appendix B, and Appendix C respectively, at the end of this document.

1.3 Early Consultation Letters Received

Early consultation to agencies outside of the City of Hanford (pursuant to CEQA Guidelines Section 15082) was conducted for the Project as part of the entitlement process. Consultation was received from:

- Edgar Hernandez with Caltrans on October 4, 2021.
- Liliana Stransky with Kings County Department of Public Health on September 13, 2021.
- Santa Rosa Rancheria Tachi Yokut Tribe on October 19, 2021.
- PG&E on September 9, 2021.

Although not required, early consultation response letters are provided in-full in Appendix C and the comments provided are addressed in this document.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

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

Telstar Office Building (General Plan Amendment No. 2021-01 A, Rezone No. 2021-09, Site Plan Review No. 2020-27, Conditional Use Permit No. 2021-04)

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

Community Development Department
Mary E. Beatie
Interim Director
(559) 585-2500

Applicant

Konor Meeks, Operations Supervisor
Telstar Instruments, Inc.
202 South Douty Street
Hanford, CA 93239

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 central portion of the city of Hanford, California, south of West 5th Street between South Irwin Street and S Douty Street (see Figure 2-1 and Figure 2-2). The site consists of two (2) parcels that total approximately 1.04 acres. The site has not been assigned a street address yet but is identified as Assessor Parcel Numbers (APNs) 012-095-001 and 012-095-011 by the Kings County Assessor and is a portion of Section 36, Township 18 South, Range 21 East, Mount Diablo Base and Meridian.

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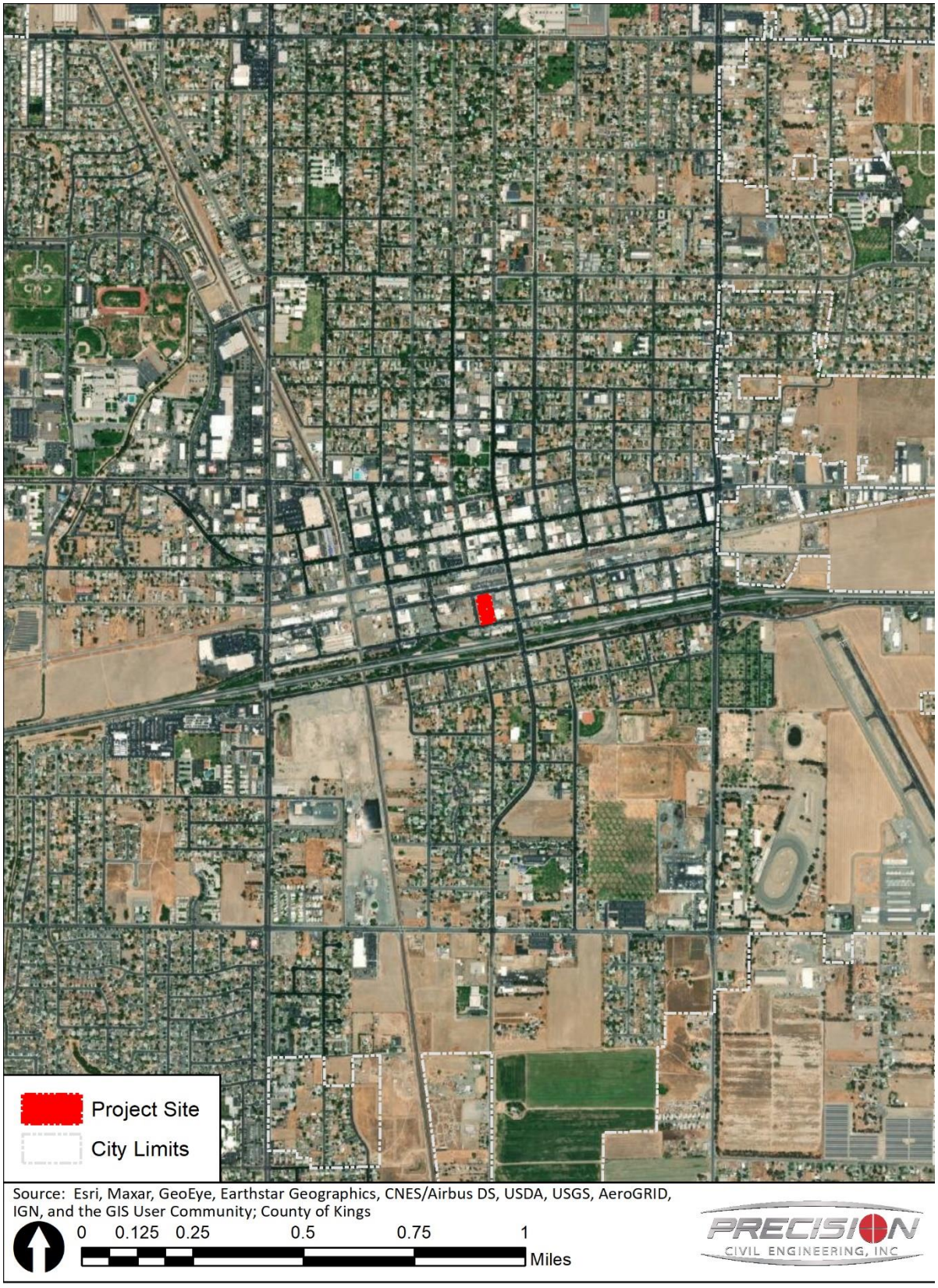


Figure 2-1 Project Location

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)



CITY OF HANFORD - TELSTAR OFFICE BUILDING
INITIAL STUDY

Created: 12/20/2021

Figure 2-2 Project Vicinity Map

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

2.6 Latitude and Longitude

The centroid of the Project area is 36.323983827505344, -119.64647897705157.

2.7 General Plan Designation

The Project site has a General Plan land use designation of Downtown Mixed Use (Figure 2-3). The Project proposes a use that is inconsistent with the underlying land use designation and thereby includes a General Plan Amendment (GPA No. 2021-01 A) to change the land use designation. The General Plan Amendment would change the land use designation to Service Commercial, which allows for establishments that engage in servicing equipment, materials, products, and related sales and travel conveniences. The Project's proposed use of an office building for the purchase, sale, and light assembly of electric gear for electrical and programming services and construction is consistent with the Service Commercial land use designation.

2.8 Zoning

The Project site is in the MX-D – Downtown Mixed-Use Zone District (Figure 2-4). The Project proposes a use that is not permitted with the underlying zone district and thereby includes a Rezone (Rezone No. 2021-09) to change the zone district. The Rezone would change the zone district to C-S – Service Commercial which permits service uses including specialty construction or trade services. The C-S – Service Commercial Zone District is consistent with the proposed Service Commercial land use designation. Offsite parking is conditionally permitted in the C-S – Service Commercial Zone District.

2.9 Description of Project

The proposed Project includes a General Plan Amendment (GPA No. 2021-01 A), Rezone (Rezone No. 2021-09), Site Plan Review (SPR No.2020-27), and Conditional Use Permit (CUP No.2021-04) to facilitate the development of an office building in the city of Hanford for Telstar Instruments & Control Systems Integrators. The Project proposes the development of a new 10,000 square feet (sf.) office building and off-street parking lot to occupy two (2) parcels totaling approximately 1.04 acres. The office building will be used for the purchase, sale, and staging of electrical gear for electrical, programing, and construction services. Purchased products are shipped to the office, staged temporarily, and are then taken to the job site. The requested GPA and Rezone would change the land use designation and zone district from Downtown Mixed Use to Service Commercial in order to permit operations pertaining to specialty construction and the CUP requests to provide off-street employee parking which is conditionally permitted in the C-S – Service Commercial zone district. This Project would serve as a relocation and expansion of the current Telstar office located approximately 200 feet southeast of the Project site at 202 S Douty St, Hanford, CA 93230.

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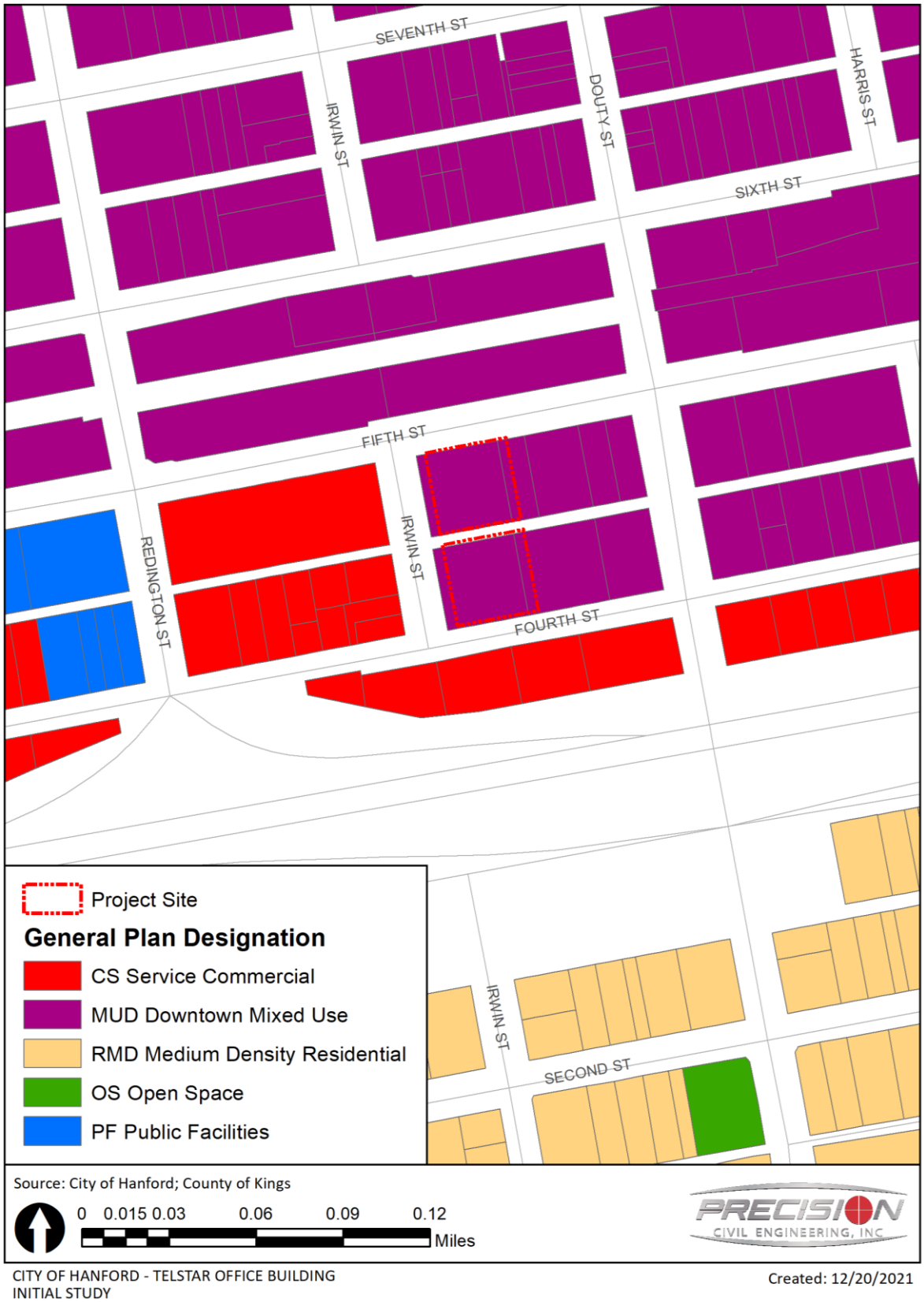


Figure 2-3 General Plan Designated Land Use

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Figure 2-4 Current Zoning

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

Hours of Operation

The office will operate five (5) days per week, Monday through Friday, from 7 am to 5 pm.

Employment

Approximately five (5) employees are projected to work at the office building during the hours of operations. Approximately 38 other employees are projected to work remotely at job sites throughout the area and are not expected to visit the office.

Operations and Services

Telstar Instruments & Control Systems Integrators is a control systems integrator and electrical contractor that specializes in SCADA/PLC systems, measurement instrumentation, and automated process controls. The company provides design, installation, on-site maintenance and calibration services for controls and instrumentation. The office building will be used for the purchasing, selling, and staging of electrical gear for electrical, programming, and construction services.

2.10 Site and Surrounding Land Uses and Setting

The existing site is currently vacant and does not include structures. Existing street frontage improvements are present (i.e., curb, gutter, sidewalk, storm drains, or streetlights). The site is relatively flat and highly disturbed. The existing biotic site conditions and resources of the Project site can be defined primarily as herbaceous (weedy) vegetation. There are no trees, shrubs, or water features on-site.

As referenced in Table 2-1 the Project site is surrounded by commercial uses to the south and east, industrial uses and vacant land to the west, and a parking lot to the north. The properties to the north and east are zoned and planned for mixed use development and the properties south and west are zoned and planned for Service Commercial. Therefore, the proposed use is generally consistent with the surrounding properties.

Table 2-1 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	Parking lot of Family HealthCare Network, medical and dental	Downtown Mixed Use	MX-D Downtown Mixed Use
South	Commercial (Tires to Go & Towing)	Service Commercial	C-S Service Commercial
East	Commercial (Plan B Taphouse; Event Lighting LLC)	Downtown Mixed Use	MX-D Downtown Mixed Use
West	Industrial and Commercial (Lacey Milling Co. Shop); Vacant	Service Commercial	C-S Service Commercial

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2.11 Site Preparation

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. There are no existing structures, thus demolition is not required.

2.12 Project Components

This section describes the overall components of the Project, such as the proposed buildings, landscape, vehicle and pedestrian circulation, and utilities.

Site Layout and Elevations

As shown in Figure 2-5, the Project proposes the construction of a 10,000-sf. office building and off-street parking lot to occupy two (2) parcels, approximately 1.04 acres. The Project also proposes site improvements such as fencing and landscaping.

Site Circulation and Parking

West 5th Street, a two (2)-lane east-west collector forms the northerly Project site boundary, West 4th Street, a two (2)-lane east-west collector forms the southerly Project site boundary, and South Irwin Street, a two-lane, north-south collector forms the westerly Project site boundary. An alleyway separates the proposed parking lot from the proposed office building. The primary vehicular access point to the proposed parking lot is proposed on South Irwin Street at the alleyway with one point of ingress and one point of egress. Approximately 35 parking spaces are proposed for employees and customers. Pedestrian access is provided by existing sidewalks along the perimeter of the Project site.

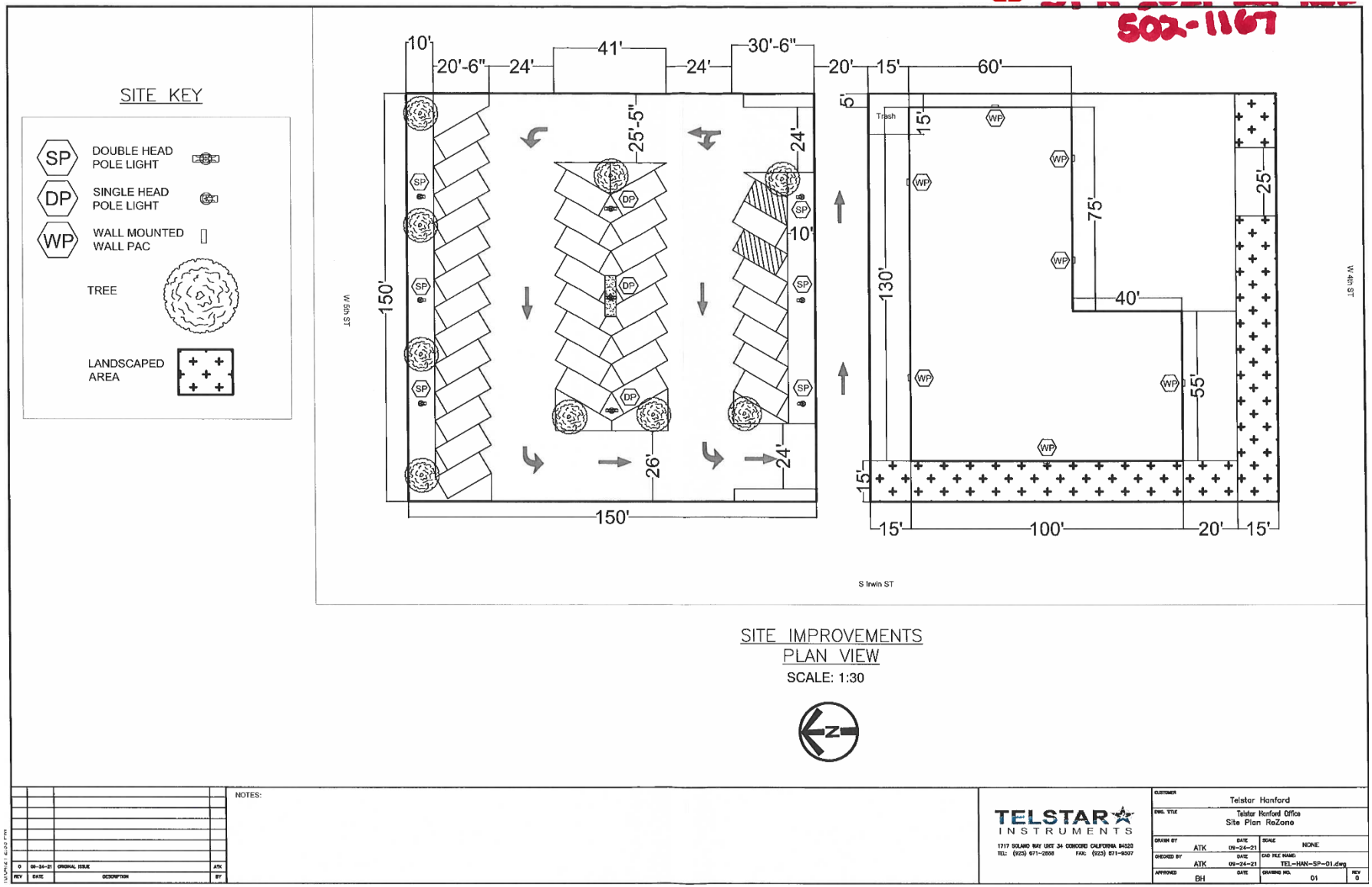
Utilities

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.

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Figure 2-5 Project Site Plan

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2.13 Other Required Project Approvals

The following review, permits, and/or approvals for the proposed Project will be required prior to construction of the Project. In addition, other agencies, not currently known by the City, may have the authority to issue permits prior to implementation of the Project.

- City of Hanford Grading Permit
- City of Hanford Encroachment Permit
- City of Hanford Building Permit
- City of Hanford Sign Permit
- San Joaquin Valley Air Pollution Control District's Indirect Source Review Permit

2.14 Technical Studies

Some analyses of the Project throughout this Initial Study relied on technical studies prepared for the Project, as listed below. Other analyses relied on other existing sources as cited throughout the document. In addition, the Final Environmental Impact Report (EIR) SCH No. 2015041024 adopted in 2016 for the City of Hanford 2035 General Plan Update which is also a significant source, is incorporated herein by reference.

- Appendix A: CalEEMod Output Files
- Appendix B: CHRIS Record Search Results
- Appendix C: Early Consultation Letters received by the City of Hanford.

2.15 Consultation with California Native American Tribes

The State, through the California Environmental Quality Act (CEQA) Statutes, specifically Public Resources Code (PRC) Section 21080.3.1, and the CEQA Guidelines implementing this statute (California Code of Regulations (CCR) §15000 et seq.) requires: "Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project (as identified by the National American Heritage Commission) if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation."

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Through this process, the Lead Agency is required to consider the potential effects of proposed projects on Tribal Cultural Resources that may be identified by a notified Tribe and to initiate formal consultation opportunity with California Native American tribes if they have so requested consultation in writing. Tribal Cultural Resources can be 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 supported by substantial evidence, chooses 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.

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021. These tribes include the Kings River Choinumni Farm Tribe, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band. Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest.

Early consultation was also conducted on October 19, 2021. The same five (5) tribes listed were included in the pre-consultation. In response to the pre-consultation, the City received pre-consultation from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have monitors on site for development of the Project site as follows: *A Native American monitor shall be present for ground disturbing activities.*

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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 one of four impact statements (or conclusions), which shall have the following meanings pursuant to CEQA, the CEQA Guidelines, and CEQA Guidelines Appendix G.

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.

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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

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.
- ☐ 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 3-30-22

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 outcropping, 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	

4.1.1 Environmental Setting

The city of Hanford can be characterized as small, urbanized city. However, the city lies within the San Joaquin Valley, the southern reach of the Great Central Valley of California, which is predominantly agricultural and the leading producer of many animal and cultivated food products in the nation. 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 central portion the city of Hanford within an area that is predominately characterized by service and commercial mixed-use

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development. The properties to the east, west, and south of the Project site are developed with a restaurant (Plan B Taphouse), a lighting store (Event Lighting LLC), a tire shop (Tires to Go & Towing), and a milling company (Lacey Milling Co Shop). The property to the north is developed with a medical and dental facility (Family Healthcare Network). In addition to the service and commercial development within the area, the area comprises infrastructure, such as roadways, streetlights, parking lot lights, and ambient light sources typical of such development.

California Scenic Highway Program

The California Scenic Highway Program was established in 1963 with the purpose to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. There are no officially designated State Scenic Highways in the city of Hanford, inclusive of the Project area. The nearest eligible State Scenic Highways is a segment of State-Route 198 which is approximately 13.3 miles east from the Project site.[1]

Hanford General Plan

Regarding the proposed use, the Hanford General Plan Land Use and Community Design Element outlines policies related to aesthetics. The following policies are applicable to the Project.

> ***Policy L54 Design of the Service Commercial Land Use Designation.*** *Require that new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.*
>
> ***Policy L113 Infill Development in Neighborhoods.*** *Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.*

[1] Caltrans. California State Scenic Highway System Map. Accessed on December 21, 2021, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

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Hanford Municipal Code

Hanford Municipal Code (HMC) *Section 17.50.140 – Outdoor Lighting Standards* contains specific, enforceable requirements and/or restrictions for all new development, including the proposed development, intended to prevent light and glare impacts:

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.*
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.*

4.1.2 Impact Assessment

Except as provided in PRC Section 21099, ***would the project****:*

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 because of the Project.

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b) Substantially damage scenic resources, including, but not limited to, trees, rock outcropping, and historic buildings within a state scenic highway?

No Impact. According to the California State Scenic Highway Program, the Project is not located within a state-designated scenic highway. As such, the proposed Project would not damage scenic resources, including trees, rock outcropping, and historic buildings within a state scenic highway and no impact would occur because 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 urbanized area surrounded by service and commercial development. The proposed Project includes the development of a 10,000-sf. office building with related improvements such as exterior lighting, landscaping, and parking. Through the entitlement review process, the Project is subject to compliance with applicable zoning and other regulations governing scenic quality including but not limited to the California Building Code, Hanford General Plan, and Hanford Municipal Code (HMC). In particular, the Project would be required to comply with the design requirements contained in *Chapter 17.20 Service Commercial Zone* 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. Such sources could create adverse effects on day or nighttime views in the area. The Project would thereby, through the requested Conditional Use Permit, if approved, be subject to compliance with *Section 17.50.140 – Outdoor Lighting Standards* of the HMC, which contain specific, enforceable requirements and/or restrictions intended to prevent and mitigate light and glare impacts. In addition, the Project would be required to comply with Title 24 lighting requirements which would also reduce and mitigate impacts related to nighttime light. The Title 24 lighting requirements cover 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.

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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 and is currently planned and zoned for Downtown Mixed Use. As such, the site is in an urbanized area that is planned for urbanized uses consistent with the surrounding Downtown Mixed Use and Service Commercial land use and zoning designations. The site is currently vacant with no structures. Some improvements such as curb, gutter, and sidewalks exist along Irwin Street, 5th Street, and 4th Street surrounding the site. Topography is generally flat, and the site vegetation can be primarily classified as herbaceous vegetation with no shrubs or trees. Overall, no agricultural or forestry resources are present on the site.

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."* Maps are updated every two years. According to the FMMP, California Important Farmland Finder, California Important Farmland Finder, the Project site is categorized as "Urban and Built-Up Land".[2]

California Land Conservation Act

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter into contracts with private landowners to restrict contracted parcels to preserve agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The minimum length of a Williamson Act contract is 10 years and automatically renews annually upon its anniversary date; as such, the contract length is essentially

[2] California Department of Conservation. (2018). California Important Farmland Finder. Accessed on December 21, 2021, https://maps.conservation.ca.gov/DLRP/CIFF/

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indefinite. Neither the Project site nor surrounding properties are subject to the Williamson Act Contract.

4.2.2 Impact Assessment

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project site and lands in its immediate vicinity are designated as "Urban and Built-Up Land" according to the FMMP. As such, the Project site is not located on lands designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." For this reason, the Project would result in no impact.

b) 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 does not contain forest land or timberland as defined by PRC or GC sections, and it is not planned or zoned for 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 and therefore will not result in the loss of or conversion of any forest land to non-forest uses. 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?

No impact. The Project site and surrounding area does not contain any farmland or forest land nor is any use planned at the site that could result directly or indirectly in the conversion of other farmland or forest land to non-agricultural use. The nearest land used agriculturally are approximately three (3) miles from the site and is designated by the General Plan for Service Commercial. The proposed use is primarily the relocation and small-scale enlargement of an

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existing use located roughly 200 feet to the southeast inside the city limits and urbanized core of the city. For these reasons, the Project would have no impact.

4.2.3 Mitigation Measures

None required.

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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

The proposed project is located within the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates air quality in eight (8) counties including: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The SJVAPCD oversees the SJVAB.

Impacts on air quality result from emissions generated during short-term activities (construction) and long-term activities (operations). Construction-related emissions consist mainly of exhaust emissions (NOx and PM) from construction equipment and other mobile sources, and fugitive dust (PM) emissions from earth moving activities. Operational emissions are source specific and consist of permitted equipment and activities and non-permitted equipment and activities.

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Air pollution in the SJVAB can be attributed to both human-related (anthropogenic) and natural (non-anthropogenic) activities that produce emissions. Air pollution from significant anthropogenic activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources. Four main sources of air pollutant emissions in the SJVAB are motor vehicles, industrial plants, agricultural activities, and construction activities. All four of the major pollutant sources affect ambient air quality throughout the Air Basin. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air. Air pollutants can remain in the atmosphere for long periods and can build to unhealthful levels when stagnant conditions that are common in the San Joaquin Valley occur. Pollutants are transported downwind from urban areas with many emission sources which are also recirculated back to the urban areas.

Further, the SJVAB is in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The air quality standards have been set to protect public health, particularly the health of vulnerable people. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects.

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts* (QAMAQI). SJVAPCD recommends a three-tiered approach to air quality analysis based on project size to allow quick screening for CEQA impacts:

1. *Small Project Analysis Level (SPAL): based on the District's New Source Review, the District pre-quantified emissions and determined values as thresholds of significance for criteria pollutants. Residential, commercial, retail, industrial, educational, and recreational land uses are eligible to use this for screening. The SPAL is a guidance published on November 13, 2020, by the SJVAPCD to determine potential impacts in GAMAQI.*
2. *Cursory Analysis Level (CAL): CAL is used to determine significance on projects that exceed the SPAL criteria. Analysis includes using CalEEMod to estimate emissions and air pollutants.*
3. *Full Analysis Level (FAL): this level of analysis is usually required for an EIR. It requires a full air quality report that describes impacts to the public*

This guidance document also includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the proposed Project would result in a

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significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact to human health and welfare. The thresholds of significance are summarized, as follows:

Criteria Air Pollutants: SJVAPCD adopted thresholds of significance for criteria air pollutants, as shown in below. The thresholds of significance are based on a c alendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12- month period. The following summarizes these thresholds:

Short-Term Emissions of Particulate Matter (PM10): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, or if project-generated emissions would exceed 15 tons per year (TPY).

Short-Term Emissions of Ozone Precursors (ROG and NOX): Construction impacts associated with the proposed Project would be considered significant if the project generates emissions of Reactive Organic Gases (ROG) or NO_X that exceeds 10 TPY.

Long-Term Emissions of Particulate Matter (PM10): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of PM_{10} that exceed 15 TPY.

Long-Term Emissions of Ozone Precursors (ROG and NOX): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of ROG or NOX that exceeds 10 TPY.

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Table 4-1 SJVAPCD Recommended Air Quality Thresholds of Significance[3]

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO_X	10	10
ROG	10	10
SO_X	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, $PM_{2.5}$, and PM_{10}, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM_{10} would exceed the SJVAPCD's significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land use and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

Local Mobile-Source CO Concentrations: Local mobile source impacts associated with the proposed Project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e., 9.0 ppm for 8 hours or 20 ppm for 1 hour).

Toxic Air Contaminants: Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than 1.

As recommended by the SJVAPCD, the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology was utilized as the screening methodology. According to the CAPCOA Guidance Document titled "Health Risk Assessments for Proposed Land Use Projects," there are two types of land use project that have the potential to cause long-term public health risk impacts. These project types are as follows:

- *Type A: Land use projects with toxic emissions that impact receptors, and*
- *Type B: Land use project that will place receptors in the vicinity of existing toxics sources.*

[3] SJVAPCD. (2015). Guidance for Assessing and Mitigating Air Quality Impacts. Accessed on December 9, 2021, https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF

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In this Guidance document, Type A projects examples are (project impacts receptors):

- combustion related power plants,
- gasoline dispensing facilities,
- asphalt batch plants,
- warehouse distribution centers,
- quarry operations, and
- other stationary sources that emit toxic substances.

Odor: The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The SJVAPCD has identified these common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin and has prepared screening levels for potential odor sources ranging from one (1) to two (2) miles of distance from the odor-producing facility to sensitive receptors. Odor impacts associated with the proposed Project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

Ambient Air Quality: The SJVAPCD applies the following guidance in determining whether an ambient air quality analysis should be performed: when assessing the significance of project-related impacts on air quality, it should be noted that the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstance, the District recommends that an ambient air quality analysis be performed.

San Joaquin Valley Air Pollution Control District Rules and Regulations

The SJVAPCD adopted rules and regulations for development projects prior to and during construction to reduce air contaminants, including but not limited to the following:

Rule 2010 – Permits Required. *The purpose of this rule is to require any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate. This rule also explains the posting requirements for a Permit to Operate and the illegality of a person willfully altering, defacing, forging, counterfeiting or falsifying any Permit to Operate.*

Rule 2201 – New and Modified Stationary Source Review Rule. *The purpose of this rule is to provide for the following:*

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The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards; and

No net increase in emissions above specified thresholds from new and modified Stationary Sources of all nonattainment pollutants and their precursors.

Rule 4001 – New Source Performance Standards. *This rule incorporates the New Source Performance Standards from Part 60, Chapter 1, Title 40, Code of Federal Regulations (CFR).*

Rule 4002 – National Emission Standards for Hazardous Air Pollutants. *This rule incorporates the National Emission Standards for Hazardous Air Pollutants from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR) and the National Emission Standards for Hazardous Air Pollutants for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR).*

Rule 4102 – Nuisance. *The purpose of this rule is to protect the health and safety of the public.*

Rule 4601 – Architectural Coatings. *The purpose of this rule is to limit VOC emissions from architectural coatings. This rule specifies architectural coatings storage, cleanup, and labeling requirements.*

Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. *The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.*

Regulation VIII – Fugitive PM10 Prohibitions. *The purpose of Regulation VIII (Fugitive PM10 Prohibitions) is to reduce ambient concentrations of fine particulate matter (PM10) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions.*

Rule 9510 – Indirect Source Review. *The purposes of this rule are to:*

1. Fulfill the District's emission reduction commitments in the PM10 and Ozone Attainment Plans.

2. Achieve emission reductions from the construction and use of development projects through design features and on-site measures.

3. Provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures.

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Hanford Air Quality Element

Regarding local measures and thresholds for air quality impacts, the city of Hanford provides a separate Air Quality Element that outlines goals, objectives, and policies for addressing air quality. A sample of applicable goals and policies are as follows:

OBJECTIVE AQ 4: *Accurately assess and mitigate potentially significant local and regional air quality and climate change impacts from proposed projects within the City. Where possible and financially feasible, retrofit existing uses and activities to reduce emissions and climate change impacts.*

> ***Policy AQ 4.1:*** *Assess and mitigate project air quality impacts using analysis methods and significance thresholds recommended by the San Joaquin Valley Air Pollution Control District.*
>
> ***Policy AQ 4.3:*** *Ensure that air quality and climate change impacts identified during California Environmental Quality Act review are minimized and consistently and fairly mitigated to the greatest extent feasible.*
>
> ***Policy AQ 4.6:*** *Work with the San Joaquin Valley Air Pollution Control District and developers to ensure that funds collected under Rule 9510 – Indirect Source Review mitigation fees are used in Hanford and Kings County whenever possible to maximize local benefits to air quality and the economy.*
>
> ***Policy AQ 4.7:*** *Work with the San Joaquin Valley Air Pollution Control District to ensure implementation of particulate emission controls required by Regulation VIII – Fugitive PM10 for construction and grading activities.*

OBJECTIVE AQ 9: *Reduce emissions of PM_{10}, $PM_{2.5}$ and other particulates from sources with local control potential or under the jurisdiction of the City.*

> ***Policy AQ 9.1:*** *Coordinate with the San Joaquin Valley Air Pollution Control District to ensure that construction, grading, excavation and demolition activities within City's jurisdiction are regulated and controlled to reduce particulate emissions to the maximum extent feasible.*
>
> ***Policy AQ 9.2:*** *Require all access roads, driveways, and parking areas serving new commercial and industrial development are constructed with materials that minimize particulate emissions and are appropriate to the scale and intensity of use.*

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4.3.2 Impact Assessment

Would the project:

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)?

Less than Significant Impact. The Project is deemed less than significant impact on air quality and excluded from quantifying criteria pollutant emissions for CEQA purposes according to SJVAPCD's SPAL.[4] The SPAL analysis for the Project was based on a CalEEMod version 2016.3.2[5] utilizing the following SPAL threshold for "General Office Building" projects: 1) floor area of 200,000 sf., 2) 1,000 average daily one-way trips for all fleet types (except HHDT[6]), and 3) 15 average daily one-way for HHDT trips. The SPAL threshold deems less than significant impacts for commercial development projects of "General Office Building" land use type use that are under the threshold. As applied to the Project, the Project proposes a 10,000-sf. office building and expects 97.4 average daily one-way trips (except HHDT) and zero (0) average daily one-way HHDT trips.[7] As such, the Project would have a less than significant impact on air quality and are excluded from quantifying criteria pollutant emissions for CEQA purposes.

Regarding TAC, the proposed Project does not consist of any of Type A land uses that have the potential to produce toxic emissions. Combustion related power plants, asphalt batch plants and quarry operations are not permitted in the Service Commercial zone district. In addition, the applicant is not proposing facilities for gasoline dispensing, warehouse distribution centers, or other stationary sources that emit toxic substances. Thus, based on this analysis utilizing the methodology outlined by the CAPCOA Guidelines, the proposed project is screened out and does not require a Health Risk Assessment and would not result in production of significant Toxic Air Contaminants (TACs).

[4] San Joaquin Valley Air Pollution Control District. (2020). Small Project Analysis Levels (SPAL). Accessed on January 14, 2022, http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF

[5] Please Note: Although there is a new, 2020.4 version of CalEEMod, the SPAL analysis available from the San Joaquin Valley Air Pollution Control District utilizes CalEEMod version 2016.3.2. The Air District confirmed the validity of the SPAL analysis by phone on March 23, 2022.

[6] HHDT means "Heavy-Heavy Duty Trucks".

[7] Trip generation is calculated using average rate of vehicle trip generation per 1,000 square feet ground floor area (GFA), 9.74, as provided in the Trip Generation Manual 10th Edition for ITE 710, General Office Building.

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Lastly, the Project shall comply with all rules and regulations administered by the SJVAPCD including but not limited to *Rule 9510* (Indirect Source Review) and *Regulation VIII* (Fugitive PM_{10} Prohibitions), which requires the approval of a Dust Control Plan prior to construction. The Project may also be subject to *Rule 2010* (Permits Required), *Rule 2201* (New and Modified Stationary Source Review), *Rule 4402* (Nuisance), *Rule 4601* (Architectural Coatings), and *Rule 4641* (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), as well as a Permit to Operate. The Project design anticipates such requirements and incorporates the measures regarding air quality impacts. Thus, any impacts related to construction activities of the Project would be regulated through SJVAPCD regulations and requirements.

Overall, the Project would not have potential emissions of regulated criterion pollutants that exceed the SJVAPCD adopted thresholds. In addition, the Project shall be conditioned to meet additional rules and regulations administered by the SJVAPCD to minimize and mitigate on-site emissions. Consequently, the Project would result in a less than significant impact.

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 SJVAB is in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The requirements have been set to protect public health, particularly the health of vulnerable populations. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects as analyzed in criterion a) above, the Project would have a less than significant impact on air quality and are excluded from quantifying criteria pollutant emissions for CEQA purposes. Therefore, the Project would not result in significant cumulative health impacts because the emissions are not at a level that would be considered cumulatively significant. As such, the Project would have a less than significant impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The nearest receptor is a health care center located 140 feet north of the site. As stated under criterion a) above, emissions during construction or operation would not reach the significance thresholds and would not be anticipated to result in concentrations that reach or

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surpass ambient air quality requirements. Therefore, the Project would have a less than significant impact on any known sensitive receptor.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants, and rendering plants. The Project would not consist of such land uses; rather, the Project proposes an office building and thus is unlikely to produce odors that would be considered to adversely affect a substantial number of people. Although some odors would be emitted during construction of the site (i.e., through diesel fuel and exhaust from equipment), these odors would be temporary and last only during construction activities. For these reasons, the odor impacts associated with the Project would be less than significant.

4.3.3 Mitigation Measures

None required.

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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	
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
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

The Project site is vacant and undeveloped. The site is surrounded by developed urbanized land uses and has been highly disturbed because of grading and discing. The existing biotic site conditions and resources of the Project site can be defined primarily as herbaceous, ruderal (weedy) vegetation. There are no existing trees, shrubs, or water features on site. The site is relatively flat.

U.S. Fish and Wildlife – Special-Status Species Database

The U.S. Fish and Wildlife Service (USFWS) operates an "Information for Planning and Consultation" (IPaC) database, which is a project planning tool for the environmental review process that provides general information on the location of special-status species that are "known" or "expected" to occur (note: the database does not provide occurrences; refer to the California Department of Fish and Wildlife – Natural Diversity Database below).[8] Specifically, the database identifies 12 endangered species in the city of Hanford including the: Fresno kangaroo rat, San Joaquin kit fox, Tipton kangaroo rat, blunt-nosed leopard lizard, giant garter snake, California red-legged frog, California tiger salamander, Delta smelt, monarch butterfly, conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp. No federally designated Critical Habitats are identified in the city.[9] The closest Critical Habitat is located

[8] U.S. Fish and Wildlife Service. Information and Planning Consultation Online System. Accessed on December 28, 2021, https://ecos.fws.gov/ipac/

[9] Once a species is listed under the federal Endangered Species Act, NOAA Fisheries is required to determine whether there are areas that meet the definition of Critical Habitat. Per NOAA Fisheries, Critical Habitat is defined as:

- Specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species and that may require special management considerations or protection; and
- Specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation.

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approximately 8.2 miles northeast of the Project site for California tiger salamander (Ambystoma californiense) and 11.5 miles southwest of the Project site for Buena Vista Lake ornate shrew (Sorex ornatus relictus), which are outside the Project's five (5)-miles radius.

California Department of Fish and Wildlife – Natural Diversity Database

The California Department of Fish and Wildlife (CDFW) operates the California Natural Diversity Database (CNDDB), which is an inventory of the status and locations of special-status plants and animals in California in addition to the reported occurrences of such species.[10] According to the CDFW CNDDB, there are 11 special-status species occurrences that have been observed and reported to the CDFW in or near the city of Hanford (i.e., Hanford Quad as designated by the United States Geological Survey (USGS): hoary bat, San Joaquin kit fox, and California alkali grass. Of the species, the San Joaquin kit fox is the only species that is a federally and state-listed special-status species.[11] Table 4-2 shows the CNDDB-identified occurrences of the animal and plant species within the Hanford Quad.

The CNDDB also provides CNDDB-known occurrences within a set geographic radius. Table 4-2 lists all species CNDDB-known occurrences within the five (5)-mile radius of the Project site, organized by distance to the site. As shown, the nearest occurrences were 0.9 miles east (1971) and 1.6 miles northwest (2006). The CNNDB ranks occurrences by the condition of habitat and ability of the species to persist over time. As shown, the occurrences within the five (5)-mile radius of the Project site are primarily ranked as good or fair.

Table 4-2 Special-Status Species Occurrences within 5-mile radius of Project site

Species	Date	Rank	Distance to site
Hoary Bat	1991/4/22	Unknown	0.8 miles north
San Joaquin kit fox	1971/x/x	Unknown	0.9 miles east
San Joaquin kit fox	2006/6/12	Unknown	1.6 miles northwest
San Joaquin kit fox	2000/8/15	Fair*	2.1 miles southwest
California alkali grass	1942/4/11	Unknown	2.6 miles east
Swainson's hawk	2016/6/8	Good**	2.7 miles east

The process of Critical Habitat designation is complex and involves the consideration of scientific data, public and peer review, economic, national security, and other relevant impacts.

NOAA Fisheries. Critical Habitat. Accessed on March 18, 2022, https://www.fisheries.noaa.gov/national/endangered-species-conservation/critical-habitat#key-regulations

[10] California Department of Fish and Wildlife. California Natural Diversity Database. Accessed on February 14, 2022, https://wildlife.ca.gov/Data/CNDDB

[11] California Department of Fish and Wildlife. Biogeographic Information and Observation System. Accessed on December 28, 2021, https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick

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Swainson's hawk	2012/8/8	Good**	4.0 miles northeast
Swainson's hawk	2016/6/6	Good**	4.2 miles southeast
Alkali-sink goldfields	1958/3/15	Unknown	4.6 miles east
Swainson's hawk	2009/6/29	Good**	4.7 miles east
San Joaquin kit fox	1975/7/x	Unknown	5.0 miles south

** Fair (C) - Population small and/or potentially not very viable OR habitat in disturbed, fragmented or otherwise suboptimal condition. Disturbances are more severe and can include nearby development, heavy recreational use, ORV use and damage, heavy weed infestation, and more. Population not expected to persist in the long term but may persist for 10 years.*

*** Good (B) - Population in very good condition and fairly large for this taxon AND habitat in reasonably good condition. Some disturbances may exist including dirt roads, weed encroachment, nearby incompatible land uses, logging nearby, grazing, etc., but none so severe as to seriously impair species' ability to persist over at least the next 25 years.*

Table 4-3 details the essential habitats of these species and assesses their potential of existing on the Project site. As assessed, the Project site does not provide essential habitat for such species.

U.S. Fish & Wildlife Service – National Wetlands Inventory

The USFWS provides a National Wetlands Inventory (NWI) with detailed information on the abundance, characteristics, and distribution of U.S. wetlands. A search of the USFWS 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 (0.5-mile radius) of the Project area.[12] The NWI does identify three (3) man-made wetland habitats in the vicinity of the Project: 1) R5UBFx riverine, 0.4 miles southeast of the site, 2) PEM1Cx freshwater emergent wetland, 0.5 miles southeast of the site, and 3) PUBFx freshwater pond, 0.5 miles southwest of the site. These habitats are not located on the Project site.

Environmental Protection Agency – WATERS Geoviewer

The U.S. Environmental Protection Agency (EPA) WATERS GeoViewer provides a GeoPlatform based web mapping application of water features by location. According to the WATERS GeoViewer. According to the Waters GeoViewer, there are no surface water features on or in immediate vicinity of the Project site. [13]

[12] U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed December 28, 2021, https://www.fws.gov/wetlands/data/Mapper.html

[13] Environmental Protection Agency. WATERS GeoViewer. Accessed on December 28, 2021, https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=ada349b90c26496ea52aab66a092593b

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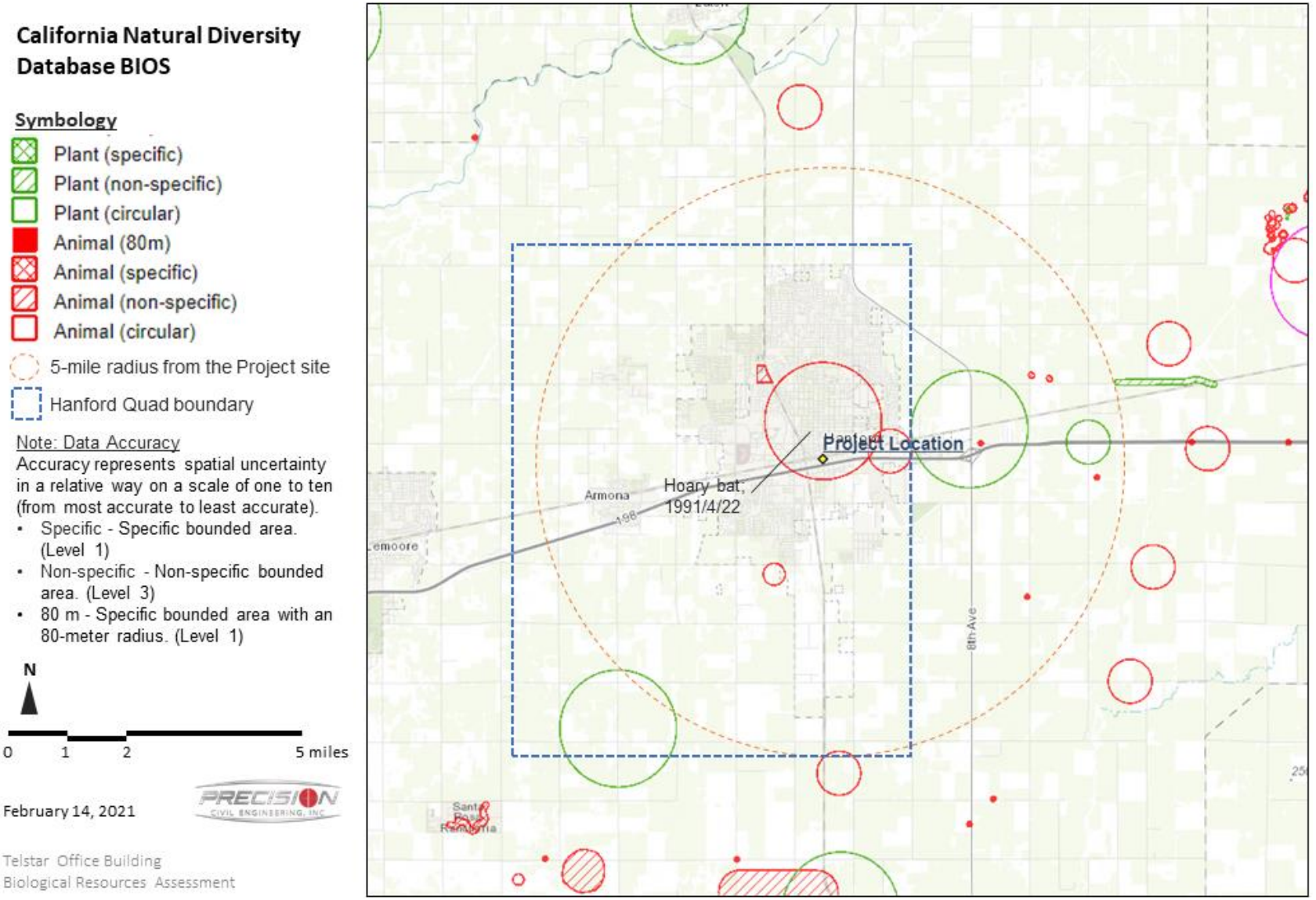


Figure 4-1 CNDDB Species Occurrences within Hanford Quad

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Table 4-3 Essential Habitats and Potential Existence of Special-Status Species on Site

Special-Status Species	General Habitat	Habitats	Assessment
San Joaquin kit fox	Annual grasslands or grassy open stages with scattered shrubby vegetation.	• Chenopod scrub • Valley & foothill grassland	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands or grassy open stages. As such, the site does not provide suitable habitat.
Swainson's hawk	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	• Great Basin grassland • Riparian forest • Riparian woodland • Valley & foothill grassland	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, trees, or riparian areas. In addition, the site does not contain agricultural or ranch lands. As such, the site does not provide suitable habitat.
Hoary bat	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding.	• Broadleaved upland forest • Cismontane woodland • Lower montane coniferous forest • North coast coniferous forest	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any forests or trees. As such, the site does not provide suitable habitat.
California alkali grass	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools.	• Chenopod scrub • Meadow & seep • Valley & foothill grassland 1. Vernal pool	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, wetlands, or riparian areas. As such, the site does not provide suitable habitat.
Alkali-sink goldfields	Vernal pools.	• Vernal pool	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any wetlands or riparian areas. As such, the site does not provide suitable habitat.

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Hanford General Plan

The General Plan identified endangered or threatened special-status 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 O35 Impacts from Development.*** *Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.*
>
> ***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.*

4.4.2 Impact Assessment

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less than Significant Impact. The Project site is in an urbanized area that is planned for urbanized uses consistent with the surrounding Downtown Mixed Use and Service Commercial land use and zoning designations. The site is currently vacant with no structures. Some improvements such as curb, gutter, and sidewalks exist along Irwin Street, 5th Street, and 4th Street surrounding the site. Topography is generally flat, and the site vegetation can be primarily classified as herbaceous vegetation with no shrubs, trees, or water features present. Further, as shown in Table 4-2 there are no recorded occurrences of special-status or critical habitats on the Project site or within the immediate vicinity of the Project. In addition, the site conditions do not provide essential habitat for any candidate, sensitive, or special status species that may occur within the Project area (Table 4-3). As a result, a less than significant impact would occur because of the Project.

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?

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No Impact. According to the Hanford 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. Further, 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 and the WATERS Geoviewer, the Project site does not contain any federally protected wetlands or surface water features. Further, the on-site topography is generally flat and there does not appear to be ponds or standing water. As a result, 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?

No Impact. 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 could support wildlife species in nesting, foraging, or escaping from predators. This is based on the existing conditions of the site including the site's heavy alteration and lack of cover, vegetation, or water features. Due to these conditions, it can be determined that the Project would not interfere with wildlife movement and no impact would occur as a result of the Project.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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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). As noted previously, the site is characterized by herbaceous, ruderal (weedy) vegetation and there are no shrubs or trees on site. Due to the lack of identified special-species or natural habitat on the Project site, in addition to lack of 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

None required.

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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. Some of these types of cultural resources are readily apparent on the ground surface, some may be buried and therefore unknown until discovered through ground disturbances.

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.*

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Policy O47 Archaeological Site Study. *Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.*

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.*

Early Consultation

Early consultation was conducted on October 19, 2021 (pursuant to CEQA Guidelines Section 15082). These tribes include the Kings River Choinumni Farm Tribe, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band. In response to the early consultation, the City received early consultation from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have monitors on site for development of the Project site and recommended the following mitigation measure: *A Native American monitor shall be present for ground disturbing activities.*

California Native American Heritage Commission

A consultation list of tribes with traditional lands or cultural places located within Kings County was requested and received from the California Native American Heritage Commission (NAHC) on October 25, 2021. The received list was used to request formal tribal consultation pursuant to SB 18 (Chapter 905, Statutes 2004) and AB 52 (Chapter 532, Statutes 2014). These tribes include the Kings River Choinumni Farm Tribe, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band.

Tribal Consultation

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021, utilizing the consultation list of tribes received from the NAHC. The same five (5) tribes listed were included in the formal consultation. Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest.

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California Historical Resource Information System Record Search

The Southern San Joaquin Information Center (SSJIC) was requested by the City of Hanford to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding "Project Area" area (0.5-mile radius from perimeter of project site) on January 18, 2022. Full results are provided in Appendix B.

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

(1) There has been one previous cultural resource study in a small part of project area, KI-00028. There have been 13 studies conducted within the one-half mile radius.

(2) There are no recorded resources within the project area, and it is not known if any exist there. There are eight recorded resources within the one-half mile radius. These resources primarily consist of historic era buildings. They also include historic era railroads, an historic era canal, and an historic era trash scatter.

Further, the SJJIC provided the following comments and recommendations:

(1) Because a cultural resources study has not been completed on the majority of this project site, it is unknown if any cultural resources are present. Therefore, if the project will result in any ground disturbance activities, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If no ground disturbance will occur as a result of this project, then no further cultural resource investigation is recommended at this time.

(2) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

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4.5.2 Impact Assessment

Would the project:

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 CHRIS Record Search, 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. Hanford General Plan *Policy O49* partially mitigates for cultural resources that are encountered unexpectedly during construction. To further assure construction activities do not result in significant impacts to any potential cultural resources discovered below ground surface, the Project shall incorporate *MM CR-1.* Thus, if such resources were discovered, implementation of the required mitigation measure would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation incorporated.

> ***MM CR-1:*** *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:*
>
> ***a. Cultural Resources Alert on Project Plans.*** *The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources.*
>
> ***b. Pre-Construction Briefing.*** *The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found.*
>
> ***c. Stop Work Near any Discovered Cultural Resources.*** *The project proponent shall retain a professional archaeologist on an "on-call" basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and the City of Hanford shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA.*

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d. Mitigation for Discovered Cultural Resources. If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.

e. Native American Monitoring. Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe.

f. Disposition of Cultural Resources. Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.

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 CHRIS Record Search, there is no evidence that archaeological resources of any type exist on the Project site. Nevertheless, there is some possibility that non-visible, buried resources may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Hanford General Plan *Policy O49* partially mitigates for archaeological resources that are encountered unexpectedly during construction. To further assure construction activities do not result in significant impacts to any potential resources discovered below ground surface, the Project shall incorporate *MM CR-1* as described in criterion a). Thus, if such resources were discovered, implementation of the required mitigation measure would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation incorporated.

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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 non-visible buried human remains 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, CCR Section 15064.5(e), PRC Section 5097.98, and California Health and Safety Code Section 7050.5 will mitigate for the impacts. To further assure construction activities do not result in significant impacts to any potential resources or human remains discovered below ground surface, the Project shall incorporate *MM CR-1* and *MM CR-2* as described above in criterion a) and below. Therefore, if any human remains were discovered, implementation of this mitigation and referenced regulations would reduce the Project's impact to less than significant.

MM CR-2: Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:

> ***a.*** *Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."*
>
> ***b.*** *Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.*

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4.5.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures *CR-1* and *CR-2* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.

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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

Pursuant to PRC Section 21100(b)(3)), Appendix F – Energy Conservation of the CEQA Guidelines provides guidance on the consideration of energy implications in project decisions, including a suggested discussion of the potential energy impacts with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy resources. 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 affected 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 to 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.[14] The California Green Building Standards Code (CALGreen), Part 11, Title 24, California

[14] California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed on December 28, 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 (year). CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.[15] 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.[16]

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 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.*

[15] California Department of General Services. (2020). 2019 California Green Building Standards Code. Accessed on December 28, 2021, https://codes.iccsafe.org/content/CGBC2019P3

[16] State of California. (2008). Energy Action Plan 2008 Update. Accessed on December 28, 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

World the project:

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 new 10,000 square feet (sf.) office building to occupy two (2) parcels totaling approximately 1.04 acres. Energy would be consumed through Project construction and operations, further analyzed below.

Construction

Construction would 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 activities would include typical site preparation, grading, paving, architectural coating, and trenching – all of which would require the transportation of building materials and equipment. Demolition would not be required because there are no existing structures. 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.

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 (Section 4.17). Results from CalEEMod and the VMT analysis do not rise to a level of significance. Further, applicable state and local regulations and programs would be implemented to reduce energy waste from operation. Therefore, the proposed project would not consume energy in a manner that is wasteful, inefficient, or

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unnecessary nor would the project conflict with any state or local plan for energy efficiency. Thus, the project would have a less than significant impact.

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 because 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 because 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. [17] 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 PRC). According to the Kings County Multi-

[17] California Department of Conservation. (2010). 2010 Fault Activity Map of California. Accessed on December 28, 2021, https://www.conservation.ca.gov/cgs/Pages/Program-RGMP/2010_faultmap.aspx

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Jurisdictional Local Hazard Mitigation Plan, there is no history of earthquakes in the city of Hanford and the peak ground acceleration is low.[18]

Subsurface Soils

A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the Project site is categorized as *167 - Urban land*, with 85% Urban land and 15% minor components.[19]

- *Urban land are non-soil areas defined as* "areas with a specific percentage of impervious cover, such as pavement, driveways, and buildings." *Urban land consists of paved areas or areas with highly disturbed land. Generally, there are no data recorded for these areas according to the Web Soil Survey. Minor components are soils that have properties and behavior characteristics contrasting or different from major components that could affect use or require different management. They are not mapped and delineated since the scale does not identify small areas. Minor components identified in 167 - Urban land include Grangeville (3%), Kimberlina (3%), Lemoore (2%), Nord (2%), Wasco (1%), Unnamed (1%), Lakeside (1%), Lethent (1%), and Panoche (1%). Of these soils, Grangeville, Lemoore, Unnamed, and Lakeside, totaling 7%, are hydric soils. The percentage is an estimate for the whole 167 - Urban land map unit, thus it is not certain that all the soils exist on the Project site. As advised by the Department of Agriculture Natural Resources Conservation Service, "If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas."*

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

[18] Kings County Office of Emergency Management. (2012). Kings County Multi-Jurisdictional Local Hazard Mitigation Plan. Accessed on December 28, 2021, https://www.countyofkings.com/home/showpublisheddocument/23875/637298992208470000

[19] United States Department of Agriculture Natural Resources Conservation Service. Web Soil Survey. Accessed on December 28, 2021, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

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Health and Safety Element which shows that the city of Hanford is not in a zone where landslides, subsidence, or liquefaction could possibly occur.[20]

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.

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

[20] County of Kings. (2010). 2035 Kings County General Plan. Accessed on December 28, 2021, https://www.countyofkings.com/home/showpublisheddocument/3106/635274892972100000

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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. 06031C0185C dated June 16, 2009.[21] 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

Would the project:

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.

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 because 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 near 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 site'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 because 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

[21] FEMA. Flood Map Service Center. Accessed on December 28, 2021, https://msc.fema.gov/portal/home

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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 because 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 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 because 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 General Plan *Policy O12*, 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).

> ***Policy O12 Soil Erosion.*** *Require new development to implement measures to minimize soil erosion related to construction.*

Further, 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 O12* 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.

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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 because 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?

Less than Significant Impact with Mitigation Incorporated. The Project site comprises of stable soils classified as *Urban land* in the Web Soil Survey. According to the Web Soil Survey, this classification lacks information on detailed soil formation due to the high disturbance caused by urban development. Thus, expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994) cannot be determined for the Project site without a further soils report. To mitigate for possible existence of expansive soil onsite, ***MM GEO-1*** requires a soils report before grading and construction of the Project. Therefore, construction on possible expansive soils of the site would be subject to the 2018 International Building Code (IBC) design standards to mitigate for potential risks, specifically *Section 1808.6 Design for expansive soils*. Implementation of the mitigation measure would reduce the impacts to less than significant.

> ***MM GEO-1:*** *"Subsequent to a preliminary City review of the project grading plans, a soils report, inclusive of information on expansive soils, shall be conducted. The following procedures shall be followed:*
>
> - *If expansive soils are not found, excavation and/or construction activities can commence.*
> - *If there is evidence that the Project site includes expansive soils, foundations for buildings and structures founded on expansive soils shall be designed in accordance with IBC Section 1808.6.1 or 1808.6.2 unless 1) the expansive soil is removed in accordance with Section 1808.6.3 or 2) the building official approves stabilization of the soil in accordance with Section 1808.6.4."*

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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.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. As discussed in 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*, *MM CR-1*, and *MM CR-2* mitigate for cultural resources that are encountered unexpectedly during construction (See Section 4.5). 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

The proposed Project shall implement and incorporate, as applicable, the Geology and Soils related mitigation measure GEO-1 as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.

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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

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (Intergovernmental Panel on Climate Change [IPCC], 2013).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

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The emissions from a single project will not cause global climate change, however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the combined effects from both the proposed project and other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's incremental effects are cumulatively considerable" and thus significant in and of themselves.

The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

4.8.2 Thresholds of Significance

In assessing the significance of impacts from GHG emissions, Section 15064.4(b) of the CEQA Guidelines states that a lead agency may consider the following:

- *The extent to which the project may increase or reduce GHG emissions as compared to the environmental setting;*
- *Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
- *The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.*

The California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, guidance from the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD Climate Change Action Plan, and KCAG Regional Climate Action Plan is discussed below as thresholds of significance.

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2017 Climate Change Scoping Plan

The CARB 2017 Scoping Plan is the adopted statewide plan for reduction or mitigation of GHGs to implement State Bill (SB) 32. SB 32 was issued in 2016 to lay emission reduction goals beyond AB 32's goal by 2020. It sets a statewide goal to reduce emissions 40% below 1990 levels by 2030. Consequently, the Scoping Plan involves several measures to reduce pollution and GHG emissions, indicating a decrease of GHG emissions to 389 million metric tons (MMT) of $CO2_e$ by 2030.

2009 San Joaquin Valley Air Pollution Control District Guidance

As part of the SJVAPCD *Climate Change Action Plan* (CCAP), SJVAPCD adopted its *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects* under CEQA and the policy *District Policy - Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency* in 2009. [22,23] Through this guidance document, SJVAPCD recognized that project-specific emissions are cumulative and could be considered cumulatively considerable without mitigation. SJVAPCD suggested that the requirement to reduce GHG emissions for all projects is the best method to address this cumulative impact. In addition, this guidance provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance. As shown in Figure 4-2, these criteria are used to evaluate whether a project would result in a significant climate change impact. Projects that meet one of these criteria would have less than significant impact on the global climate.

1. *Exempt from CEQA;*
2. *Complies with an approved GHG emission reduction plan or GHG mitigation program;*
3. *Achieves 29 percent GHG reductions by using approved Best Performance Standards; or*
4. *Achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."*

[22] San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Accessed December 29, 2021, http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf.

[23] San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act. Accessed December 29, 2021, http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf

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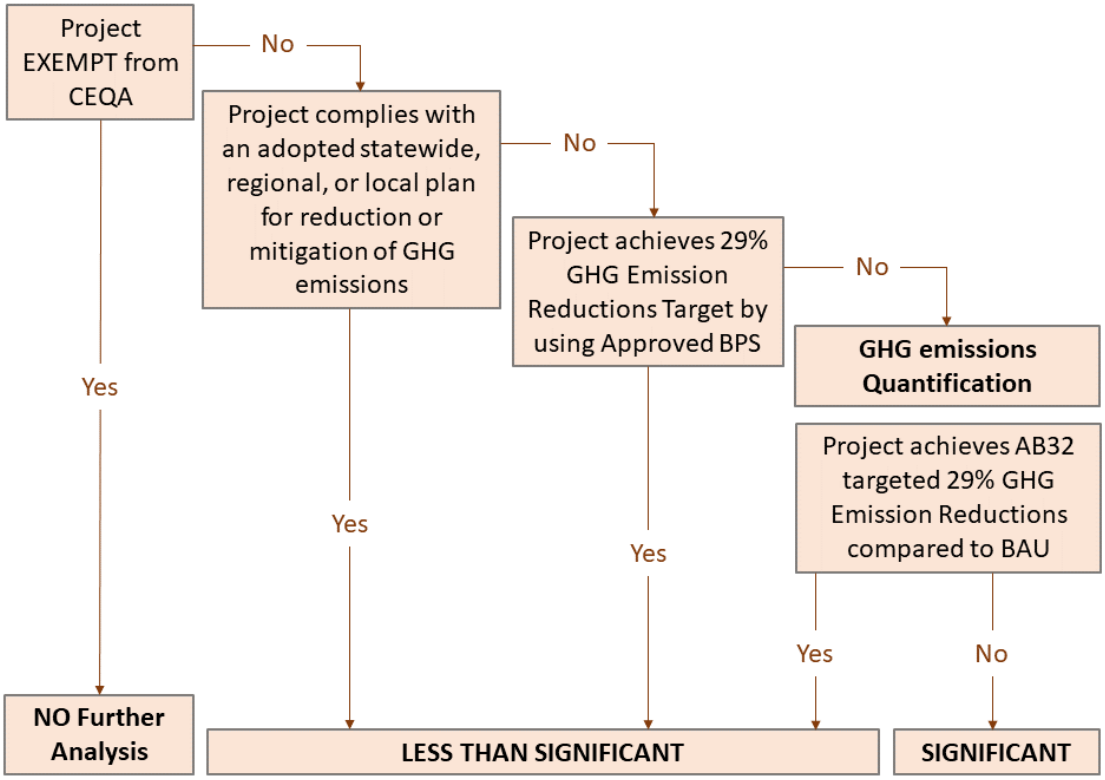


Figure 4-2 SJVAPCD's GHG Thresholds of Significance

Source: SJVAPCD Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA – Land Use Development Projects 2009

Further, the SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the Project, the GHG emissions are quantified below. Short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEMod™ (v.2020.4.0). (See Appendix A). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

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2014 KCAG Regional Climate Action Plan

At the local level, the Kings County Association of Governments prepared a Regional Climate Action Plan (CAP)[24] on behalf of the City of Avenal and the City of Hanford that outlines GHG emissions reduction targets and implementation. The CAP is the adopted plan for participating local government agencies, namely the City of Avenal and the City of Hanford, that identifies reduction or mitigation of GHGs to implement California's effort to reduce statewide emissions under AB 32. The CAP established a reduction goal to achieve emissions levels 15 percent below 2005 levels by 2020, consistent with AB 32.

The plan identified transportation and mobile sources to account for the major source of region wide GHG emissions in 2005, as shown in Table 4-4. The CAP introduced a diversity of policies, including measures for energy efficiency, transportation and land use, solid waste and recycling, trees and vegetation, and community education and outreach, to achieve the reduction goals. These reduction measures are targeted for compliance of the community or local agencies.

Table 4-4 County-wide GHG Emissions by Source (2005)

Source	Sub-Source	GHG Emissions (MT CO_2e)	Percent of Total
Electricity Consumption	Electricity Consumption	358,694	31.5%
Fuel Combustion	Residential	86,529	7.6%
	Commercial	65,887	5.8%
	Industrial	131,120	11.5%
Transportation	On-road Vehicles	470,435	41.3%
	Off-road Vehicles	6,635	0.6%
	Marine vessels/watercraft	273	0.0%
Waste Management	Landfills	11,394	1.0%
	Wastewater Management	8,168	0.7%
	Total	**1,139,135**	**100.0%**

Source: KCAG Regional Climate Action Plan, 2014

The CAP also streamlines the CEQA environmental review process in accordance with Sections 15152 and 15183.5 of the CEQA Guidelines. Per CAP, to tier and streamline the analysis of GHG emissions for projects under CEQA, *"the jurisdiction must demonstrate effective implementation of applicable GHG reduction measures to achieve the jurisdiction's 4.03 MT CO2e/SP target,*

[24] Kings County Association of Governments. (2014). Final Regional Climate Action Plan. Accessed on January 14, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Planning/Plans/RegionalCAP-GHGAppendices.pdf

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consistent with AB 32, as well as adherence to all requirements pursuant to Section 15183.5 of the CEQA Guidelines."

While this is the most recent climate action plan of adopted by the City of Hanford, the reduction goals of AB 32 are set for the year 2020 and is no longer relevant.

2018 KCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

The 2018 KCAG RTP/SCS projects that the Kings County region would achieve the prescribed emissions targets set by CARB: a five (5) percent decrease in 2020 and a ten (10) percent decrease in 2035 from a base year of 2005 for the KCAG region. The ARB adopted new targets on March 22, 2018 will take effect in the 2022 RTP/SCS cycle. The new targets will be a five (5) percent decrease for 2020 and a 13 percent decrease for 2035. The KCAG SCS includes public transit projects (KART service, Amtrack, Vanpools), mobility enhancements (road improvements, roundabout, traffic signals), electric vehicle infrastructure, etc.

2035 Hanford General Plan

While the City of Hanford General Plan does not meet criteria of the CEQA Guidelines 15064.4(b)(3) for an appropriate GHG emissions reduction plan or program, the General Plan does have goals and policies relevant to climate change and minimizing GHG emissions and other pollutants, with an overall aim to reduce air quality impacts on the environment. These goals and policies are outlined in the Air Quality Element, as listed below.

> ***Policy AQ 3.1:*** *Through project review, evaluation, and conditions of approval, minimize air quality and potential greenhouse gas impacts when planning the location and design of land uses and transportation systems needed to accommodate expected City population growth. Integrate decisions on land use and development locations with the San Joaquin Valley Blueprint.*
>
> ***Policy AQ 3.5:*** *Minimize air quality and climate change impacts through project review, evaluation, and conditions of approval when planning the location and design of land use projects and transportation system projects needed to accommodate expected City population growth.*
>
> ***Policy AQ 4.2:*** *Assess and mitigate project greenhouse gas/climate change impacts using analysis methods and significance thresholds as defined or recommended by the San Joaquin Valley Air Pollution Control District.*
>
> ***Program AQ 4.2:*** *The City will provide project applicants with the San Joaquin Valley Air Pollution Control District's Best Performance Standards list for greenhouse gas*

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reductions when available, and will work with applicants to incorporate design features that reduce emissions.

Policy AQ 4.3: *Ensure that air quality and climate change impacts identified during California Environmental Quality Act review are minimized and consistently and fairly mitigated to the greatest extent feasible.*

OBJECTIVE AQ 10: *Identify and achieve greenhouse gas emission reduction targets consistent with the City's proportionate fair share as may be allocated by the California Air Resources Board and Kings County Association of Governments.*

Policy AQ 10.1: *As recommended in the San Joaquin Valley Air Pollution Control* District's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA *(December 2009), the City establishes an initial goal of reducing greenhouse gas emissions from development projects within its authority by 29 percent below year 2020 business as usual emissions. The City will also work with Kings County Association of Governments to ensure that it achieves its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval of Kings County Association of Governments.*

Program AQ 10.1: *The City will require development projects subject to the California Environmental Quality Act and not otherwise exempt to provide a quantitative assessment of greenhouse gas emissions. The San Joaquin Valley Air Pollution Control District has proposed Best Performance Standards that when included in a project would demonstrate that it would meet emission reduction targets without requiring quantification. Project specific Best Performance Standards have not been completed; therefore, as an interim measure, projects requiring an Environmental Impact Report should include quantification of the benefits of adopted regulations, design features and mitigation measures that demonstrate that the project would achieve a 29 percent reduction from business as usual in 2020. Projects requiring a negative declaration should include a qualitative assessment of greenhouse gases and describe the project features that reduce greenhouse gases.*

4.8.3 Impact Assessment

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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Less than Significant Impact. As stated in the Thresholds of Significance above, SJVAPCD recommends a tiered approach to assess the significance of the GHG impacts on the environment (see Figure 4-2). Consequently, compliance with an adopted statewide, regional, or local plan for GHG emission reduction or mitigation would the project be determined to have a less than significant individual and cumulative impact for GHG emissions.

The applicable plan for the proposed Project is the KCAG Regional CAP, described above. However, all measures and standards from the CAP are at the city-level and would not be applicable at project-scale. However, the Project would not conflict with the general goals related to GHG reduction measures in the plan. Additionally, as discussed in more detail below in b), the Project would be generally consistent with the applicable goals and policies related to GHG reduction measures, including CARB's 2017 Scoping Plan, SJVAPCD Climate Change Plan and guidelines, and the City of Hanford General Plan goals and policies that aim to reduce air emissions and improve air quality, which reduces GHG emissions as a result. Through compliance with the CAP, Scoping Plan, SJVAPCD guidelines, and General Plan, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of greenhouse gas emissions and therefore the impact would be less than significant.

Lastly, Project-related emissions were estimated using CalEEMod in compliance with CEQA Guidelines Section 15064.4 and Hanford General Plan *Program AQ 10.1*. Estimated emissions are presented below.

Construction Emissions

The Project's estimated GHG emissions for construction and operation are presented in Table 4-5. In regard to construction, the SJVAPCD does not recommend assessing pollution associated with construction, as pollution-related construction will be temporary. However, other jurisdictions such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. The SMAQMD has established quantitative significance thresholds of 1,100 MT CO_2e per year for the construction phases of land use projects. As such, annual construction emissions below the 1,100 $MTCO_2e$ would have a less than significant cumulative impact on GHGs.

As presented below, maximum short-term annual construction emissions of GHG associated with development of the project are estimated to be 531.7268 MTCO2e. This is less than the 1,100 $MTCO_2e$ threshold of the SMAQMD.

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Operational Emissions

Regarding the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. Since the SJVAPCD 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. The South Coast Air Quality Management District (SCAQMD) adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO2e per year for GHG for construction and operational emissions. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. As such, annual operational emissions below the 10,000 MTCO2e would have a less than significant cumulative impact on GHGs.

As shown in Table 4-5, the annual operational GHG emissions associated with buildout of the Project would be 91.7554 $MTCO_2e$. This is less than the 10,000 $MTCO_2e$ threshold of the SCAQMD.

Table 4-5 Project Greenhouse Gas Emissions (Metric Tons Per Year)

	Total CO_2	CH_4	N_2O	CO_2e
Construction				
Construction, Unmitigated (max)	145.0710	0.0253	0.0005	145.8525
Operational				
Operational, Unmitigated	85.7142	0.1750	0.0056	91.7554

Source: *CalEEMod, Version 2020.4.0, ran on December 21, 2021*

Further, the Project would not exceed the thresholds of significance for construction or operations as discussed in Section 4.3. Cumulatively, these emissions would not generate a significant contribution to global climate change over the lifetime of the proposed Project. In addition, with the Project's compliance with the KCAG Regional CAP, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of GHG emissions and therefore the impact would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. As discussed above, the Project complies with the KCAG CAP. In addition to this, the compatibility of the Project with the 2017 Scoping Plan and the SJVAPCD's CCAP is evaluated below.

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Consistency with the 2017 Climate Change Scoping Plan

Based on the evaluation shown in Table 4-6, the Project is consistent with the reduction measures identified in the 2017 Scoping Plan.

Table 4-6 Scoping Plan Reduction Measures Consistency Analysis

Reduction Measure	Measure Description	Consistency/Applicability Determination
SB 350 Renewable Portfolio Standard	Statewide requirement to increase the renewable energy mix from 33% in 2020 to 50% in 2030. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Consistent.** The Project will receive electricity from PG&E, which is subject to the SB 350 Renewable Portfolio Standard. Additionally, the Project is required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11) as a new development.
Low Carbon Fuel Standard	Requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Not Applicable.** This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project. However, when the measure is initiated, it would be applicable to vehicles that would access the Project site.
Mobile Source Strategy (Cleaner Technology and Fuels [CTF] Scenario)	Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Not Applicable.** This measure does not have requirements that directly apply to development projects. Therefore, the measure is not applicable to the proposed project. However, the Project would not conflict or obstruct this reduction measure.
SB 1383 Short-Lived Climate Pollutant (SLCP) Reduction Strategy	The strategy requires the reduction of methane and hydrofluorocarbon (HFC) emissions by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Not Applicable.** Black carbon is created from the burning of fuels such as coal, diesel, and biomass. The proposed Project is an office building development and is not anticipated to emit black carbon from diesel heavy duty truck trips. Therefore, the measure is not applicable to the proposed project.
SB 375 Sustainable Communities Strategies	The strategy requires Regional Transportation Plans (RTPs) to include a sustainable communities' strategy for reduction of per capita vehicle miles traveled.	**Not Applicable.** This measure is implemented at the regional level. KCAG RTP/SCS include policies to reduce VMT per capita per SB 375. The Project would not conflict or obstruct reduction measures identified in the plan.
Post-2020 Cap-and-Trade Program	This Program is to continue the existing Cap-and-Trade Program. The Program applies to large	**Not Applicable.** The Project does not propose a large industrial source of pollutants such as power plants, refineries,

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	industrial sources such as power plants, refineries, and cement manufacturers.	and cement manufacturers. Therefore, the measure is not applicable to the proposed project.

Consistency with the SJVAPCD Climate Change Action Plan

Maximum annual construction emissions of GHG associated with development of the Project are estimated to be 145.8525 $MTCO_2e$ and annual operational GHG emissions associated with buildout of the Project would be 91.7554 $MTCO_2e$, which are under the threshold of 25,000 tons of CO_2e per year. Therefore, the Project would have a less than significant impact.

Consistency with the 2035 Hanford General Plan

In reviewing the General Plan goals and policies on GHG reduction, most policies are to be implemented by the City and does not apply to individual development projects. This environmental study provides quantitative and qualitative analysis of GHG emissions as regulated in *Program AQ 10.1* and includes *Policy AQ 4.2* and *Policy AQ 4.3*, and will be subject to project review, evaluation, and conditions of approval pursuant of *Policy AQ 3.1* and *Policy AQ 3.5*.

In conclusion, the Project contains features that would reduce GHG emissions in compliance with California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, guidance from the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD Climate Change Action Plan, KCAG Climate Action Plan, and 2035 Hanford Climate Action Plan. As such, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and therefore the impact would be less than significant.

4.8.4 Mitigation Measures

None required.

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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[25] and the State Water Resources Control Board's GeoTracker database[26] include hazardous release and contamination sites. A search of each database was conducted on December 30, 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 program site 1,660 feet northeast of the Project site, located at 325 East 5th Street, 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.*

[25] California Department of Toxic Substances Control. Envirostor. Accessed December 30, 2021, https://www.envirostor.dtsc.ca.gov/public/

[26] California State Water Resources Control Board. GeoTracker. Accessed December 30, 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

Would the project:

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 service commercial development. The Project proposes an office building for a Telstar Instruments, an instrumentation and controls integrator company. The type of hazardous materials that would be associated with Project operations are those typical of office uses such as electronic devices, batteries, thermostat, pesticides for pest control, etc. Other materials specific to Telstar services and operations include chemical equipment, mechanical equipment and instrumentation, electrical and control materials, etc. The business will be required to obtain a hazardous materials business plan to ensure safe handling of all materials. 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 office 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

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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 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 San Joaquin Valley College (660 feet northwest), Learn4Life – Kings Valley Acadamy II (1,120 feet northwest), and Kings County School for Physically Handicapped Children (400 feet south). 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?

Less than Significant Impact. The nearest public use airport is the Hanford Municipal Airport located approximately 0.76 miles southeast of the Project site. The Hanford Municipal Airport is owned and operated by the City of Hanford and has one (1) runway that is 2,200 feet long and 75 feet wide. The applicable airport land use plan for the Hanford Municipal Airport is the Kings County Airport Land Use Compatibility Plan (ALUCP) [27] adopted in 1994 and the Hanford Municipal

[27] County of Kings. (1994). Kings County Airport Land Use Compatibility Plan. Accessed January 5, 2022, https://www.countyofkings.com/home/showpublisheddocument/3094/635274871108830000

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Airport Master Plan adopted January 19, 2010.[28] According to the ALUCP, the Project site is located within the airport influence area of the Hanford Municipal Airport. Because the site is within the airport influence area, it is subject to established airport compatibility policies within the ALUCP and General Plan (including *Policy T76, Policy T77*, and *Policy H39 listed below)* to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area.

> ***Policy T76 New Development near Airport.*** *Review of all new development in proximity to the Hanford Municipal Airport for compliance with Federal Aviation Administration (FAA) requirements and compatibility with Hanford Airport Master Plan standards.*
>
> ***Policy T77 Land Use Compatibility.*** *Evaluate the compatibility of airport uses, activities, and operations with all new development in proximity to the Hanford Municipal Airport prior to approval and protect sensitive uses, such as residences, schools, and hospitals from over-flight areas*
>
> ***Policy H39 Aircraft Noise.*** *Evaluate proposed development proposals against the land use policies of the Kings County Airport land Use Compatibility Plan.*

According to the ALUCP's Compatibility Policy Map, the Project site is within the "D" Compatibility Zone designated as "Other Airport Environs" and is therefore subject to land use compatibility policies outlined in the plan, as shown in Table 4-7. The Project site is deemed compatible with the ALUCP and thereby would not result in a safety hazard or excessive noise. For these reasons, the Project would not result in a safety hazard for people residing or working in the area and impacts would be less than significant.

Table 4-7 Kings County ALUCP Primary Compatibility Criteria

Zone	D
Location	Other Airport Environs
Impact Elements	• Negligible risk • Potential for annoyance from overflights
Maximum Densities	No Limit
Required Open Land	No Requirement
Prohibited Uses	Hazards to flight*
Other Development Conditions	Deed notice required for residential development
Normally Acceptable Uses	All except ones hazardous to flight

[28] City of Hanford. (2010). Accessed on January 5, 2022, https://www.ci.hanford.ca.us/departments/airport/master_plan.php#revize_document_center_rz901

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** Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. See supporting compatibility policies on air-space protection for details*

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 County. Construction of frontage improvements may require lane closure; however, these activities would be short term and access through South Irwin Street, West 4th Street, and West 5th Street would be maintained through standard traffic control. Following construction, these streets 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 as 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.[29] 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.

[29] California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed on January 5, 2022, 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	
	iv. *Impede or redirect flood flows?*			X	

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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 indicate 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. A brief overview of the systems and services is provided below.

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.

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.

4.10.2 Impact Assessment

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

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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).[30] [31] 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 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 these plans, there are existing pipelines surrounding the Project site in

[30] City of Hanford (2016). 2015 Urban Water Management Plan. Accessed January 18, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/Water%20Management/2015%20UWMP%20Chapter%201.pdf

[31] City of Hanford (2017). 2017 Water System Master Plan. Accessed January 18, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/2017_Water%20System%20Master%20Plan%20-%20FINAL%20-%20Reduced.pdf

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4th Street, 5th Street, Irwin Street, and Douty Street with no planned water system improvements or construction for the Project area.

Potable water demands for the Project were estimated using land-use-based unit water demand factors last updated for the City in 2018. The Project site has an existing General Plan land use designation of Downtown Mixed Use and proposes a change to Service Commercial. According to the land-use based unit water demand factors for the City of Hanford, the Downtown Mixed Use land use has an average daily demand of 4,470 gallons per day (gpd) per net acre, compared to 700 gpd/net acre for the Service Commercial land use. Table 4-8 summarizes the total water demands to be expected by land use, indicating that the Service Commercial land use would generate significantly less demand for water than the Downtown Mixed Use land use.

Table 4-8 Summary of Total Water Demands by Land Use

Land Use	Area (ac)	Water Demand Factor (gpd/ac)	Average Daily Demand (gpd/ac)
Existing			
Downtown Mixed Use	1.04	4,470	4,649
Proposed			
Service Commercial	1.04	700	728

Source: *City of Hanford, 2017 Water System Master Plan*

Given the significant reduction in water demand from what is planned, it can be determined that the City's existing and planned water supply will be adequate to support anticipated demands from 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 because 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.

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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.

In addition, the Project would increase impervious surfaces by installing paving, concrete pads, and sidewalks. To adequately discharge and capture stormwater runoff, the Project has been conditioned by the City to provide drainage/site improvement plan and grading plan, and improvement plan. In addition, the proposed drainage pattern is required to be constructed per the plans 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 would increase impervious surfaces by installing paving, concrete pads, and sidewalks. Such impervious surfaces have the potential to increase the rate or amount of surface runoff that would be captured and drained within the existing drainage subbasin. Construction of the Project was reviewed by the City and was deemed not create or contribute runoff that would exceed the capacity of the City's drainage systems. 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. The Project was reviewed by the City and conditioned drainage, grading, and site improvement plans which will be subject to review by the City prior to the final development approval. In addition, the developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). Therefore, the implementation of these requirements 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.

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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. In addition, the developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES) as required by the city. As a result, the Project would not impede or redirect flood flows and a less than significant impact would occur as a result.

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 94 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. 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 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.[32] 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

[32] Mid-Kings River Groundwater Sustainability Agency (2020). Tulare Lake Subbasin Groundwater Sustainability Plan. Accessed January 11, 2022, http://www.midkingsrivergsa.org/assets/tulare-lake-subbasin-groundwater-sustainability-plan%2c-january-2020.pdf

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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.

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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 service and commercial development. The properties to the east, west, and south of the Project site are developed with a restaurant (Plan B Taphouse), a lighting store (Event Lighting LLC), a tire shop (Tires to Go & Towing), and a milling company (Lacey Milling Co Shop). The property to the north is developed with a medical and dental facility (Family Health Care). In addition to the service and commercial development within the area, the area comprises infrastructure, such as roadways, streetlights, parking lot lights, and ambient light sources typical of such development.

4.11.2 Impact Assessment

Would the project:

a) Physically divide an established community?

Less than Significant Impact. Typically, physical division of an established community would occur if a project introduced new incompatible uses inconsistent with the planned or existing land uses or created a physical barrier that impeded access within the community. Typical examples of physical barriers include the introduction of new, intersecting roadways, roadway closures, and construction of new major utility infrastructure (e.g., transmission lines, storm channels, etc.).

Surrounding Land Uses

The Project site is currently vacant and undeveloped and is within an area predominately characterized by service and commercial development. The Project proposes a General Plan

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Amendment and zone change from Downtown Mixed Use to Service Commercial. Implementation of the Project would thereby introduce an office use which would be generally consistent with the existing and planned land uses within the Project area.

Circulation System

West 5th Street, a two (2)-lane east-west collector forms the northerly Project site boundary, West 4th Street, a two (2)-lane east-west collector forms the southerly Project site boundary, and South Irwin Street, a two-lane, north-south collector forms the westerly Project site boundary. An alleyway separates the proposed parking lot from the proposed office building. The primary vehicular access point to the proposed parking lot is proposed on South Irwin Street at the alleyway with one point of ingress and one point of egress. Approximately 35 parking spaces are proposed for employees and customers. Pedestrian access is provided by existing sidewalks along the perimeter of the Project site. The Project does not propose the construction of new roadways.

Utility Infrastructure

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. Utility systems are described and analyzed in Section 4.10 and Section 4.15. Based on the analysis, implementation of the Project would not result in the construction of new, major utility infrastructure.

Overall, the Project would not represent a significant change in the surrounding area. Implementation of the Project would be generally consistent with the surrounding area and would not result in the physical separation of the established community. For these reasons, a less than significant impact would occur because of the Project.

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. Generally, policy conflicts are environmental impacts 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 4-9. Table 4-9 provides a comparison of the Project's characteristics with all applicable policies included in the General Plan as they relate to land use issues for Service Commercial. As discussed below, the proposed Project is generally consistent with the General Plan land use designation of Service Commercial.

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Table 4-9 Discussion on Land Use Policies in the General Plan

General Plan Policy	Project Consistency
Policy L54 Design of the Service Commercial Land Use Designation. Require that new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.	**Consistent.** The Project is required to submit site plan and landscape plan during the Site Plan Review entitlement process, which the Project will be reviewed and conditioned to comply with the municipal code and general plan policies, including this policy.
Policy L55 Location and Size of Service Commercial Land Use Designation. Locate Service Commercial land use designations along Highway 198 and where they can serve as a buffer land use, such as between residential areas and railroad corridors. Require new development projects to be a minimum of one acre.	**Consistent.** The nearest residential uses are located south of Highway 198. The Project is located 240 feet north of Highway 198 and is approximately 1.04 acres in size. Thus, the Project is generally located along Highway 198 and meets the one (1)-acre minimum size requirement.

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.[33] 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

Would the project:

[33] California Department of Conservation. SMARA Mineral Land Classification. Accessed on January 12, 2022, https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara

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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?

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 because 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 because 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. 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.

4.13.2 Impact Assessment

Would the project:

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 regarding noise.

Mobile-Source Noise

The primary source of on-going noise from the future office 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 with vehicles and the proposed Project will not introduce a new significant source of noise that isn't already occurring in the area. Additionally, employee and customer trips would take place during business hours between 7 am and 5 pm.

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Stationary-Source Noise

Based on anticipated operations, stationary noise sources can be expected from mechanical equipment, such as HVAC systems. Such noise sources can be expected to be intermittent and generally localized within the enclosed building. Much of this equipment would be in equipment rooms or in areas that are shielded from direct public/personnel exposure (e.g., above ceilings, in walls, behind enclosures) and associated noises would therefore be indiscernible beyond the building walls. Further, the Project would be subject to compliance with the General Plan policies and *Chapter 9.10 Loud or Annoying Noises* of the HMC requirements. Given the amount of existing commercial and service activity in the Project area and the Project's required compliance with applicable policies and regulations, it can be expected that the Project would not introduce a new significant source of noise that is not already occurring in the Project area. Therefore, the Project would have a less-than-significant impact regarding operational noise impacts.

Construction activities would result in short-term noise impacts that vary depending on the nature of phase of construction (e.g., site preparation, grading and trenching, building construction, etc.). Construction phases would include standard construction activities such as site preparation, grading/excavation, draining/utilities/trenching, foundations/concrete pour, building construction, and paving. The nearest sensitive land use is medical use, Valley Family Health Center located approximately 140 feet from the Project site. According to the Federal Highway Administration Roadway Construction Noise Model (RCNM), all possible construction equipment would not exceed generally acceptable noise limits at 140-feet from the nearest noise sensitive land use (i.e., Valley Family Health Center). 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*. Thus, construction-related noise would cease upon completion of the Project. For these reasons, the Project would have a less-than-significant impact regarding construction noise impacts.

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 criterion a), project-generated stationary noise sources are not significant and would be regulated by the HMC. Thus, the Project would result in a less than significant impact.

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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?

Less than Significant Impact. The nearest public use airport is the Hanford Municipal Airport located approximately 0.76 miles southeast of the Project site. The Project site is located within the airport influence area of the Hanford Municipal Airport, in the "D" Compatibility Zone. Therefore, the Project is subject to the established airport compatibility measures of the General Plan, including *Policy T76, Policy T77*, and *Policy H39,* and the ALUCP. The Project site is deemed compatible with the ALUCP and thereby would not result in a safety hazard or excessive noise (see Section 4.9).

There are no private airstrips operating within or near the project. As a result, any noise associated with private airstrips would not result in substantial noise levels for the project. Therefore, the proposed Project would not result in impacts from adjacent and overhead aircraft noise on noise-sensitive land uses. Therefore, impacts associated with noise produced by public, public use, or private airports in the Project Area would be less than significant.

4.13.3 Mitigation Measures

None required.

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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

Would the project:

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)?

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No Impact. The Project does not represent a significant change in the surrounding area as it will develop a vacant and undeveloped property with a use that is generally compatible with the existing land uses within the area. While the Project would generate employment, specifically five (5) employees, it would not be at a level that could induce population growth. For these reasons, the Project would not induce substantial unplanned population growth directly or indirectly and no impact would occur because of the Project.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is vacant and undeveloped, with no people or housing on site. Thus, development of the Project site would not result in the physical displacement of people or housing and no impact would occur because of the Project.

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 1.3 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 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

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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.

Police Protection Services

Police Protection Services in the city are provided by the Hanford Police Department (HPD). The HPD is located at 425 North Irwin Street, which is approximately 0.38-miles north of 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 Hanford West High School, Roosevelt Elementary School, Kings Community School, and Lincoln Elementary 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." A School Impact Fee has been assessed for the proposed Project based on the Developer Fee rates in place at the time payment is due.

Parks and Recreation

The nearest parks to the Project site include the Coe Park (0.3 miles southeast) and the Lacey Park (0.7 miles north). 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.[34] The 2035 General Plan includes a LOS standard goal of 3.5 acres per 1,000 residents for future growth. Similar to other

[34] City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed January 12, 2022, https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf

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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 fee is assessed for all residential building permits for development. Because the Project does not propose residential development, it is not subject to the Park Facilities Impact Fee.

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 1.3 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. HFD requires the installation of Knox Box, address numbers, fire extinguishers, and compliance with California Fire and Building Code requirements. 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*

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 0.38 miles from the site. Since the Project site is located immediately adjacent to a commercial area that is currently served by the Police Department, it can be presumed that the addition of the Project within a growing commercial 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.

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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 Project proposes a commercial use and would therefore not result in a direct increase in the area population. However, the Project will be subject to School Impact Fees to mitigate the effect of the project on schools. 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?

No Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. The Project proposes a commercial use and would not result in a net increase in the area population. Thus, because of the nature of the Project, there would be no increased demand for existing neighborhood and regional parks, or other recreation facilities associated with the Project. The Project would thereby not result in adverse physical impacts or the need for altered or new park facilities. Therefore, the Project would have no impact.

v. Other public facilities?

No Impact. As previously discussed, the Project would not result in an increase in residential population that would require other public services such as libraries or post offices. Thus, the Project would not result in the need for new or altered facilities to provide other public services and no impact would occur because of the Project.

4.15.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Public Services related mitigation measures *PUB-1*, *PUB-2*, and *PUB-3* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.

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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

The nearest parks to the Project site include the Coe Park (0.3 miles southeast) and the Lacey Park (0.7 miles north). 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.[35] 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 fee is assessed for all residential building permits for development. Because the Project does not propose residential development, it is not subject to the Park Facilities Impact Fee.

[35] City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed January 13, 2022, https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf

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4.16.2 Impact Assessment

Would the project:

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?

No Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. The Project proposes a commercial use and would not result in a net increase in the area population. Thus, because of the nature of the Project and the characteristics of the area (i.e., commercial), there would be no increased demand for existing neighborhood and regional parks, or other recreation facilities associated with the Project. In addition, the Project would not generate enough employment to cause population growth that could result in the need for new or expanded parks. The Project would thereby not result in physical deterioration of such facilities. Therefore, the Project would have no impact.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The Project proposes a commercial use that does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur because 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

West 5th Street, a two (2)-lane east-west collector forms the northerly Project site boundary, West 4th Street, a two (2)-lane east-west collector forms the southerly Project site boundary, and South Irwin Street, a two-lane, north-south collector forms the westerly Project site boundary. An alleyway separates the proposed parking lot from the proposed office building. The primary vehicular access point to the proposed parking lot is proposed on South Irwin Street at the alleyway with one point of ingress and one point of egress. Approximately 35 parking spaces are proposed for employees and customers. Pedestrian access is provided by existing sidewalks along the perimeter of the Project site. The nearest bus stop is 100 feet north of the site.

Early Consultation

Early consultation was received from Caltrans on October 4, 2021, recommending that:

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- *The project proponents(s) conduct a vehicle-miles traveled (VMT) study once development is proposed and that the preparer should refer to the Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, dated May 20, 2020.*
- *Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City.*

SB 743 and VMT Analysis

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 transportation impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines

To implement SB 743, the CEQA Guidelines were amended by adding Section 15064.3. According to Section 15064.3, VMT measures the automobile travel generated from a proposed project (i.e., the additional miles driven). Here, 'automobile' refers to on-road passenger vehicles such as cars and light trucks. If a proposed project adds excessive automobile travel on California roads thereby exceeding an applicable threshold of significance, then the project may cause a significant transportation impact.

Among its provisions, Section 15064.3(b) establishes criteria for analyzing transportation impacts. Specifically, Section 15064.3(b) (1) establishes a less than significant presumption for certain land use projects that are proposed within ½-mile of an existing major transit stop or along a high-quality transit corridor. If this presumption does not apply to a land use project, then the VMT can be qualitatively or quantitatively analyzed.

In the case that quantitative models or methods are not available to the lead agency to estimate the VMT for the project being considered, provisions of CEQA Guidelines Section 15064.3(b)(3) permits the lead agency to conduct a qualitative analysis. The qualitative analysis may evaluate factors including but not limited to the availability of transit, proximity to other destinations, and construction traffic.

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Lastly, Section 15064.3(b)(4) of the CEQA Guidelines states that *"[a] lead agency has discretion to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section."*

OPR's Technical Advisory

In April 2018, the Governor's Office of Planning and Research (OPR) issued the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (revised December 2018) to provide technical recommendations regarding VMT, thresholds of significance, and mitigation measures for a variety of land use project types. The technical advisory suggests that screening thresholds be utilized to identify projects that are expected to cause a less-than-significant impact. Page 12 of the technical advisory 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."*

The screening threshold for "Small Projects" is the most applicable to the proposed Project. Page 12 of the technical advisory indicates:

> *"Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."*

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Kings County Online VMT Mapping Tool

The Kings County Association of Governments (KCAG) created an online VMT mapping tool that identifies VMT per capita and VMT per employee by traffic analysis zone (TAZ).[36] 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* (2012) 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."*

Revalidation efforts utilized traffic data provided by the City of Hanford. 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."*

The KCAG mapping tool reflects a VMT per employee of 9.48 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. It can therefore 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).

[36] Kings County Association of Governments. 2022. "Kings County Online VMT Mapping Tool." Accessed on February 15, 2022, https://www.arcgis.com/apps/webappviewer/index.html?id=84b4b47b08ac41af88779212180ff36c.

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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, such as curb, gutter, sidewalk, alley, driveway, and lighting, 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.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Pursuant to CEQA Guidelines Section 15064.3, "'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Thus, trips associated with large trucks are excluded from the VMT analysis and only employee and customer trips must be considered for VMT analysis. Based on the expected customers or drivers resulting from the Project, passenger vehicles can be expected to generate a total of 97.4 ADTs per day.[37] Given that the ADTs will be below the 110 ADT threshold (i.e., OPR's Screening Threshold for Small Projects), it can be determined that a less than significant impact would occur because of the Project.[38] Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064 (b).

Further, the KCAG mapping tool reflects a VMT per employee of 9.48 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. It can therefore 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

[37] Trip generation is calculated using average rate of vehicle trip generation per 1,000 square feet ground floor area (GFA), 9.74, as provided in the Trip Generation Manual 10th Edition for ITE 710, General Office Building.

[38] If the VMT analysis considered large trucks, the Project would still generate ADTs below the thresholds. There are no large trucks anticipated for the Project.

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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. The Project would be subject to review by the city engineer to ensure that improvements are 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 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.

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 Fourth Street, Fifth Street, and Irwin Street 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

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. Some of these

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types of cultural resources are readily apparent on the ground surface, some may be buried and therefore unknown until discovered through ground disturbances.

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.*
>
> ***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.*

Early Consultation

Early consultation was conducted on October 19, 2021 (pursuant to CEQA Guidelines Section 15082). These tribes include the Kings River Choinumni Farm Tribe, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band. In response to the early consultation, the City received early consultation from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have monitors on site for development of the Project site and recommended the following mitigation measure: *A Native American monitor shall be present for ground disturbing activities.*

California Native American Heritage Commission

A consultation list of tribes with traditional lands or cultural places located within Kings County was requested and received from the California Native American Heritage Commission (NAHC) on October 25, 2021. The received list was used to request formal tribal consultation pursuant to SB 18 (Chapter 905, Statutes 2004) and AB 52 (Chapter 532, Statutes 2014). These tribes include the Kings River Choinumni Farm Tribe, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band.

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Tribal Consultation

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021, utilizing the consultation list of tribes received from the NAHC. The same five (5) tribes listed were included in the formal consultation. Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest.

California Historical Resource Information System Record Search

The Southern San Joaquin Information Center (SSJIC) was requested by the City of Hanford to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding "Project Area" area (0.5-mile radius from perimeter of project site) on January 18, 2022. Full results are provided in Appendix B.

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

(3) There has been one previous cultural resource study in a small part of project area, KI-00028. There have been 13 studies conducted within the one-half mile radius.

(4) There are no recorded resources within the project area, and it is not known if any exist there. There are eight recorded resources within the one-half mile radius. These resources primarily consist of historic era buildings. They also include historic era railroads, an historic era canal, and an historic era trash scatter.

Further, the SJJIC provided the following comments and recommendations:

(3) Because a cultural resources study has not been completed on the majority of this project site, it is unknown if any cultural resources are present. Therefore, if the project will result in any ground disturbance activities, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If no ground disturbance will occur as a result of this project, then no further cultural resource investigation is recommended at this time.

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(4) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

4.18.2 Impact Assessment

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:

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

Less than Significant Impact with Mitigation Incorporated. 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. To further assure construction activities do not result in significant impacts to any potential cultural resources discovered below ground surface, the Project shall incorporate *MM CR-1.* Thus, if such resources were discovered, implementation of the required mitigation measure would reduce the impact to less than significant. As a result, the Project will have a less than significant impact 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 PRC 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 with Mitigation Incorporated. The Project site has not been determined by the City to be a significant resource pursuant to PRC *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

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significant impact. Hanford General Plan *Policy O49* imposes measures to mitigate when resources are uncovered during construction. To further assure construction activities do not result in significant impacts to any potential cultural resources discovered below ground surface, the Project shall incorporate *MM CR-1.* Thus, if such resources were discovered, implementation of the required mitigation measure would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation incorporated.

4.18.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures *CR-1* and *CR-2* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.

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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.

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 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.

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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.

Early Consultation Received: Early consultation was received from PG&E on September 9, 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.

4.19.2 Impact Assessment

Would the project:

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 significant environmental effects. Through compliance with the applicable connection requirements, a less than significant impact would occur because 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, potable water demands for the Project were estimated using land-use-based unit water demand factors last updated for the City in 2018. The Project site has an existing General Plan land use designation of Downtown Mixed Use and proposes a change to Service Commercial. According to the land-use based unit water demand factors for the City of Hanford, the Downtown Mixed Use land use has an average daily

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demand of 4,470 gallons per day (gpd) per net acre, compared to 700 gpd/net acre for the Service Commercial land use. Table 4-8 summarizes the total water demands to be expected by land use, indicating that the Service Commercial land use would generate significantly less demand for water than the Downtown Mixed Use land use.

Given the significant reduction in water demand from what is planned, it can be determined that the City's existing and planned water supply will be adequate to support anticipated demands from 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 because 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. The wastewater impacts for the Project were evaluated by the City Engineer to ensure compliance with the City's wastewater treatment requirements and capacity. Based on the City's review, the Project has adequate capacity based on the estimated sewage collection and treatment demand. 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 and operation 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.*

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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 because 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.

The Project site is located on a relatively flat property within the city limits. Further, the Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) or the

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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.[39] 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

If located in or near state responsibility or lands classified as very high fire hazard severity zones, Would the project:

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 infrastructure. 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 because of the Project.

[39] Cal Fire, "FHSZ Viewer." Accessed on January 13, 2022, https://egis.fire.ca.gov/FHSZ/

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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	

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

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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 Site Plan Review and Conditional Use Permit 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 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 PRC (PRC). 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
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a. Cultural Resources Alert on Project Plans.** The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. **b. Pre-Construction Briefing.** The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found. **c. Stop Work Near any Discovered Cultural Resources.** The project proponent shall retain a professional archaeologist on an "on-call" basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and the City of Hanford shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA. **d. Mitigation for Discovered Cultural Resources.** If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. **e. Native American Monitoring.** Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities					

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during construction. Tribal participation would be dependent upon the availability and interest of the Tribe. **f. Disposition of Cultural Resources.** Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.					
MM CR-2: Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: **a.** Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance." **b.** Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.					
Geology and Soils					
MM GEO-1.1 Subsequent to a preliminary City review of the project grading plans, a soils report, inclusive of information on expansive soils, shall be conducted. The following procedures shall be followed: • If expansive soils are not found, excavation and/or construction activities can commence. • If there is evidence that the Project site includes expansive soils, foundations for buildings and structures founded on expansive soils shall be designed in accordance with IBC Section 1808.6.1 or 1808.6.2 unless 1) the expansive soil is removed in accordance with Section 1808.6.3 or 2) the building official approves stabilization of the soil in accordance with Section 1808.6.4.	Onsite Verification	During Project Construction	Developer to provide (or comply), City of Hanford to verify.		
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.		

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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.		
Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

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6 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

Lead Agency		
Lead Agency	City of Hanford 317 N. Douty Street Hanford, CA 93230 (559) 585-2578	Mary E. Beatie, Interim Director, Community Development Department
Initial Study Consultant		
Initial Study	Precision Civil Engineering 1234 O Street Fresno, CA 93721 (559) 449-4500	Bonique Emerson, AICP, VP of Planning Jenna Chilingerian, Senior Associate Planner Shin Tu, Assistant Planner

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7 APPENDICES

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

7.1 Appendix A: CalEEMod Output Files

Prepared by Precision Civil Engineering, Inc. dated December 21, 2021.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Telstar Office Building

San Joaquin Valley Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.00	1000sqft	1.04	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2023
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 acerage accounts for the whole site area.

Construction Phase - No Demolition required.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	5/27/2022	4/29/2022
tblLandUse	LotAcreage	0.23	1.04

2.0 Emissions Summary

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.1284	0.9889	0.9829	1.7500e-003	0.0234	0.0461	0.0695	0.0107	0.0444	0.0551	0.0000	145.0710	145.0710	0.0253	5.0000e-004	145.8525
2023	0.1131	0.3389	0.3790	6.7000e-004	1.5100e-003	0.0150	0.0166	4.1000e-004	0.0145	0.0149	0.0000	55.4050	55.4050	9.8400e-003	1.8000e-004	55.7032
Maximum	**0.1284**	**0.9889**	**0.9829**	**1.7500e-003**	**0.0234**	**0.0461**	**0.0695**	**0.0107**	**0.0444**	**0.0551**	**0.0000**	**145.0710**	**145.0710**	**0.0253**	**5.0000e-004**	**145.8525**

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					
2022	0.1284	0.9889	0.9829	1.7500e-003	0.0234	0.0461	0.0695	0.0107	0.0444	0.0551	0.0000	145.0708	145.0708	0.0253	5.0000e-004	145.8523
2023	0.1131	0.3389	0.3790	6.7000e-004	1.5100e-003	0.0150	0.0166	4.1000e-004	0.0145	0.0149	0.0000	55.4049	55.4049	9.8400e-003	1.8000e-004	55.7031
Maximum	**0.1284**	**0.9889**	**0.9829**	**1.7500e-003**	**0.0234**	**0.0461**	**0.0695**	**0.0107**	**0.0444**	**0.0551**	**0.0000**	**145.0708**	**145.0708**	**0.0253**	**5.0000e-004**	**145.8523**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	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	**5-1-2022**	**7-31-2022**	0.3432	0.3432
2	**8-1-2022**	**10-31-2022**	0.4693	0.4693
3	**11-1-2022**	**1-31-2023**	0.4590	0.4590
4	**2-1-2023**	**4-30-2023**	0.3072	0.3072
		Highest	0.4693	0.4693

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	0.0460	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Energy	7.0000e-004	6.3300e-003	5.3200e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	15.0737	15.0737	1.4600e-003	2.9000e-004	15.1956
Mobile	0.0363	0.0606	0.3205	7.2000e-004	0.0661	6.5000e-004	0.0668	0.0177	6.1000e-004	0.0183	0.0000	66.9461	66.9461	3.8900e-003	3.9100e-003	68.2086
Waste						0.0000	0.0000		0.0000	0.0000	1.8878	0.0000	1.8878	0.1116	0.0000	4.6770
Water						0.0000	0.0000		0.0000	0.0000	0.5639	1.2426	1.8065	0.0581	1.3900e-003	3.6741
Total	**0.0830**	**0.0669**	**0.3259**	**7.6000e-004**	**0.0661**	**1.1300e-003**	**0.0673**	**0.0177**	**1.0900e-003**	**0.0188**	**2.4517**	**83.2625**	**85.7142**	**0.1750**	**5.5900e-003**	**91.7554**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0460	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Energy	7.0000e-004	6.3300e-003	5.3200e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	15.0737	15.0737	1.4600e-003	2.9000e-004	15.1956
Mobile	0.0363	0.0606	0.3205	7.2000e-004	0.0661	6.5000e-004	0.0668	0.0177	6.1000e-004	0.0183	0.0000	66.9461	66.9461	3.8900e-003	3.9100e-003	68.2086
Waste						0.0000	0.0000		0.0000	0.0000	1.8878	0.0000	1.8878	0.1116	0.0000	4.6770
Water						0.0000	0.0000		0.0000	0.0000	0.5639	1.2426	1.8065	0.0581	1.3900e-003	3.6741
Total	**0.0830**	**0.0669**	**0.3259**	**7.6000e-004**	**0.0661**	**1.1300e-003**	**0.0673**	**0.0177**	**1.0900e-003**	**0.0188**	**2.4517**	**83.2625**	**85.7142**	**0.1750**	**5.5900e-003**	**91.7554**

	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	Paving	Paving	3/14/2023	3/27/2023	5	10	
2	Architectural Coating	Architectural Coating	3/28/2023	4/10/2023	5	10	
3	Demolition	Demolition	5/1/2022	4/29/2022	5	0	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Site Preparation	Site Preparation	5/28/2022	5/31/2022	5	2	
5	Grading	Grading	6/1/2022	6/6/2022	5	4	
6	Building Construction	Building Construction	6/7/2022	3/13/2023	5	200	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; 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
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	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	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	3.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Paving - 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	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	2.0000e-004	1.4000e-004	1.6200e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4208	0.4208	1.0000e-005	1.0000e-005	0.4248
Total	**2.0000e-004**	**1.4000e-004**	**1.6200e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4208**	**0.4208**	**1.0000e-005**	**1.0000e-005**	**0.4248**

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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Paving - 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	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	2.0000e-004	1.4000e-004	1.6200e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4208	0.4208	1.0000e-005	1.0000e-005	0.4248
Total	**2.0000e-004**	**1.4000e-004**	**1.6200e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4208**	**0.4208**	**1.0000e-005**	**1.0000e-005**	**0.4248**

3.3 Architectural Coating - 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					
Archit. Coating	0.0695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.0705**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 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	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	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0324	0.0324	0.0000	0.0000	0.0327
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0324**	**0.0324**	**0.0000**	**0.0000**	**0.0327**

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	0.0695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.0705**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 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	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	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0324	0.0324	0.0000	0.0000	0.0327
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0324**	**0.0324**	**0.0000**	**0.0000**	**0.0327**

3.4 Demolition - 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	0.0000	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
Total	**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**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Demolition - 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	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
Total	**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**

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	0.0000	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
Total	**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**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Demolition - 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	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
Total	**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**

3.5 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					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**6.2700e-003**	**6.2000e-004**	**6.8900e-003**	**3.0000e-003**	**5.7000e-004**	**3.5700e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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-005	2.0000e-005	2.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0532	0.0532	0.0000	0.0000	0.0537
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0532**	**0.0532**	**0.0000**	**0.0000**	**0.0537**

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					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**6.2700e-003**	**6.2000e-004**	**6.8900e-003**	**3.0000e-003**	**5.7000e-004**	**3.5700e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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-005	2.0000e-005	2.2000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0532	0.0532	0.0000	0.0000	0.0537
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0532**	**0.0532**	**0.0000**	**0.0000**	**0.0537**

3.6 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					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0142**	**1.4800e-003**	**0.0157**	**6.8500e-003**	**1.3700e-003**	**8.2200e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	7.0000e-005	5.0000e-005	5.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1330	0.1330	0.0000	0.0000	0.1343
Total	**7.0000e-005**	**5.0000e-005**	**5.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1330**	**0.1330**	**0.0000**	**0.0000**	**0.1343**

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					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0142**	**1.4800e-003**	**0.0157**	**6.8500e-003**	**1.3700e-003**	**8.2200e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	7.0000e-005	5.0000e-005	5.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1330	0.1330	0.0000	0.0000	0.1343
Total	**7.0000e-005**	**5.0000e-005**	**5.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1330**	**0.1330**	**0.0000**	**0.0000**	**0.1343**

3.7 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	0.1228	0.9315	0.9481	1.6400e-003		0.0439	0.0439		0.0424	0.0424	0.0000	135.2748	135.2748	0.0236	0.0000	135.8638
Total	**0.1228**	**0.9315**	**0.9481**	**1.6400e-003**		**0.0439**	**0.0439**		**0.0424**	**0.0424**	**0.0000**	**135.2748**	**135.2748**	**0.0236**	**0.0000**	**135.8638**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 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	3.2000e-004	8.1800e-003	2.3500e-003	3.0000e-005	9.9000e-004	9.0000e-005	1.0800e-003	2.9000e-004	9.0000e-005	3.7000e-004	0.0000	2.9920	2.9920	2.0000e-005	4.5000e-004	3.1261
Worker	7.6000e-004	5.4000e-004	6.0900e-003	2.0000e-005	1.7900e-003	1.0000e-005	1.8000e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4860	1.4860	5.0000e-005	5.0000e-005	1.5009
Total	**1.0800e-003**	**8.7200e-003**	**8.4400e-003**	**5.0000e-005**	**2.7800e-003**	**1.0000e-004**	**2.8800e-003**	**7.6000e-004**	**1.0000e-004**	**8.5000e-004**	**0.0000**	**4.4780**	**4.4780**	**7.0000e-005**	**5.0000e-004**	**4.6270**

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	0.1228	0.9315	0.9481	1.6400e-003		0.0439	0.0439		0.0424	0.0424	0.0000	135.2746	135.2746	0.0236	0.0000	135.8637
Total	**0.1228**	**0.9315**	**0.9481**	**1.6400e-003**		**0.0439**	**0.0439**		**0.0424**	**0.0424**	**0.0000**	**135.2746**	**135.2746**	**0.0236**	**0.0000**	**135.8637**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 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	3.2000e-004	8.1800e-003	2.3500e-003	3.0000e-005	9.9000e-004	9.0000e-005	1.0800e-003	2.9000e-004	9.0000e-005	3.7000e-004	0.0000	2.9920	2.9920	2.0000e-005	4.5000e-004	3.1261
Worker	7.6000e-004	5.4000e-004	6.0900e-003	2.0000e-005	1.7900e-003	1.0000e-005	1.8000e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4860	1.4860	5.0000e-005	5.0000e-005	1.5009
Total	**1.0800e-003**	**8.7200e-003**	**8.4400e-003**	**5.0000e-005**	**2.7800e-003**	**1.0000e-004**	**2.8800e-003**	**7.6000e-004**	**1.0000e-004**	**8.5000e-004**	**0.0000**	**4.4780**	**4.4780**	**7.0000e-005**	**5.0000e-004**	**4.6270**

3.7 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	0.0388	0.2986	0.3216	5.6000e-004		0.0131	0.0131		0.0127	0.0127	0.0000	46.3078	46.3078	7.8600e-003	0.0000	46.5044
Total	**0.0388**	**0.2986**	**0.3216**	**5.6000e-004**		**0.0131**	**0.0131**		**0.0127**	**0.0127**	**0.0000**	**46.3078**	**46.3078**	**7.8600e-003**	**0.0000**	**46.5044**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 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	6.0000e-005	2.2500e-003	6.9000e-004	1.0000e-005	3.4000e-004	1.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	0.9859	0.9859	0.0000	1.5000e-004	1.0300
Worker	2.4000e-004	1.6000e-004	1.9000e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4953	0.4953	2.0000e-005	1.0000e-005	0.4999
Total	**3.0000e-004**	**2.4100e-003**	**2.5900e-003**	**2.0000e-005**	**9.5000e-004**	**1.0000e-005**	**9.6000e-004**	**2.6000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**1.4812**	**1.4812**	**2.0000e-005**	**1.6000e-004**	**1.5299**

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	0.0388	0.2986	0.3216	5.6000e-004		0.0131	0.0131		0.0127	0.0127	0.0000	46.3077	46.3077	7.8600e-003	0.0000	46.5043
Total	**0.0388**	**0.2986**	**0.3216**	**5.6000e-004**		**0.0131**	**0.0131**		**0.0127**	**0.0127**	**0.0000**	**46.3077**	**46.3077**	**7.8600e-003**	**0.0000**	**46.5043**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

Telstar Office Building - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 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	6.0000e-005	2.2500e-003	6.9000e-004	1.0000e-005	3.4000e-004	1.0000e-005	3.5000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	0.9859	0.9859	0.0000	1.5000e-004	1.0300
Worker	2.4000e-004	1.6000e-004	1.9000e-003	1.0000e-005	6.1000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4953	0.4953	2.0000e-005	1.0000e-005	0.4999
Total	**3.0000e-004**	**2.4100e-003**	**2.5900e-003**	**2.0000e-005**	**9.5000e-004**	**1.0000e-005**	**9.6000e-004**	**2.6000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**1.4812**	**1.4812**	**2.0000e-005**	**1.6000e-004**	**1.5299**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0363	0.0606	0.3205	7.2000e-004	0.0661	6.5000e-004	0.0668	0.0177	6.1000e-004	0.0183	0.0000	66.9461	66.9461	3.8900e-003	3.9100e-003	68.2086
Unmitigated	0.0363	0.0606	0.3205	7.2000e-004	0.0661	6.5000e-004	0.0668	0.0177	6.1000e-004	0.0183	0.0000	66.9461	66.9461	3.8900e-003	3.9100e-003	68.2086

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	97.40	22.10	7.00	176,193	176,193
Total	97.40	22.10	7.00	176,193	176,193

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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.505022	0.051937	0.170337	0.165963	0.030143	0.007880	0.013096	0.025463	0.000664	0.000317	0.023954	0.001505	0.003719

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	8.1791	8.1791	1.3200e-003	1.6000e-004	8.2600
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.1791	8.1791	1.3200e-003	1.6000e-004	8.2600
NaturalGas Mitigated	7.0000e-004	6.3300e-003	5.3200e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8946	6.8946	1.3000e-004	1.3000e-004	6.9356
NaturalGas Unmitigated	7.0000e-004	6.3300e-003	5.3200e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8946	6.8946	1.3000e-004	1.3000e-004	6.9356

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
General Office Building	129200	7.0000e-004	6.3300e-003	5.3200e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8946	6.8946	1.3000e-004	1.3000e-004	6.9356
Total		**7.0000e-004**	**6.3300e-003**	**5.3200e-003**	**4.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**6.8946**	**6.8946**	**1.3000e-004**	**1.3000e-004**	**6.9356**

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					
General Office Building	129200	7.0000e-004	6.3300e-003	5.3200e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8946	6.8946	1.3000e-004	1.3000e-004	6.9356
Total		**7.0000e-004**	**6.3300e-003**	**5.3200e-003**	**4.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**6.8946**	**6.8946**	**1.3000e-004**	**1.3000e-004**	**6.9356**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	88400	8.1791	1.3200e-003	1.6000e-004	8.2600
Total		**8.1791**	**1.3200e-003**	**1.6000e-004**	**8.2600**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	88400	8.1791	1.3200e-003	1.6000e-004	8.2600
Total		**8.1791**	**1.3200e-003**	**1.6000e-004**	**8.2600**

6.0 Area Detail

6.1 Mitigation Measures Area

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0460	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Unmitigated	0.0460	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004

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	6.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	**0.0460**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.0000**	**1.9000e-004**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	6.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	1.9000e-004
Total	**0.0460**	**0.0000**	**9.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.0000**	**1.9000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.8065	0.0581	1.3900e-003	3.6741
Unmitigated	1.8065	0.0581	1.3900e-003	3.6741

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.77734 / 1.08934	1.8065	0.0581	1.3900e-003	3.6741
Total		**1.8065**	**0.0581**	**1.3900e-003**	**3.6741**

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.77734 / 1.08934	1.8065	0.0581	1.3900e-003	3.6741
Total		**1.8065**	**0.0581**	**1.3900e-003**	**3.6741**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.8878	0.1116	0.0000	4.6770
Unmitigated	1.8878	0.1116	0.0000	4.6770

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	9.3	1.8878	0.1116	0.0000	4.6770
Total		**1.8878**	**0.1116**	**0.0000**	**4.6770**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	9.3	1.8878	0.1116	0.0000	4.6770
Total		**1.8878**	**0.1116**	**0.0000**	**4.6770**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

7.2 Appendix B: CHRIS Search Records

Prepared by SSJIC dated October 25, 2021.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

California Historical Resources Information System



Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Shin Tu
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Record Search 22-002

Date: January 18, 2022

Re: Telstar Office Building

County: Kings

Map(s): Hanford 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there has been one previous cultural resource study in a small part of project area, KI-00028. There have been 13 studies conducted within the one-half mile radius, KI-00094, 00099, 00109, 00110, 00111, 00128, 00134, 00152, 00156, 00210, 00229, 00240, and 00303.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There are no recorded resources within the project area, and it is not known if any exist there. There are eight recorded resources within the one-half mile radius, P-16-000120, 000122, 000246, 000278, 000289, 000290, 000291, and 000476. These resources primarily consist of historic era buildings. They also include historic era railroads, an historic era canal, and an historic era trash scatter.

Resources P-16-000289 (Taoist Temple, located at 12 China Alley), P-16-000290 (Hanford Carnegie Library, located at 109 E. 8th Street), and P-16-000291 (Kings County Courthouse, 114 W. 8th Street) have been given National Register status codes of 1S, indicating they are listed in the National Register of Historic Places by the Keeper. They are also listed in the California Register of Historical Resources. Resource P-16-000246, People's Ditch, has been given a National Register status code of 2S2, indicating it has been determined eligible for listing in the National Register of Historic Places by a consensus through the Section 106 process. It is also listed in the California Register of Historical Resources. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project site is currently vacant. No information was given as to the nature of the project. Because a cultural resources study has not been completed on the majority of this project site, it is unknown if any cultural resources are present. Therefore, if the project will result in any ground disturbance activities, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If no ground disturbance will occur as a result of this project, then no further cultural resource investigation is recommended at this time. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:



Celeste M. Thomson, Coordinator **Date**: January 18, 2022

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

7.3 Appendix C: Early consultation Letters

Received by the City of Hanford.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE |P.O. BOX 12616 |FRESNO, CA 93778-2616
(559) 981-7373 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

October 4, 2021

06-KIN-198-0000001062
GPA #2021-01 RZ#2021-09
GENERAL PLAN AMENDMENT/REZONE
GENERAL PLAN AMENDMENT CITY OF HANFORD

Sent via email

Gabrielle Meyers
Community Development-Planning Division
315-321 North Douty Street
Hanford, CA 93230

Dear Gabrielle Meyers:

Thank you for the opportunity to review the General Plan Amendment and Rezone at four different locations. The Amendment No. 2021-01 A requests to change the current designation of 1.04 acres of Downtown Mixed-Use to Service Commercial. The Amendment No. 2021-01 B requests to change the current designation of 1.45 acres of Neighborhood Mixed Use to Regional Commercial. The Amendment No. 2021-01C is to change the current designation of 28 acres of Medium-Density Residential to Corridor Mixed Use. The Amendment No. 2021-01 D is to change the 2.06 acres of Corridor Mixed Use to Public Utility. All four rezones are considered infill development and are located in the City of Hanford, in Kings County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

1. Caltrans recommends that the future site plans for any of the proposed development be submitted to Caltrans for review when the plans are available. If the City of Hanford requires the Project to conduct a Traffic Impact Study, Caltrans would like the opportunity to review and comment on the Scope of Work.

2. It is recommended that the City and Kings County should consider the importance of developing a traffic impact fee program to fund future improvements to local and State facilities driven by the continuous and accumulated impacts of development in the region. Caltrans, in the past, has partnered with the City as well as the County on various improvement projects on SR 198 and will continue to partner with the City future need project in the area.

3. Given that the future development may attract regional traffic, **Caltrans recommends the project proponents(s) conduct a vehicle-miles traveled (VMT) study once development is proposed**. In the absence of a local agency VMT guideline, the preparer should refer to the Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, dated May 20, 2020. Improvements for existing/future bike and pedestrian facilities on roads in the vicinity of the Project and connectivity between home to work/home to shops should be considered and included in the VMT mitigation plan.

4. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment may include pedestrian walkways linking this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.

If you have any further questions, please contact Nicholas Isla at (559) 981-7373 or email nicholas.isla@dot.ca.gov.

Sincerely,

Edgar Hernandez

Edgar Hernandez, Associate Transportation Planner
Transportation Planning – North

Signing on Behalf of:
DAVID PADILLA, Branch Chief
Transportation Planning – North

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

Hello Gabrielle,

Attached is the signed request for comments for the General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 – 2021-12, and Associated Entitlements.

At this time our department has no comments for the proposed rezoning or amendments to the general plan; however, regarding the SPR 2021-05 (Holiday Inn Express), our department would like to include the following comments:

1. If service of a continental breakfast or other meal prep area is proposed, the facility will need to obtain an annual food vending permit from our department. All food service equipment must be new, commercial grade, and approved for food service by an independent testing agency. A pre-construction plan check of the food service area may also be required. Please contact our office at 559-584-1411 for additional information prior to construction.

2. The applicant must submit to our department 3 sets of complete construction plans for the swimming pool and/or spa to be reviewed for compliance with applicable California and local codes and regulations. No construction of the pool or spa is permitted without prior written approval from our department. To access the plan check application visit our website at http://www.countyofkings.com/Health/ehs/forms.

3. Annual fees to operate a public swimming pool and spa, continental breakfast area and operation of the hotel/motel are required by this department. If you have any questions, please contact us at 559-584-14711.

Thank you for this opportunity and please let me know if you have any questions.

Liliana Stransky, MPA, REHS
Environmental Health Officer
Kings County Department of Public Health
330 Campus Drive | Hanford, CA | 93230
Phone: (559)852-2628 | Fax: (559)584-6040
www.countyofkings.com/ehs

Kings County
Department of Public Health
A Healthy Place to Live, Work, & Play

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STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

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Laura Miranda
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VICE CHAIRPERSON
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EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

October 25, 2021

Gabrielle de Silva Myers
City of Hanford

Via Email to: gmyers@cityofhanfordca.com

Re: Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, General Plan Amendment No. 2021-01 (Part A through D); Rezone No. 2021-09, -10, -11, and -12 Project, Kings County

Dear Ms. Myers:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties.

Government Code §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measures.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code §6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission. The request form can be found at http://nahc.ca.gov/wp-content/uploads/2015/08/Local-Government-Tribal-Consultation-List-Request-Form-Update.pdf.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

From: Samantha McCarty
To: Gabrielle Myers
Cc: Shana Powers; Maria Gonzales; William K. Barrios; Paige Berggren; Damion Cuara
Subject: RE: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements
Date: Tuesday, October 19, 2021 2:20:02 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Gabrielle,

I apologize, I realize I made a mistake in my response to you. This email will have the correct response.

Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements. The Tribe has concerns with parts A and B and is requesting to have monitors on site for all future development. If you have any questions, comments, and or concerns please contact myself or the Santa Rosa Rancheria Cultural Department. Thank you.

Sincerely,

Samantha McCarty
Santa Rosa Rancheria Tachi-Yokut Tribe
Cultural Specialist ll
SMcCarty@tachi-yokut-nsn.gov
Office: (559) 924-1278 x 4091
Cell: (559) 633-6640

*PLEASE KEEP ALL CULTURAL STAFF IN EMAILS UNLESS STATED OTHERWISE

From: Samantha McCarty
Sent: Tuesday, October 19, 2021 2:14 PM
To: gmyers@cityofhanfordca.com
Cc: Shana Powers <spowers@tachi-yokut-nsn.gov>; Maria Gonzales <mgonzales@tachi-yokut-nsn.gov>; William K. Barrios <wbarrios@tachi-yokut-nsn.gov>; Paige Berggren <pberggren@tachi-yokut-nsn.gov>; Damion Cuara <dcuara@tachi-yokut-nsn.gov>
Subject: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements

Dear Gabrielle,

Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements. The Tribe has concerns with parts A and B and is requesting to have monitors on site for all ground

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

disturbance related to the project. If you have any questions, comments, and or concerns please contact myself or the Santa Rosa Rancheria Cultural Department. Thank you.

Sincerely,

Samantha McCarty
Santa Rosa Rancheria Tachi-Yokut Tribe
Cultural Specialist ll
SMcCarty@tachi-yokut-nsn.gov
Office: (559) 924-1278 x 4091
Cell: (559) 633-6640

*PLEASE KEEP ALL CULTURAL STAFF IN EMAILS UNLESS STATED OTHERWISE

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

6111 Bollinger Canyon Road 3370A
San Ramon, CA 94583

j

September 9, 2021

Gabrielle Myers
City of Hanford
317 N Douty St
Hanford, CA 93230

Ref: Gas and Electric Transmission and Distribution

Dear Gabrielle Myers,

Thank you for submitting the Site Plan Review No 2021-22 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/building-and-renovation/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.

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

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

Pacific Gas and Electric Company

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

Pacific Gas and Electric Company

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Attachment: Attachment 1 ISMND 2022-29 (Telstar) (GPA 2021-01 A, B, and C)

CITY OF HANFORD
CATEGORICAL EXEMPTION
ENVIRONMENTAL ASSESSMENT FOR
General Plan Amendment No. 2021-01 B; Rezone No. 2021-12; Site Plan Review No. 2020-34; Variance No.2021-07

THE PROJECT DESCRIBED HEREIN IS DETERMINED TO BE CATEGORICALLY EXEMPT FROM THE PREPARATION OF ENVIRONMENTAL DOCUMENTS PURSUANT TO ARTICLE 19 OF THE STATE CEQA GUIDELINES[1]

APPLICANT: City of Hanford
Police Department
425 North Irwin Street
Hanford, CA 93230

PROJECT LOCATION: Located east of North 11th Avenue, between Rodgers Road and West Elm Street at 896 North 11th Avenue, Hanford, CA 93230. (APN: 010-490-018). Portion of Section 36, Township 18 South, Range 21 East, Mount Diablo Base and Meridian. Centroid 36.33425734725061, -119.6559279696067.

PROJECT DESCRIPTION:

The proposed Project includes a General Plan Amendment (GPA No. 2021-01 B), Rezone (RZ No. 2021-12), Site Plan Review (SPR No.2020-34), and Variance (V No. 2021-07) to facilitate the development of an accessory 1,200-sf. (40-ft. by 30-ft.) storage shed for vehicles and related site improvement including # additional parking spaces. The Project site comprises one (1) parcel that is approximately 2.06 acres. The site is currently used as Hanford Police Department Training Facility which comprises one (1) existing building, a two (2)-stall parking lot, paved yard, landscaping, and lighting. Existing street frontage improvements are present along North 11th Avenue and Rogers Road (i.e., curb, gutter, sidewalk, storm drains, streetlights), with one (1) existing ingress/egress access point on North 11th Street. The Project includes a GPA that proposes a change to the site's land use designation from Corridor Mixed Use to Public Facilities and a Rezone that proposes a change to the site's zoning from MX- C – Corridor Mixed Use to P-F – Public

[1] Public Resources Code Section 21000 et seq. and California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq. available from http://leginfo.ca.gov and http://ccr.oal.ca.gov.

Attachment: Attachment 2 NOE 2022-30 (PAL) (GPA 2021-01 A, B, and C)

Facilities. The Project also requests a Variance to deviate from Section 17.38.140 of the Hanford Municipal Code that proposes to allow a slated chain link fence in lieu of the block wall requirement between the Project site and residential uses to the northwest.

1. *This project is exempt under Section 15303/Class 3-New Construction or Conversion of Small Structures, of the California Environmental Quality Act (CEQA) Guidelines.*

Under Section 15303/Class 3, the Project is exempt from CEQA requirements. Specifically, Section 15303(e)/Class 3 exempts Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences. This is applicable to the proposed Project, as the Project proposes an accessory 1,200-sf. (40-ft. by 30-ft.) storage shed for two (2) vehicles and a slated chain link fence on a site that is developed with an existing primary structure (i.e., Hanford Police Department Training Facility).

2. *None of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines Section 15300.2 apply to this Project, as analyzed in the following.*

a) *Location. Class 3 is qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, Class 3 is considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The Project is proposed on a developed site within an urbanized area of the city of Hanford and is thereby not located in a sensitive environment. The following analyses utilize mapping and data resources prepared by federal, state, and local agencies related to environmental resources including agricultural, biological, mineral resources, and wildfire. Hazardous sites are discussed below under criterion e). The analyses indicate that the Project is not within a sensitive environment and would not impact environmental resources.

i. Agriculture and Forestry Resources: According to the California Department of Conservation, the Project site is categorized as "Urban and Built-Up Land." [2] Further, the site is not zoned for or located within an area zoned for agricultural uses and is not under a Williamson Act contract. In addition, the site does not contain forest land or

[2] California Department of Conservation. (2018). California Important Farmland Finder. Accessed on January 13, 2022, https://maps.conservation.ca.gov/DLRP/CIFF/

Attachment: Attachment 2 NOE 2022-30 (PAL) (GPA 2021-01 A, B, and C)

timberland and is not planned or zoned for forestry or timberland uses. As a result, the Project would result in no impact to agricultural or forestry resources.

ii. Biological Resources: The Project site is developed and paved and is therefore highly disturbed. Further, the site is zoned and planned for urban uses and its vicinity is largely developed with residential, service commercial, and educational uses. Consequently, the site does not provide essential habitat for any candidate, sensitive, or special status species and no impact would occur as a result of the Project.

iii. Mineral Resources: The Project site is not located in an area designated by the City, County or State for mineral resource preservation or recovery. 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 and no impact would occur as a result of the Project.

iv. Wildfire: The Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) or the City of Hanford as being within 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.3 Therefore, no impact would occur.

b) *Cumulative Impact. All exemptions for this class are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. ("Cumulative Impact" is defined as the condition under which "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts," pursuant to CEQA Guidelines Section 15355)*

The Project proposes an accessory 1,200-sf. (40-ft. by 30-ft.) storage shed for two (2) vehicles and a slated chain link fence on a site that is developed with an existing primary structure (i.e., Hanford Police Department Training Facility) and related site improvements. The Hanford Municipal Code permits accessory uses that are customarily associated with, and subordinate to, a primary permitted use as determined by the Community Development Director. Thus, adherence to the City's Municipal Code would ensure that implementation of successive

[3] Cal Fire, "FHSZ Viewer." Accessed on January 17, 2022, https://egis.fire.ca.gov/FHSZ/

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projects of the same type in the same place, over time would not constitute a significant, cumulative impact.

c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Project proposes an accessory use on a site that has been previously developed with an existing training facility structure, pavement for parking, and related landscaping and site improvements. The Project is proposed on an already developed site within an urbanized area of the city of Hanford and there are no unusual circumstances regarding the site, its location, or surrounds. The proposed storage shed is a use customarily associated with, and subordinate to, the primary permitted use on the Project site, the Hanford Police Department Training Facility. In particular, the storage shed is small (1,200 sf) and will be used to securely store two (2) vehicles associated with the Hanford Police Department Training Facility. Since the site and surrounding area is already developed and the proposed use is appurtenant to the primary use, and is easily accommodated on the site, there is no reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances.

d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources within a highway officially designated as a state scenic highway.*

According to the California State Scenic Highway Program, the Project is not located within a state-designated scenic highway.[4] Further, there are no officially designated State Scenic Highways in the city of Hanford, inclusive of the Project area. Thus, no impact would occur as a result of the Project.

e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. The Project is not located on a site that is included in any list compiled pursuant to Section 65962.5 of the Government Code.*

[4] Caltrans. California State Scenic Highway System Map. Accessed on January 13, 2022, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

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A search of the California Department of Toxic Substance Control's EnviroStor database[5] and the State Water Resources Control Board's GeoTracker database[6] reveal no hazardous material release sites on the Project site. Thus, no impact would occur.

f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

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) on January 18, 2022. Based on the records searches conducted, there are no local, state, or federal designated historical resources on the Project site or within the Project area. Thus, no impact would occur because of the Project.

According to the analyses above in part 1), the proposed Project qualifies as exempt under the criteria of Class 3 as not expected to have a significant effect on the environment. Based on the analyses contained in part 2) above, none of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this Project. Accordingly, a Categorical Exemption, has been prepared for the Project.

Date: February 8, 2022
Prepared By: Precision Civil Engineering
Submitted by:

Mary E. Beatie
Interim Director
Community Development Department
City of Hanford

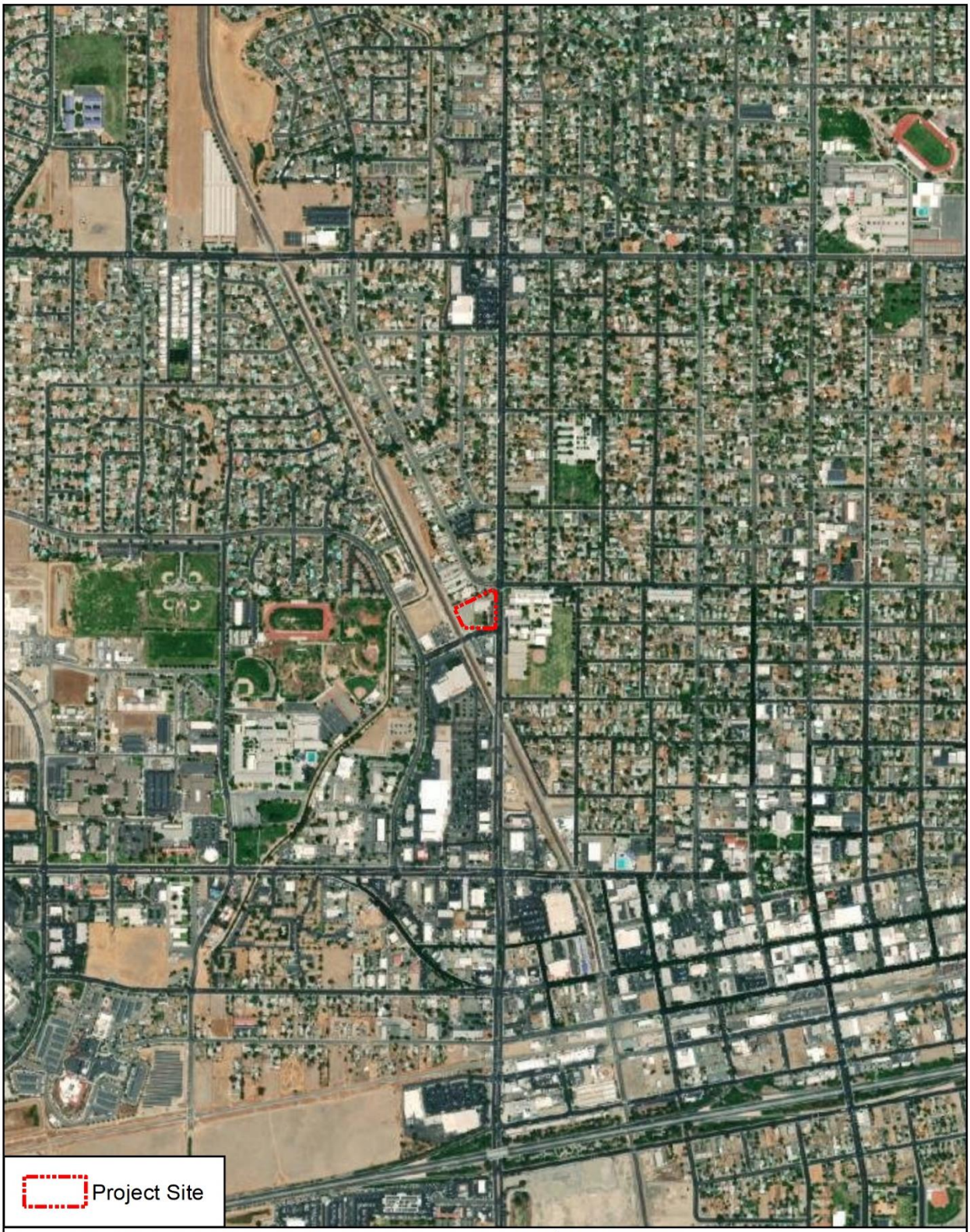
[5]California Department of Toxic Substances Control. Envirostor. Accessed January 14, 2022, https://www.envirostor.dtsc.ca.gov/public/
[6] California State Water Resources Control Board. GeoTracker. Accessed January 14, 2022, https://geotracker.waterboards.ca.gov/

Attachment: Attachment 2 NOE 2022-30 (PAL) (GPA 2021-01 A, B, and C)

ATTACHMENT 1

LOCATION MAPS

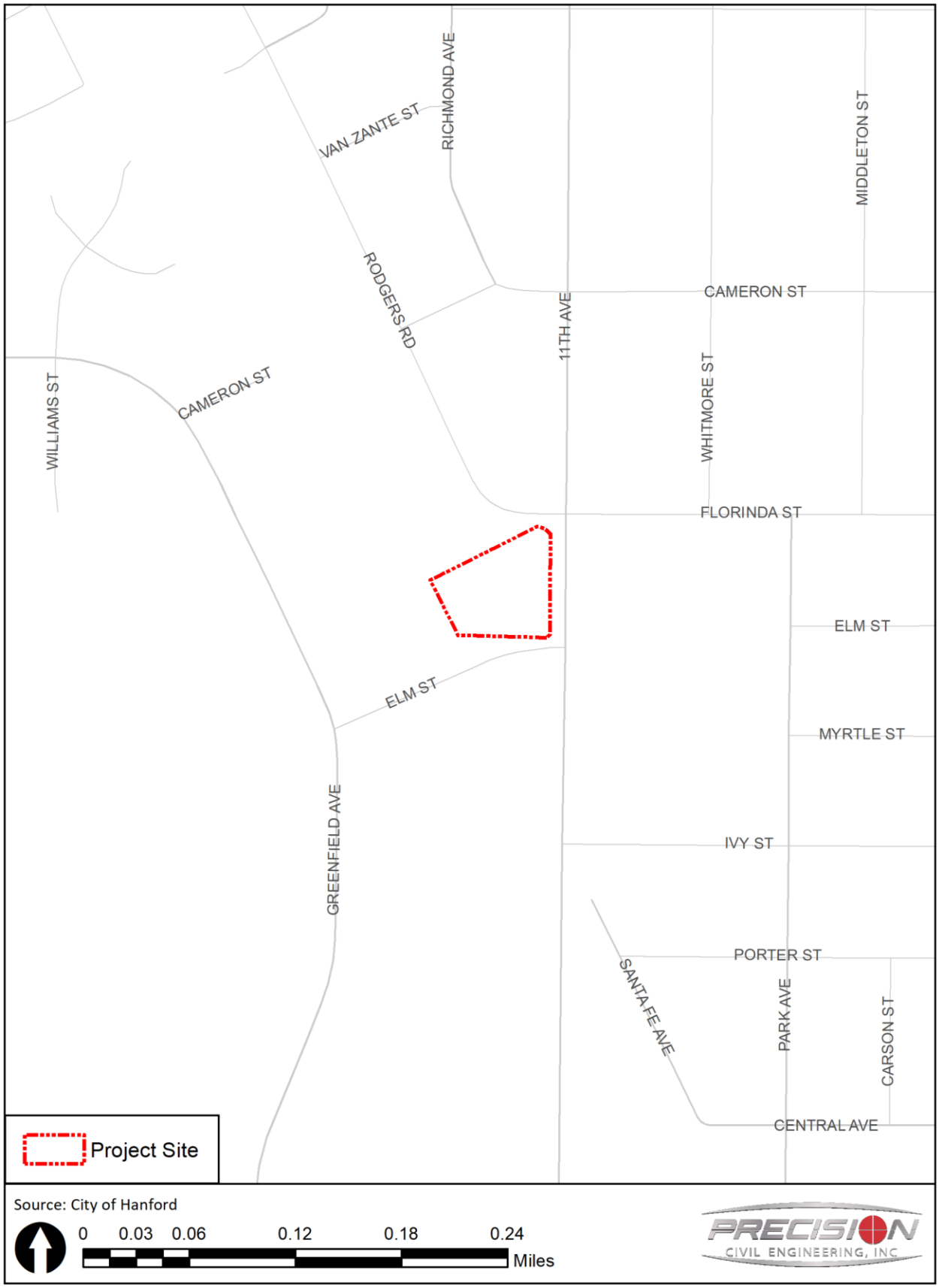
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INITIAL STUDY

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CITY OF HANFORD - HANFORD POLICE DEPARTMENT TRAINING FACILITY SHED
INITIAL STUDY

Created: 1/13/2022

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LASSEN DRIVE CORRIDOR MIXED USE

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

General Plan Amendment No. 2021-01 C
Rezone No. 2021-11

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

March 2022

PRECISION CIVIL ENGINEERING, INC

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1 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) was retained by the City of Hanford to prepare this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of City of Hanford (City) to address the environmental effects of the proposed Lassen Drive Corridor Mixed Use Project (General Plan Amendment No. 2021-01 C, Rezone No. 2021-11) hereafter "the Project". Due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP), the Project requests approval of a General Plan Amendment (GPA No. 2021-01 C) and Pre-zone/Rezone (Rezone No. 2021-11) related to an annexation request already in process that is scheduled to be heard and anticipated to be approved (pursuant to Section 5637.3 of the Government Code) by Kings County Local Agency Formation Commission (LAFCO) on March 30, 2022. The GPA will change the General Plan land use designation from Medium Density Residential to Corridor Mixed Use. The Pre-zone/Rezone will pre-zone the site to CMX – Corridor Mixed Use, which is consistent with the proposed land use designation of Corridor Mixed Use. Both the proposed land use designation and rezone permit uses are compatible with the ALUCP. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), (PRC) Section 21000 et seq. and the Guidelines implementing CEQA, California Code of Regulations (CCR) Section 15000 et seq. The City of Hanford is the Lead Agency for this Project. The site and the 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 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 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 (MND) 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:

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1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Mitigated Negative Declaration and Initial Study 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.

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 Project. SECTION 2 PROJECT DESCRIPTION provides a detailed description of 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 CalEEMod Output Files, CHRIS Record Search Results, and Early Consultation Letters are provided as Appendix A, Appendix B, and Appendix C respectively, at the end of this document.

1.3 Early Consultation Letters Received

Early consultation with agencies outside of the City of Hanford (pursuant to CEQA Guidelines Section 15082) was conducted for the Project as part of the entitlement process. Response to the Early Consultation were received from:

- Edgar Hernandez with Caltrans on October 4, 2021.
- Liliana Stransky with Kings County Department of Public Health on September 13, 2021.
- Samantha McCarty, with Santa Rosa Rancheria Tachi Yokut Tribe on October 19, 2021.
- Plan Review Team, Land Management Div., with PG&E on September 9, 2021.

"No Comment" responses were received from Hanford Elementary School District, Hanford Joint Union High School District, and Kings County Public Works Department.

Although not required, early consultation response letters are provided in-full in Appendix C and the comments provided are addressed in this document.

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2 PROJECT DESCRIPTION

This section describes the components of the Project in more detail, including project location, project objectives, and required project approvals.

2.1 Project Title

Lassen Drive Corridor Mixed Use (General Plan Amendment No. 2021-01 C, Rezone No. 2021-11)

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

Community Development Department
Mary E. Beatie
Interim Director
(559) 585-2500

Applicant

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

2.4 Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721

2.5 Project Location

The Project is located in the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County island and within the City of Hanford Sphere of Influence (SOI) (see Figure 2-1 and Figure 2-2). The Project site consists of 18 parcels that total approximately 28 acres (see Figure 2-3). The site has not been assigned a street address yet but is identified by the Kings County Assessor as Assessor's Parcel Numbers (APNs) 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026 and is a portion of Section 30, Township 18 South, Range 22 East, Mount Diablo Base and Meridian.

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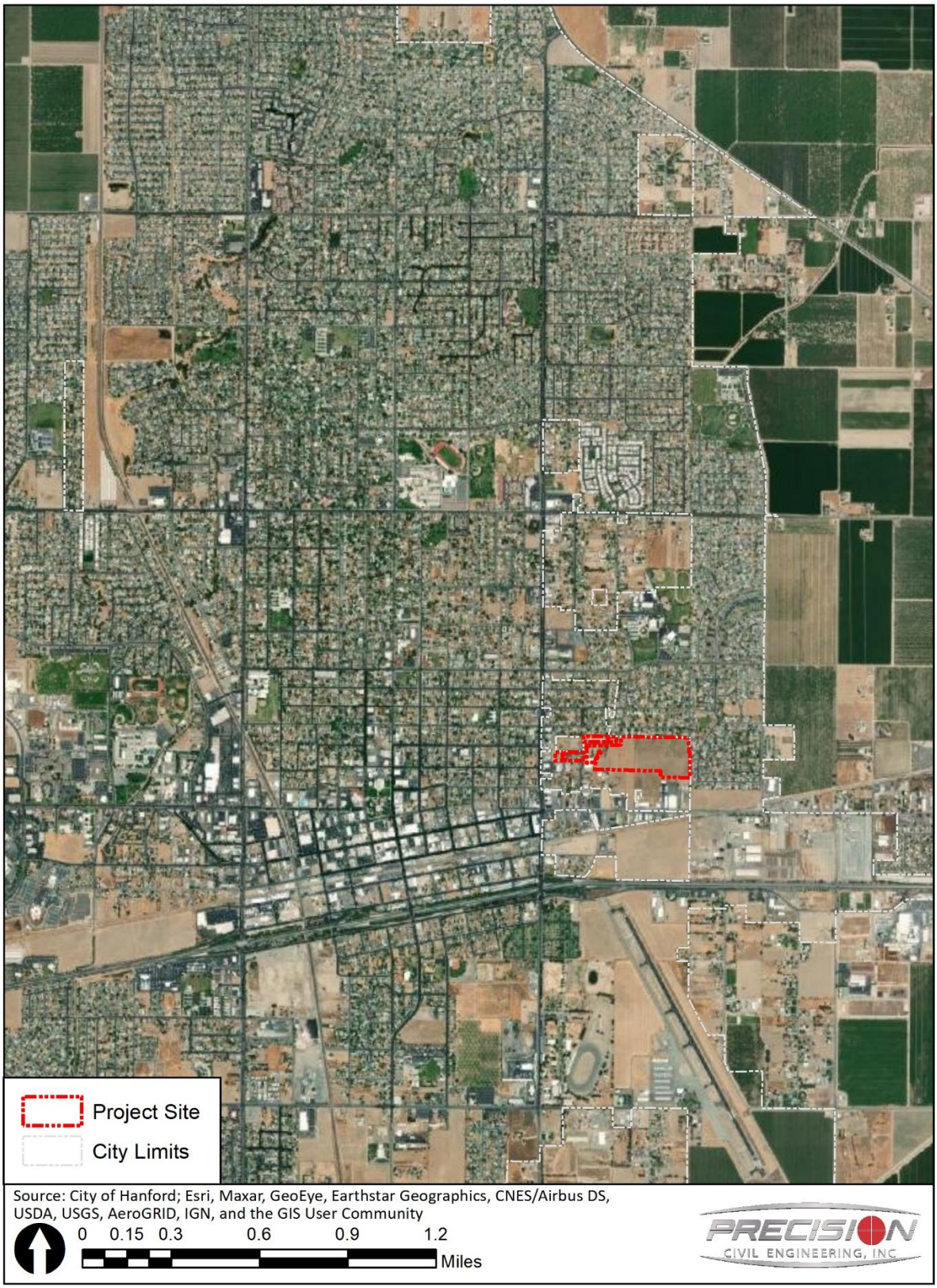
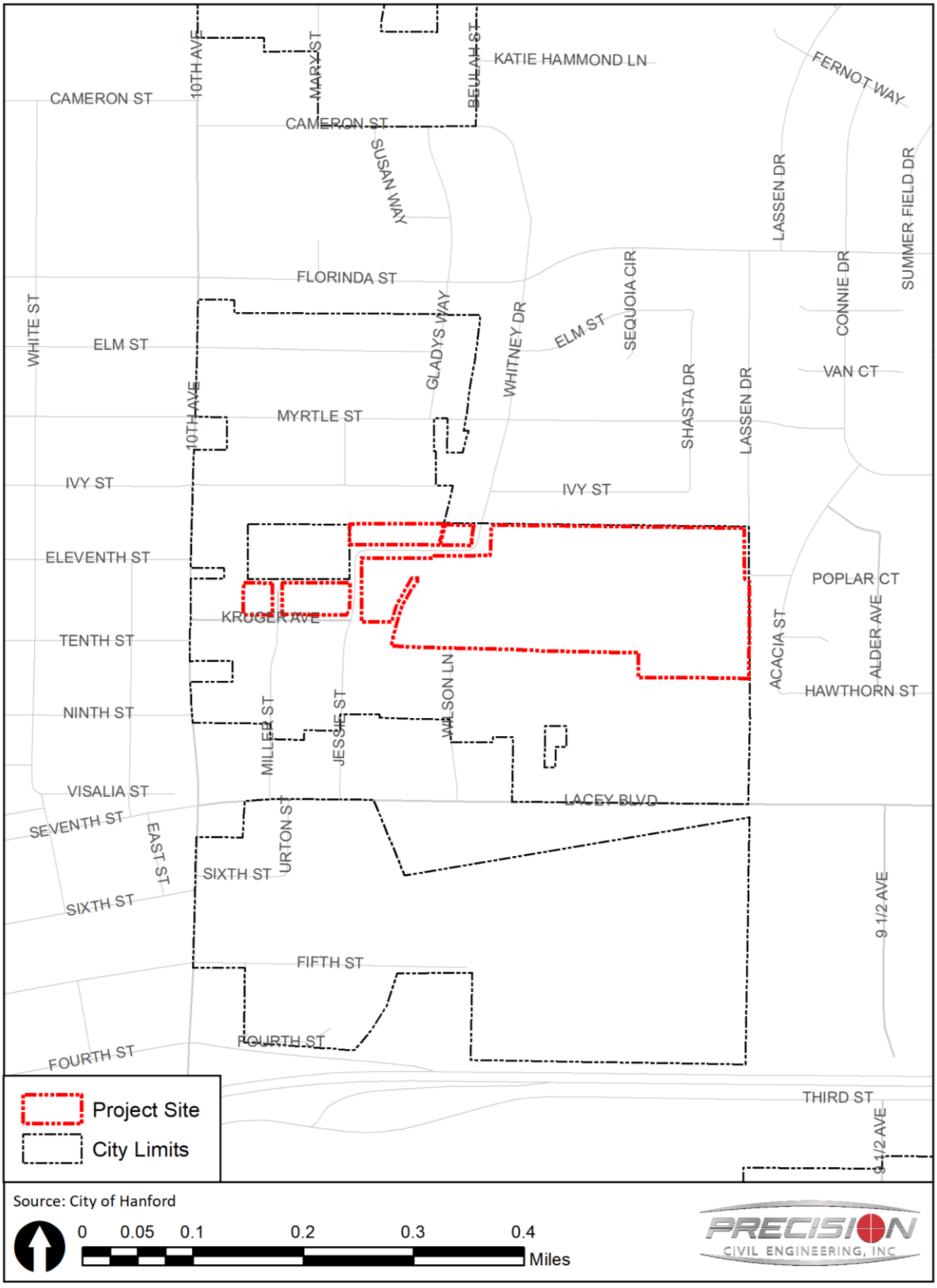


Figure 2-1 Project Location

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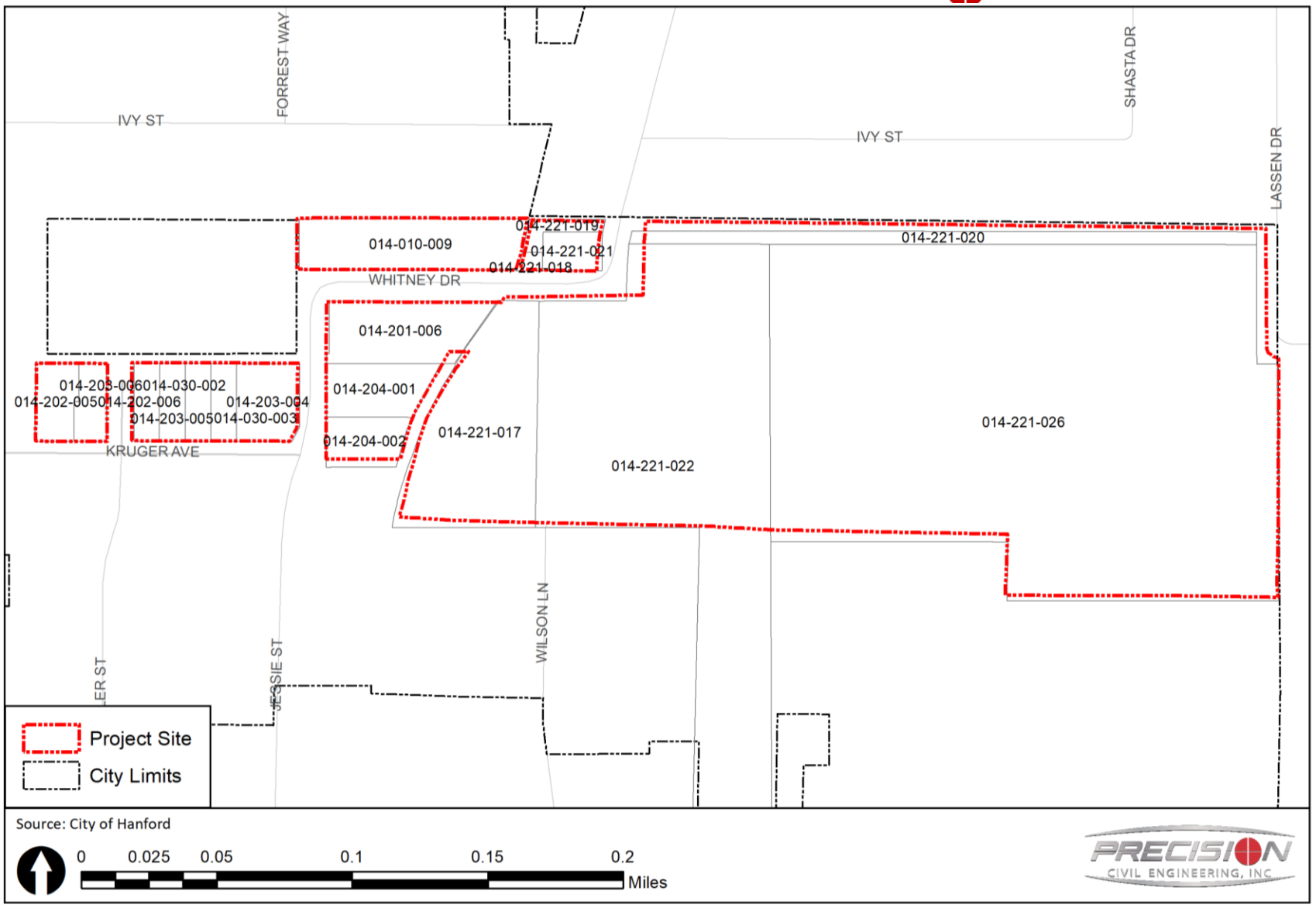
CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

Created: 1/17/2022

Figure 2-2 Project Vicinity Map

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

I



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

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Figure 2-3 APN Map

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

2.6 Latitude and Longitude

The centroid of the Project area is 36.3309352896961, -119.63147792062374.

2.7 General Plan Designation

The Project site is currently in a county unincorporated island within the City of Hanford's SOI, but will be considered for annexation into the City at the Kings County LAFCO meeting scheduled for March 30, 2022. The Project site has a City General Plan land use designation of Medium Density Residential (see Figure 2-4). According to the General Plan ***Policy L34***, the Medium Density Residential land use designation includes residential uses such as duplexes, triplexes, fourplexes, townhomes, and lower density apartment complexes, as well as non-traditional small single-family lots that range from 4,500 to 7,500 square feet. It is intended that development within this land use designation be conveniently serviced by neighborhood commercial and recreational facilities with access to major collector or arterial streets.

In anticipation of the annexation request being approved by LAFCO pursuant to GC Section 56375.3 the Project includes a General Plan Amendment (GPA No. 2021-01 C) that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use, to ensure land use conformance with the ALUCP. According to the General Plan ***Policy L65***, the purpose of the Corridor Mixed Use land use designation is to "promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhoods, with the intent of creating a pedestrian-friendly environment that encourages walking between uses." Typical uses in the Corridor Mixed Use land use designation include small- and medium-scale commercial, providing primarily day-to-day goods and services, office.

The GPA is requested due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density (dwelling units/acre) to one (1) unit per 10 acres. This density is incompatible with the site's underlying General Plan land use designation of Medium Density Residential. Further, residential subdivisions and multi-family residential uses are identified as non-acceptable uses in this zone. In order to allow the property owners to develop the site with a compatible use, the site must be rezoned to a district that allows alternative uses. The site cannot be rezoned without first changing the underlying planned land use. Therefore, the General Plan Amendment request to change the site's land use designation from Medium Density Residential to Corridor Mixed Use which would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North).

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

2.8 Zoning

The Project site is currently in a county unincorporated island within the City of Hanford's SOI, but will be considered for annexation into the City at the Kings County LAFCO meeting scheduled for March 30, 2022. The site is in the County's CS – Service Commercial Zone District (see Figure 2-5). Thus, the Project includes a Pre-Zone/Rezone (Rezone No. 2021-11) to the City's MX-C Corridor Mixed Zone District which is consistent with the proposed City General Plan land use designation of Corridor Mixed Use. According to the City of Hanford Municipal Code (HMC §17.08.030), the MX-C Zone District permits or conditionally permits uses including but not limited to single-family and multi-family dwellings, mixed commercial-residential, supportive housing, eating and drinking establishments, office and medical uses, community centers or facilities, convenience stores, and retail sales.

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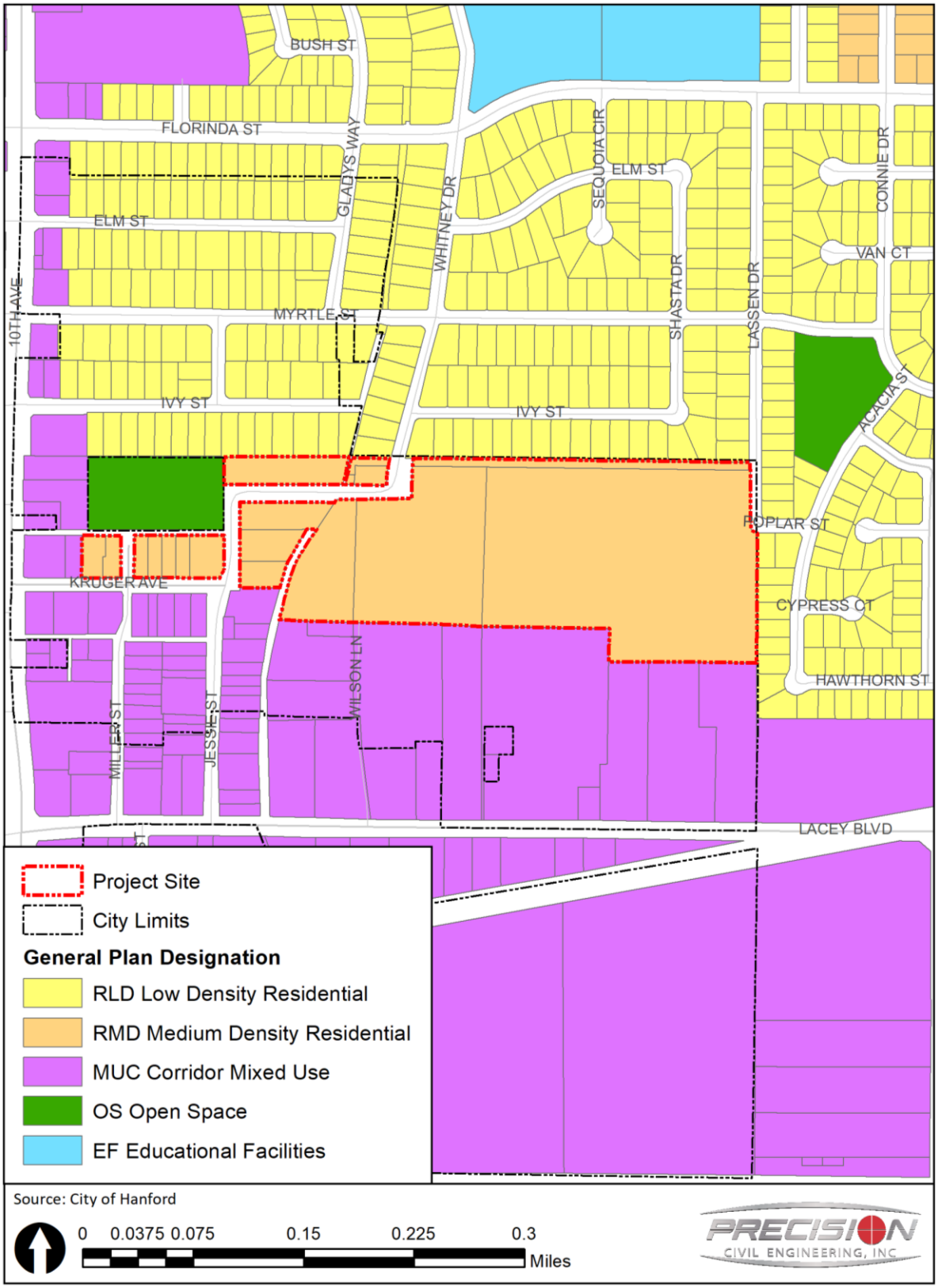
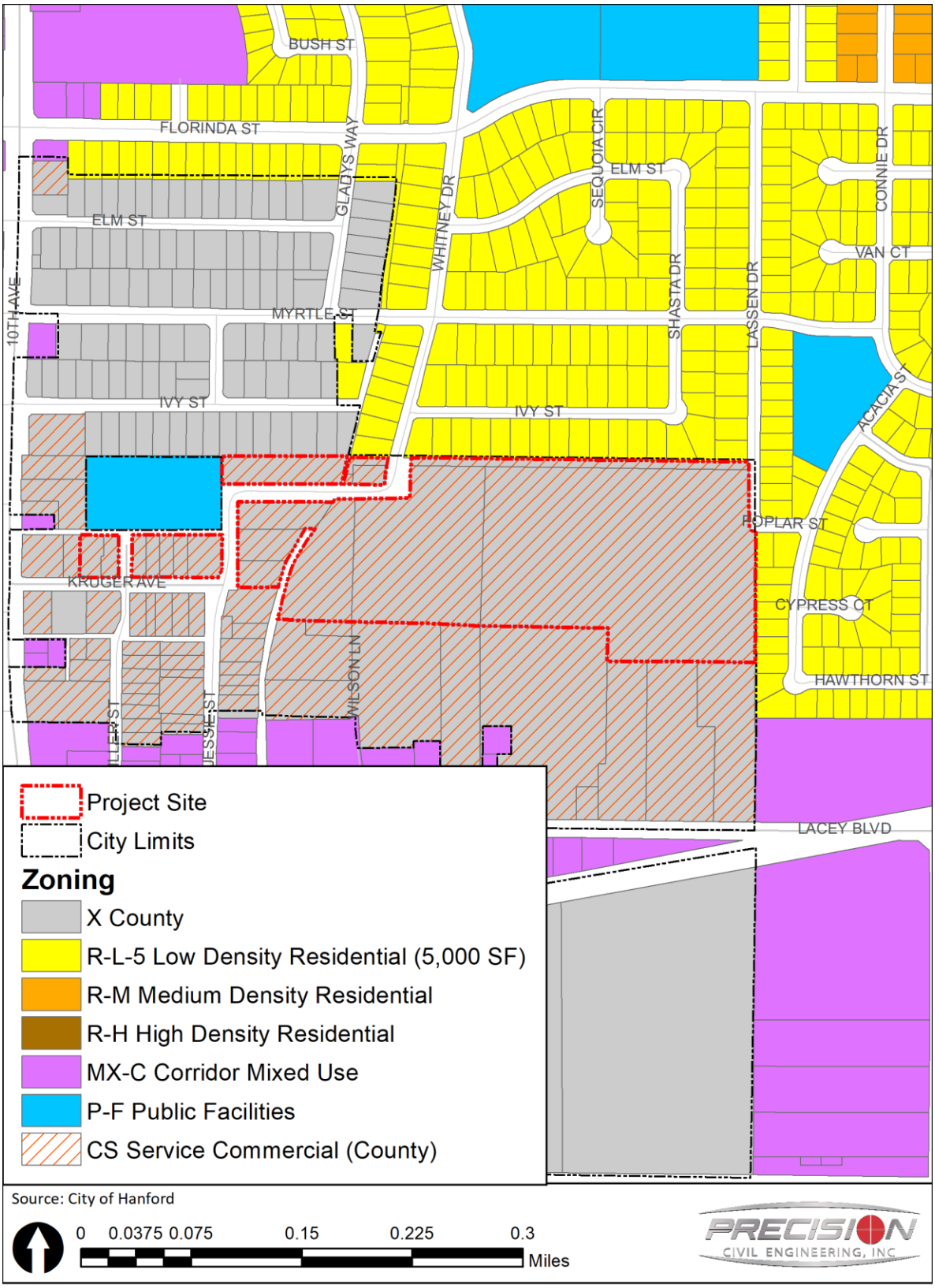


Figure 2-4 General Plan Designated Land Use

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

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Figure 2-5 Current Zoning

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

2.9 Description of Project

The Project includes a General Plan Amendment (GPA No. 2021-01 C) and Pre-zone/Rezone (Rezone No. 2021-11) to facilitate the change of land use due to incompatibility with the Kings County ALUCP. According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density to one (1) unit per 10 acres. Residential subdivisions and multi-family residential are identified as non-acceptable uses in this zone. As such, the current city planned land use, RMD – Medium Density Residential, is not compatible with the ALUCP regulations since RMD zones are planned for residential uses. Thus, the GPA and related Rezoning to Corridor Mixed Use would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North).

The Project does not propose any physical development, but rather proposes land use and zoning to allow future development by others that will be consistent with the ALUCP. Although no specific project is currently proposed, for the purpose of facilitating tiering of CEQA analysis for future development this initial study will apply the following assumptions so as to reasonably estimate the extent and magnitude of potential impacts that could result from future development:

- *New development will be consistent with MX-C allowed uses (per HMC §17.08.030);*
- *New development will take place on parcels that are currently vacant or underutilized according to the City of Hanford's GIS data (Table 2-1);*
- *Max allowable 50% coverage on all vacant or underutilized parcels;*
- *All development will be single story; and,*
- *Future uses will not exceed allowable VMT significance thresholds that would result in determination of significant traffic impacts pursuant to the Kings County Association of Governments' adopted VMT modeling or other VMT modeling methodologies acceptable to or adopted by the City of Hanford*

Based upon the assumptions above, future development would result in approximately 472,843.8 square feet of corridor mixed use development.

Table 2-1 Vacant and Underutilized Parcels

Parcel	Acreage	Description
014-203-002	0.17	Vacant
014-201-006	0.83	Underutilized
014-221-019	0.10	Vacant
014-221-018	0.02	Vacant
014-221-021	0.19	Vacant
014-221-022	5.45	Vacant
014-221-020	0.79	Vacant

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014-221-026	14.16	Vacant
Total	**21.71**	-

2.10 Site and Surrounding Land Uses and Setting

The existing site is mostly vacant with some existing structures. The existing structures are generally located east of North 10th Avenue along Kruger Avenue, Jessie Avenue, and East Whitney Drive. The existing structures are primarily residential and commercial. The vacant portion of the Project site is generally located north of Lacey Boulevard between Whitney Drive and Lassen Drive. This portion of the site is relatively flat and is highly disturbed as a result of periodic grading and discing for weed control and fire abatement. The existing biotic site conditions and resources of the vacant portion can be defined primarily as herbaceous (weedy) vegetation with minimal trees and shrubs existing on site. There are no water features present. As referenced in Table 2-2, the Project site is surrounded by residential uses to the north, south, and east, and commercial and vacant land uses to the south and west. The properties to the north and east are zoned and planned for Low Density Residential and the properties to the south and west are planned for Corridor Mixed Use.

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	Single-family dwellings	RLD Low Density Residential	R-L-5 Low Density Residential
South	Commercial, Vacant, Residential	MUC Corridor Mixed Use	CS – Service Commercial (County)
East	Single-family dwellings	RLD Low Density Residential	R-L-5 Low Density Residential
West	Commercial, Vacant	MUC Corridor Mixed Use	P-F – Public Facilities (County)

2.11 Technical Studies/Appendices

Some analyses of the Project throughout this Initial Study relied on technical studies prepared for the Project, as listed below, Other analyses relied on other existing sources, including, but not limited to, the Final Environmental Impact Report (EIR) SCH No. 2015041024 adopted in 2017 for the City of Hanford 2035 General Plan Update which is incorporated herein by reference.

- Appendix A: CalEEMod Output Files
- Appendix B: CHRIS Record Search Results
- Appendix C: Early Consultation Response Letters received by the City of Hanford

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2.12 Consultation with California Native American Tribes

The State, through the California Environmental Quality Act (CEQA) Statutes, specifically Public Resources Code (PRC) Section 21080.3.1, and the CEQA Guidelines implementing this statute (California Code of Regulations (CCR) §15000 et seq.) requires: "Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project (as identified by the National American Heritage Commission) if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation."

Through this process, the Lead Agency is required to consider the potential effects of proposed projects on Tribal Cultural Resources that may be identified by a notified Tribe and to initiate formal consultation opportunity with California Native American tribes if they have so requested consultation in writing. Tribal Cultural Resources can be 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 supported by substantial evidence, chooses 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.

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021 with the following tribes as recommended by the Native American Heritage Commission:

- Kings River Choinumni Farm Tribe,
- Santa Rosa Rancheria Tachi Yokut Tribe,

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- Table Mountain Rancheria,
- Tule River Indian Tribe, and
- Wuksache Indian Tribe/Eshom Valley Band.

Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest. A response was received from the Santa Rosa Rancheria Tachi-Yokut Tribe requesting mitigation. The requested mitigation has been included in this document.

Early consultation was also conducted on October 19, 2021. The same five (5) tribes listed were included in the early consultation. In response, the City only received correspondence from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have *"A Native American monitor shall be present for ground disturbing activities"* at the Project site.

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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 one of four impact statements (or conclusions), which shall have the following meanings pursuant to CEQA, the CEQA Guidelines, and CEQA Guidelines Appendix G.

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 Project would result in impacts below the threshold of significance, and no mitigation measures are required.

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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

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.

☐ 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 3-30-22

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	

4.1.1 Environmental Setting

The city of Hanford can be characterized as small, urbanized city. However, the city lies within the San Joaquin Valley, the southern reach of the Great Central Valley of California, which is predominantly agricultural and the leading producer of many animal and cultivated food products in the nation. The city is predominately flat with minimal natural watercourses; no scenic vistas are identified by the Hanford General Plan. The Project is located within the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County island and within the City of Hanford Sphere of Influence (SOI).

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In general, the Project site is within an area of the city that is predominately characterized by commercial and residential development. Because the surrounding area is largely developed, there is existing infrastructure such as roadways, streetlights, parking lot lights, and ambient light sources typical of commercial and residential uses.

California Scenic Highway Program

The California Scenic Highway Program was established in 1963 with the purpose to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. There are no officially designated State Scenic Highways in the city of Hanford, inclusive of the Project area. The nearest eligible State Scenic Highways is a portion of SR-198 that is approximately 12.5 miles east from the Project site.[1]

Hanford General Plan

Regarding the proposed use, the Hanford General Plan Land Use and Community Design Element outlines policies related to aesthetics. The following policies are applicable to the Project.

> ***Policy L67 Design of the Corridor Mixed Use Land Use Designation.*** *Require that new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites. Strongly encourage buildings to be located near the street corridor with parking to the side of or behind buildings.*
>
> ***Policy L113 Infill Development in Neighborhoods.*** *Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.*

[1] Caltrans. California State Scenic Highway System Map. Accessed on January 25, 2022, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

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Hanford Municipal Code

Hanford Municipal Code (HMC) *Section 17.50.140 – Outdoor Lighting Standards* contains specific, enforceable requirements and/or restrictions for all new development, including the proposed development, intended to prevent light and glare impacts:

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 streetlights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.*
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.*

4.1.2 Impact Assessment

Except as provided in PRC Section 21099, ***would the project****:*

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, inclusive of the Project site. 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 because of the Project.

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b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. According to the California State Scenic Highway Program, the Project is not located within a state-designated scenic highway. As such, the Project would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway and no impact would occur because 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 urbanized area surrounded by commercial and residential development. Although no specific project is currently proposed, future development projects in this area will go through the entitlement review process, where the Project will be subject to compliance with applicable zoning and other regulations governing scenic quality including but not limited to the California Building Code, Hanford General Plan, and Hanford Municipal Code (HMC). In particular, future development would be required to comply with the design requirements contained in *Chapter 17.26 Corridor Mixed Use Zone* of the HMC. Through compliance with the applicable zoning and other regulations governing scenic quality, future development resulting from the implementation of 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). The Project does not include physical development, which would not result in creation of new light sources. Although no specific project is currently proposed, future development resulting from the implementation of the Project would incrementally increase the amount of light from streetlights, exterior lighting, and vehicular headlights. Such sources could create adverse effects on day or nighttime views in the area. Future developments would thereby 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. In addition, future developments would be required to comply with Title 24 lighting requirements would also reduce impacts related to nighttime light. The Title 24 lighting requirements cover outdoor spaces including regulations for mounted luminaires (i.e., high efficacy, motion sensor controlled, time clocks, energy

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management control systems, etc.). As such, conditions imposed on future development 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

4.2.1 Environmental Setting

The Project site is located within the City of Hanford's SOI and is currently planned and zoned for urbanized uses. The site is mostly vacant with some existing structures. The existing structures are

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generally located east of North 10th Avenue along Kruger Avenue, Jessie Avenue, and East Whitney Drive. The existing structures are primarily residential and commercial. The vacant portion of the Project site is generally located north of Lacey Boulevard between Whitney Drive and Lassen Drive. This portion of the site is relatively flat and is highly disturbed as a result of periodic grading and discing. The existing biotic site conditions and resources of the vacant portion can be defined primarily as herbaceous (weedy) vegetation with minimal trees and shrubs existing on site. No agricultural or forestry resources are present on the site.

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."* Maps are updated every two years. According to the FMMP, California Important Farmland Finder, the Project site is categorized as "Urban and Built-Up Land" and therefore does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[2]

California Land Conservation Act

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter into contracts with private landowners to restrict contracted parcels to preserve agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The minimum length of a Williamson Act contract is 10 years and automatically renews annually upon its anniversary date; as such, the contract length is essentially indefinite. Neither the Project site nor surrounding properties are subject to the Williamson Act Contract.

[2] California Department of Conservation. (2016). California Important Farmland Finder. Accessed on January 25, 2022, https://maps.conservation.ca.gov/DLRP/CIFF/

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4.2.2 Impact Assessment

Would the project:

a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural* use?

No Impact. The Project site and lands in its immediate vicinity are designated as "Urban and Built-Up Land" according to the FMMP. As such, the Project site is not located on lands designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." For this reason, the Project would result in no impact.

b. *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 does not contain forest land or timberland as defined by PRC or GC sections, and it is not planned or zoned for 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 and therefore will not result in the loss of or conversion of any forest land to non-forest uses. 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?*

No impact. The Project site is not planned or zoned for agricultural uses. Additionally, the site is not planned or zoned for forestry uses. For these reasons, the Project would have no impact.

The Project site and surrounding area does not contain any farmland or forest land nor is any use planned at the site that could result directly or indirectly in the conversion of other farmland or forest land to non-agricultural use. The nearest land used agriculturally are approximately two (2) miles from the site and is designated by the General Plan for Service Commercial. For these reasons, the Project would have no impact.

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4.2.3 Mitigation Measures

None required.

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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

The proposed project is located within the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates air quality in eight (8) counties including: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The SJVAPCD oversees the SJVAB.

Impacts on air quality result from emissions generated during short-term activities (construction) and long-term activities (operations). Construction-related emissions consist mainly of exhaust emissions (NOx and PM) from construction equipment and other mobile sources, and fugitive dust (PM) emissions from earth moving activities. Operational emissions are source specific and consist of permitted equipment and activities and non-permitted equipment and activities.

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Air pollution in the SJVAB can be attributed to both human-related (anthropogenic) and natural (non-anthropogenic) activities that produce emissions. Air pollution from significant anthropogenic activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources. Four main sources of air pollutant emissions in the SJVAB are motor vehicles, industrial plants, agricultural activities, and construction activities. All four of the major pollutant sources affect ambient air quality throughout the Air Basin. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air. Air pollutants can remain in the atmosphere for long periods and can build to unhealthful levels when stagnant conditions that are common in the San Joaquin Valley occur. Pollutants are transported downwind from urban areas with many emission sources which are also recirculated back to the urban areas.

Further, the SJVAB is in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The air quality standards have been set to protect public health, particularly the health of vulnerable people. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects.

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts* (QAMAQI). This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact to human health and welfare. The thresholds of significance are summarized, as follows:

(1) Criteria Air Pollutants: SJVAPCD adopted thresholds of significance for criteria air pollutants, as shown in Error! Reference source not found.. The thresholds of significance are based on a calendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12- month period. The following summarizes these thresholds:

> *Short-Term Emissions of Particulate Matter (PM10):* Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not

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incorporated or implemented, or if project-generated emissions would exceed 15 tons per year (TPY).

Short-Term Emissions of Ozone Precursors (ROG and NOX): Construction impacts associated with the proposed Project would be considered significant if the project generates emissions of Reactive Organic Gases (ROG) or NO_X that exceeds 10 TPY.

Long-Term Emissions of Particulate Matter (PM10): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of PM_{10} that exceed 15 TPY.

Long-Term Emissions of Ozone Precursors (ROG and NOX): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of ROG or NOX that exceeds 10 TPY.

Table 4-1 SJVAPCD Recommended Air Quality Thresholds of Significance[3]

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO_X	10	10
ROG	10	10
SO_X	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15

(2) Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, $PM_{2.5}$, and PM_{10}, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM_{10} would exceed the SJVAPCD's significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land use and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

[3] SJVAPCD. (2015). Guidance for Assessing and Mitigating Air Quality Impacts. Accessed on December 9, 2021, https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF

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(3) Local Mobile-Source CO Concentrations: Local mobile source impacts associated with the proposed Project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e., 9.0 ppm for 8 hours or 20 ppm for 1 hour).

(4) Toxic Air Contaminants: Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than one (1).

As recommended by the SJVAPCD, the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology was utilized as the screening methodology. According to the CAPCOA Guidance Document titled "Health Risk Assessments for Proposed Land Use Projects," there are two types of land use project that have the potential to cause long-term public health risk impacts. These project types are as follows:

- *Type A: Land use projects with toxic emissions that impact receptors, and*
- *Type B: Land use project that will place receptors in the vicinity of existing toxics sources.*

In this Guidance document, Type A projects examples are (project impacts receptors):

- combustion related power plants,
- gasoline dispensing facilities,
- asphalt batch plants,
- warehouse distribution centers,
- quarry operations, and
- other stationary sources that emit toxic substances.

(5) Odor: The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The SJVAPCD has identified these common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin and has prepared screening levels for potential odor sources ranging from one (1) to two (2) miles of distance from the odor-producing facility to sensitive receptors. Odor impacts associated with the proposed Project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

(6) Ambient Air Quality: The SJVAPCD applies the following guidance in determining whether an ambient air quality analysis should be performed: when assessing the significance of project-related impacts on air quality, it should be noted that the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds

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per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstance, the District recommends that an ambient air quality analysis be performed.

San Joaquin Valley Air Pollution Control District

The SJVAPCD adopted rules and regulations for development projects prior to and during construction to reduce air contaminants, including but not limited to the following:

> ***Rule 2010 – Permits Required.*** *The purpose of this rule is to require any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate. This rule also explains the posting requirements for a Permit to Operate and the illegality of a person willfully altering, defacing, forging, counterfeiting or falsifying any Permit to Operate.*
>
> ***Rule 2201 – New and Modified Stationary Source Review Rule.*** *The purpose of this rule is to provide for the following:*
>
> *The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards; and*
>
> *No net increase in emissions above specified thresholds from new and modified Stationary Sources of all nonattainment pollutants and their precursors.*
>
> ***Rule 4001 – New Source Performance Standards.*** *This rule incorporates the New Source Performance Standards from Part 60, Chapter 1, Title 40, Code of Federal Regulations (CFR).*
>
> ***Rule 4002 – National Emission Standards for Hazardous Air Pollutants.*** *This rule incorporates the National Emission Standards for Hazardous Air Pollutants from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR) and the National Emission Standards for Hazardous Air Pollutants for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR).*
>
> ***Rule 4102 – Nuisance.*** *The purpose of this rule is to protect the health and safety of the public.*
>
> ***Rule 4601 – Architectural Coatings.*** *The purpose of this rule is to limit VOC emissions from architectural coatings. This rule specifies architectural coatings storage, cleanup, and labeling requirements.*

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Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. *The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.*

Regulation VIII – Fugitive PM10 Prohibitions. *The purpose of Regulation VIII (Fugitive PM10 Prohibitions) is to reduce ambient concentrations of fine particulate matter (PM10) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions.*

Rule 9510 – Indirect Source Review. *The purposes of this rule are to:*
1. Fulfill the District's emission reduction commitments in the PM10 and Ozone Attainment Plans.
2. Achieve emission reductions from the construction and use of development projects through design features and on-site measures.
3. Provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures.

City of Hanford General Plan - Air Quality Element

Regarding local measures and thresholds for air quality impacts, the City of Hanford's Air Quality Element outlines goals, objectives, and policies for addressing air quality. A sample of applicable goals and policies are as follows:

OBJECTIVE AQ 4: *Accurately assess and mitigate potentially significant local and regional air quality and climate change impacts from proposed projects within the City. Where possible and financially feasible, retrofit existing uses and activities to reduce emissions and climate change impacts.*

Policy AQ 4.1: *Assess and mitigate project air quality impacts using analysis methods and significance thresholds recommended by the San Joaquin Valley Air Pollution Control District.*

Policy AQ 4.3: *Ensure that air quality and climate change impacts identified during California Environmental Quality Act review are minimized and consistently and fairly mitigated to the greatest extent feasible.*

Policy AQ 4.6: *Work with the San Joaquin Valley Air Pollution Control District and developers to ensure that funds collected under Rule 9510 – Indirect Source Review mitigation fees are used in Hanford and Kings County whenever possible to maximize local benefits to air quality and the economy.*

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Policy AQ 4.7: *Work with the San Joaquin Valley Air Pollution Control District to ensure implementation of particulate emission controls required by Regulation VIII – Fugitive PM10 for construction and grading activities.*

OBJECTIVE AQ 9: *Reduce emissions of PM_{10}, $PM_{2.5}$ and other particulates from sources with local control potential or under the jurisdiction of the City.*

Policy AQ 9.1: *Coordinate with the San Joaquin Valley Air Pollution Control District to ensure that construction, grading, excavation and demolition activities within City's jurisdiction are regulated and controlled to reduce particulate emissions to the maximum extent feasible.*

Policy AQ 9.2: *Require all access roads, driveways, and parking areas serving new commercial and industrial development are constructed with materials that minimize particulate emissions and are appropriate to the scale and intensity of use.*

CalEEMod

CalEEMod is a statewide 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 from land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions.

(1) CalEEMod Assumptions: Although no specific development project is currently proposed, short-term construction and long-term operational GHG emissions for the Project were estimated using CalEEMod™ (v.2020.4.0) (See Appendix A) with the following assumptions (Table 2-1):

- *Future General Commercial Development on vacant or underutilized parcels within the Project site as identified by the City of Hanford's GIS Data (i.e., "Existing Land Use" of "Vacant" or "Underutilized"), totaling 21.71 acres.*
- *Lot Coverage of 50% Floor Area Ratio (FAR) and single-story development for a total floor area of 472,843.8 square feet on the 21.71 acres.*
- *CalEEMod default factors with the exception of construction factors. Because only vacant and underutilized parcels were included, "demolition" was removed as a construction phase as demolition of existing structures would not be required.*

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Table 4-2 Vacant and Underutilized Parcels within Project site

Parcel	Acreage	Description
014-203-002	0.17	Vacant
014-201-006	0.83	Underutilized
014-221-019	0.10	Vacant
014-221-018	0.02	Vacant
014-221-021	0.19	Vacant
014-221-022	5.45	Vacant
014-221-020	0.79	Vacant
014-221-026	14.16	Vacant
Total	**21.71**	-

4.3.2 Impact Assessment

Would the project:

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)?*

Less than Significant Impact. CalEEMod was used to determine the potential criterion pollutants for future development projects resulting from implementation of the Project (See CalEEMod Assumptions above). Table 4-2 and Table 4-4 below show the potential construction and operational criteria pollutants (tons per year) based on the assumed future development in relation to the GAMAQI thresholds. As shown, the estimated pollutants of the assumed future development are below all significant thresholds established by the SJVAPCD and can therefore be determined to be consistent with the GAMAQI. CalEEMod Output Files are presented in Appendix A.

Table 4-3 Construction Emissions of Criteria Air Pollutants, Unmitigated

Emissions Source (Tons Per Year)	CO	NO_x	ROG	PM_{10}	$PM_{2.5}$
Construction Year 2022	1.5734	1.7353	0.1859	0.4131	0.2055
Construction Year 2023	2.7358	2.3539	0.2771	0.3180	0.1500
Total Construction Emissions	0.4020	0.2967	3.3224	0.0349	0.0177
Maximum Emissions	**2.7358**	**2.3539**	**3.3224**	**0.4131**	**0.2055**
Significant Threshold	100	10	10	15	15
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**

Source: *CalEEMod, Version 2020.4.0, ran on February 1, 2022*

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Table 4-4 Operational Emissions of Criteria Air Pollutants, Unmitigated

Emissions Source (Tons Per Year)	CO	NO_x	ROG	PM_{10}	$PM_{2.5}$
Area	0.0043	0.0000	2.1758	0.0000	0.0000
Energy	0.2516	0.2995	0.0329	0.0228	0.0228
Mobile	13.6146	2.5764	1.5399	3.1543	0.8634
Waste	-	-	-	0.0000	0.0000
Water	-	-	-	0.0000	0.0000
Total Operational Emissions	**13.8705**	**2.8759**	**3.7487**	**3.1771**	**0.8862**
Significant Threshold	100	10	10	15	15
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**

Source: *CalEEMod, Version 2020.4.0, ran on February 1, 2022*

Regarding TACs, anticipated development that would result from Project implementation would not be of the Type A land uses that have the potential to produce toxic emissions. Although no specific development is currently proposed, the Project includes a General Plan Amendment and Pre-Zone/Rezone to change the site's land use designation and zoning to Corridor Mixed Use and MX-C Corridor Mixed Use, respectively. The Corridor Mixed Use land use designation and MX-C Corridor Mixed Use zone district do not permit combustion related power plants, asphalt batch plants, quarry operations, or other uses that would generate toxic emissions. Thus, future development resulting from the implementation of the Project that propose uses consistent with the General Plan and HMC would not result in production of significant TACs.

Lastly, future development projects resulting from Project implementation would be reviewed by the SJVAPCD for compliance with applicable rules and regulations including but not limited to *Rule 9510* (Indirect Source Review), *Regulation VIII* (Fugitive PM_{10} Prohibitions), *Rule 2010* (Permits Required), *Rule 2201* (New and Modified Stationary Source Review), *Rule 4402* (Nuisance), *Rule 4601* (Architectural Coatings), and *Rule 4641* (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Thus, any impacts related to construction activities of future development projects would be regulated through SJVAPCD regulations and requirements.

Overall, the anticipated development of the Project site would not have potential emissions of regulated criterion pollutants that exceed the SJVAPCD adopted thresholds. In addition, future development projects may be subject to to meet additional rules and regulations administered by the SJVAPCD to minimize and mitigate on-site emissions. Consequently, the Project would result in a less than significant impact.

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?

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Less than Significant Impact. As discussed above (See Environmental Setting), the SJVAB is in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects. Although the construction and operations of the buildout of the Project would not exceed the thresholds of significant for criteria pollutants as set by the GAMAQI (See Table 4-3 and Table 4-4), there are PM_{10}, and $PM_{2.5}$ emissions associated with future development projects which would thereby contribute to cumulative increases. However, the construction and operational emissions analysis shows that future development projects are well below the substantial thresholds of the GAMAQI and thus the Project is compliant with the applicable Air Quality Attainment Plan. Therefore, the Project would not result in significant cumulative health impacts because the emissions are not at a level that would be considered cumulatively significant. As such, the Project would have a less than significant impact.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The nearest receptors are single-family residences located immediately north and east of the site. As stated under criterion a) above, emissions during construction or operation would not reach the significance thresholds and would not be anticipated to result in concentrations that reach or surpass ambient air quality requirements. Further, anticipated development that would result from Project implementation would not be uses that would generate toxic emissions (i.e., Type A uses identified by the CAPCOA TAC guidelines). Therefore, the Project would have a less than significant impact on any known sensitive receptor.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants, and rendering plants. Future development of the Project site would not consist of such land uses since they are not permitted within the proposed land use designation or zone district by the General Plan and HMC. Although some odors would be emitted during construction of the site (i.e., through diesel fuel and exhaust from equipment), these odors would be temporary and last only during construction activities. For these reasons, the odor impacts associated with the Project would be less than significant.

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4.3.3 Mitigation Measures

None required.

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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		
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
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

The Project site is located within the City of Hanford's SOI and is planned for urbanized uses. The site is mostly vacant with some existing structures that are primarily residential and commercial. The vacant portion of the Project site is relatively flat and is highly disturbed as a result of periodic grading and discing. The existing biotic site conditions and resources of the vacant portion can be defined primarily as herbaceous vegetation with minimal trees and shrubs existing on site.

U.S. Fish and Wildlife – Special-Status Species Database

The U.S. Fish and Wildlife Service (USFWS) operates an "Information for Planning and Consultation" (IPaC) database, which is a project planning tool for the environmental review process that provides general information on the location of special-status species that are "known" or "expected" to occur (note: the iPaC database does not provide occurrences; refer to the California Department of Fish and Wildlife – Natural Diversity Database below).[4] Specifically, the iPaC database identifies 12 endangered species known or expected to occur in the city of Hanford including the: Fresno kangaroo rat, San Joaquin kit fox, Tipton kangaroo rat, blunt-nosed leopard lizard, giant garter snake, California red-legged frog, California tiger salamander, Delta smelt, monarch butterfly, conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp.

No Critical Habitats are identified in the city.[5] The closest federally designated Critical Habitat is located approximately 8.2 miles northeast of the Project site for California tiger salamander

[4] U.S. Fish and Wildlife Service. Information and Planning Consultation Online System. Accessed on December 28, 2021, https://ecos.fws.gov/ipac/

[5] NOAA Fisheries. Critical Habitat. Accessed on March 18, 2022, https://www.fisheries.noaa.gov/national/endangered-species-conservation/critical-habitat#key-regulations

Once a species is listed under the federal Endangered Species Act, NOAA Fisheries is required to determine whether there are areas that meet the definition of Critical Habitat. Per NOAA Fisheries, Critical Habitat is defined as: "Specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species and that may require special management considerations

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(Ambystoma californiense) and 11.5 miles southwest of the Project site for Buena Vista Lake ornate shrew (Sorex ornatus relictus), which are outside the Project's five (5)-miles radius.

California Department of Fish and Wildlife – Natural Diversity Database

The California Department of Fish and Wildlife (CDFW) operates the California Natural Diversity Database (CNDDB), which is an inventory of the status and locations of federal- and State-listed special-status plants and animals in California in addition to the reported occurrences of such species.[6] According to the CDFW CNDDB, there are 13 special-status species occurrences that have been observed and reported to the CDFW in or near the city of Hanford (i.e., the Hanford Quad as designated by the United States Geological Survey (USGS): hoary bat, San Joaquin kit fox, and California alkali grass. Of the species, the San Joaquin kit fox is the only species that is a federally and state-listed special-status species.[7] Figure 4-1 shows the CNDDB-identified occurrences of the special-status animal and plant species within the Hanford Quad.

The CNDDB also provides CNDDB-known occurrences within a set geographic radius. Error! Reference source not found. lists all species CNDDB-known occurrences within the five (5)-mile radius of the Project site, organized by distance to the site. As shown, the nearest occurrences were 0.9 miles east (1971) and 1.6 miles northwest (2006). The CNNDB ranks occurrences by the condition of habitat and ability of the species to persist over time. As shown, the occurrences within the five (5)-mile radius of the Project site are primarily ranked as good or fair, and of those, the most recent occurrences of the kit fox and hawk were 2006 and 2016, respectively.

Table 4-5 Special-Status Species Occurrences within 5-mile radius of Project site

Species	Date	Rank	Distance to site
Hoary Bat	1991/4/22	Unknown	0.4 miles west
San Joaquin kit fox	1971/x/x	Unknown	0.4 miles southeast
California alkali grass	1942/4/11	Unknown	1.6 miles east
San Joaquin kit fox	2006/6/12	Unknown	2.0 miles northwest
San Joaquin kit fox	2000/8/15	Fair*	2.9 miles southwest
Swainson's hawk	2016/6/8	Good**	1.8 miles east
Swainson's hawk	2012/8/8	Good**	3.0 miles northeast
Alkali-sink goldfields	1958/3/15	Unknown	3.6 miles east

or protection; and Specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation." The process of Critical Habitat designation is complex and involves the consideration of scientific data, public and peer review, economic, national security, and other relevant impacts.

[6] California Department of Fish and Wildlife. California Natural Diversity Database. Accessed on February 14, 2022, https://wildlife.ca.gov/Data/CNDDB

[7] California Department of Fish and Wildlife. Biogeographic Information and Observation System. Accessed on December 28, 2021, https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick

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Swainson's hawk	2016/6/6	Good**	3.8 miles southeast
Swainson's hawk	2009/6/29	Good**	3.9 miles southeast
Alkali-sink goldfields	1965/4/11	Unknown	4.2 miles northeast
San Joaquin kit fox	1975/7/x	Unknown	5.0 miles northeast
Swainson's hawk	2000/7/10	Poor***	5.0 miles southeast

** Fair (C) - Population small and/or potentially not very viable OR habitat in disturbed, fragmented or otherwise suboptimal condition. Disturbances are more severe and can include nearby development, heavy recreational use, ORV use and damage, heavy weed infestation, and more. Population not expected to persist in the long term but may persist for 10 years.*

*** Good (B) - Population in very good condition and fairly large for this taxon AND habitat in reasonably good condition. Some disturbances may exist including dirt roads, weed encroachment, nearby incompatible land uses, logging nearby, grazing, etc., but none so severe as to seriously impair species' ability to persist over at least the next 25 years.*

**** Poor (D) - Population very small and/or non-viable. Habitat may be in good condition, but usually it is not and shows multiple disturbances and features of degradation. Population not expected to persist over 5 years.*

Table 4-6 details the essential habitats of these species and assesses their potential of existing on the Project site. As assessed, the Project site does not provide essential habitat for such species.

U.S. Fish & Wildlife Service – National Wetlands Inventory

The USFWS provides a National Wetlands Inventory (NWI) with detailed information on the abundance, characteristics, and distribution of U.S. wetlands. 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 (0.5-mile radius) of the Project area.[8] The NWI does identify one (1) man-made R5UBFx riverine habitat within the Project site which has been further recognized as People's Ditch (See Section 4.5). The R5UBFx indicates Riverine System (R) with an unknown perennial sub-system (5), of an unconsolidated bottom (UB), that is semi permanently flooded (F), and has been excavated by humans (x) (i.e., an irrigation canal). The Project site is not within a riparian area.

[8] U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed January 25, 2022, https://www.fws.gov/wetlands/data/Mapper.html

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I

California Natural Diversity Database BIOS

Symbology

- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- 5-mile radius from the Project site

Note: Data Accuracy
Accuracy represents spatial uncertainty in a relative way on a scale of one to ten (from most accurate to least accurate).

- Specific - Specific bounded area. (Level 1)
- Non-specific - Non-specific bounded area. (Level 3)
- 80 m - Specific bounded area with an 80-meter radius. (Level 1)

N

0 1 2 5 miles

January 25, 2022

Lassen Drive Corridor Mixed Use
Biological Resources Assessment

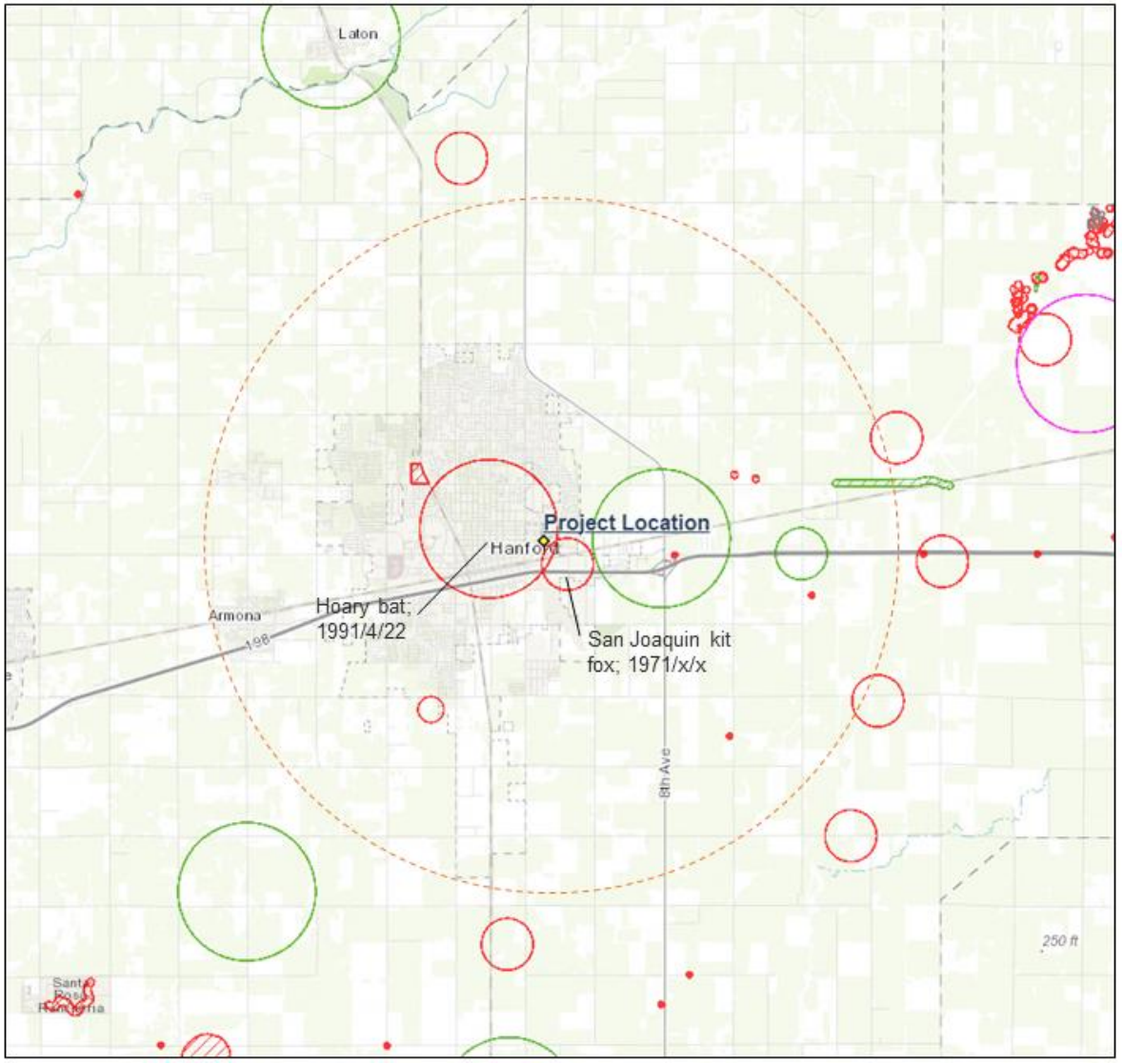


Figure 4-1 CNDDB Species Occurrences

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Table 4-6 Essential Habitats and Potential Existence of Special-Status Species on Site

Special-Status Species	General Habitat	Habitats	Assessment
San Joaquin kit fox	Annual grasslands or grassy open stages with scattered shrubby vegetation.	• Chenopod scrub • Valley & foothill grassland	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands or grassy open stages. As such, the site does not provide suitable habitat.
Swainson's hawk	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	• Great Basin grassland • Riparian forest • Riparian woodland • Valley & foothill grassland	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, trees, or riparian areas. In addition, the site does not contain agricultural or ranch lands. As such, the site does not provide suitable habitat.
Hoary bat	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding.	• Broadleaved upland forest • Cismontane woodland • Lower montane coniferous forest • North coast coniferous forest	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any forests or trees. As such, the site does not provide suitable habitat.
California alkali grass	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools.	• Chenopod scrub • Meadow & seep • Valley & foothill grassland • Vernal pool	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, wetlands, or riparian areas. As such, the site does not provide suitable habitat.
Alkali-sink goldfields	Vernal pools.	• Vernal pool	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any wetlands or riparian

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			areas. As such, the site does not provide suitable habitat.

Environmental Protection Agency – WATERS GeoViewer

The U.S. Environmental Protection Agency (EPA) WATERS GeoViewer provides a GeoPlatform based web mapping application of water features by location. According to the Waters GeoViewer, there are some surface water features (i.e., waterbodies, pipelines, canals, streams, coastlines, catchments, hydrologic units) that run through the Project site (see Figure 4-2) including canals, catchments, and hydrologic units.[9] Given that these same features are shown to run through adjacent developed property and are not visible on the site, they are either no longer existing or are piped underground.

Hanford General Plan

The General Plan identified special-status species potentially within the city to be 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:

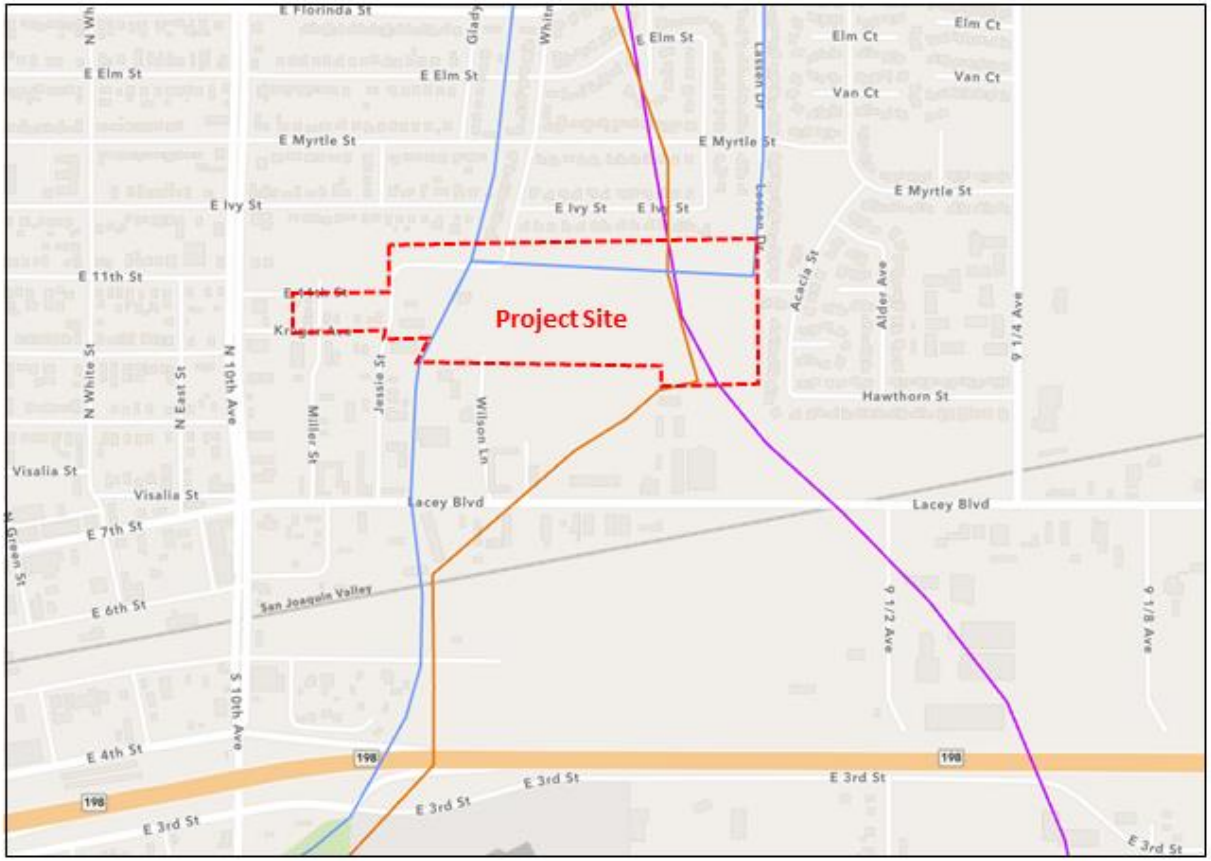
Goal O4 *Protection of natural habitat and other biological resources.*

> ***Policy O35 Impacts from Development.*** *Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.*
>
> ***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.*

[9] Environmental Protection Agency. WATERS GeoViewer. Accessed on January 25, 2022, https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=ada349b90c26496ea52aab66a092593b

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Environmental Protection Agency - WATERS GeoViewer



Streams
Canals
Waterbodies
Catchments
Hydrologic Units

N

January 25, 2022

Lassen Drive Corridor Mixed Use
Biological Resources Assessment

Figure 4-2 Surface Water Features

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4.4.2 Impact Assessment

Would the project:

a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Less than Significant Impact with Mitigation Incorporated. The Project site is in an urbanized area that is planned for urbanized uses consistent with the surrounding land use and zoning designations. The Project site is mostly vacant with some existing structures that are primarily residential and commercial. The vacant portion of the Project site is relatively flat and is highly disturbed as a result of periodic grading and discing, and the site vegetation can be primarily classified as herbaceous vegetation with minimal shrubs and trees. There are no water features present or above ground water features visible on the site. Further, as shown in Error! Reference source not found. there are no recorded occurrences of special-status or critical habitats on the Project site. Based on this analysis, the site conditions provide low suitability for habitat for any candidate, sensitive, or special status species that may occur within the Project area (Table 4-6). However, to assure construction activities do not result in significant impacts to any potential species discovered on-site or within the Project Area, the Project shall incorporate *MM BIO-1, MM BIO-2,* and *MM BIO-3:*

MM BIO-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*

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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.*

MM BIO-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 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.*

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- *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-3: *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 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, 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.

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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 Hanford 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 riparian species, such as the Western pond turtle. Further, the site consists of scant vegetation. For these reasons, it can be determined that the Project site does not provide any riparian or sensitive natural community 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. As a result, 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?*

No Impact. 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 could support wildlife species in nesting, foraging, or escaping from predators. This is based on the existing conditions of the site including the site's heavy alteration and lack of cover, vegetation, or visible water features. Due to these conditions, it can be determined that the Project would not interfere with wildlife movement and no impact would occur as a result of the Project.

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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 native oak 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 Project shall implement and incorporate, as applicable, the Biological Resources related mitigation measures *BIO-1, BIO-2,* and *BIO-3* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.

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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. Some of these types of cultural resources are readily apparent on the ground surface, some may be buried and therefore unknown until discovered through ground disturbances. The Project site is not in the vicinity of these buildings.

The Project site is located within the City of Hanford's SOI and is planned for urbanized uses. The site is mostly vacant with some existing structures that are primarily residential and commercial. None of these structures are identified as historic or cultural resources by the City, state, or federal governments nor is the site considered an area of archeological potential significance. The vacant portion of the Project site is undeveloped, relatively flat, and is highly disturbed as a result of periodic grading and discing.

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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.*
>
> ***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.*

Early Consultation

A consultation list of tribes with traditional lands or cultural places located within Kings County was requested and received from the California Native American Heritage Commission (NAHC) on October 25, 2021. Early consultation was conducted with the listed tribes on October 19, 2021 (pursuant to CEQA Guidelines Section 15082). The listed tribes were:

- Kings River Choinumni Farm Tribe,
- Santa Rosa Rancheria Tachi Yokut Tribe,
- Table Mountain Rancheria,
- Tule River Indian Tribe, and
- Wuksache Indian Tribe/Eshom Valley Band.

In response to the early consultation, the City received a comment letter dated October 19, 2021from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have a Native American monitor on site for development of the Project.

AB 52 and SB 18 Tribal Consultation

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021, utilizing the

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consultation list of tribes received from the NAHC. The same five (5) tribes listed above were included in the formal consultation. Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest. A second response was received from the Santa Rosa Rancheria Tachi-Yokut Tribe, requesting that a Native American monitor be present on-site during project construction.

California Historical Resource Information System Record Search

The Southern San Joaquin Information Center (SSJIC) was requested by the City of Hanford to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding "Project Area" area (0.5-mile radius from perimeter of project site) on January 18, 2022. Full results are provided in Appendix B.

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the nearest Regional Archaeological Information Center, in this case the SSJIC housed at California State University, Bakersfield. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports are reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

(1) There have been eight (8) studies previously conducted within the 0.5-mile radius.

(2) There is one (1) recorded cultural resource within the Project site, P-16-00246, and there are eight (8) recorded resources within the 0.5-mile radius, consisting of historic era buildings, an historic era railroad, an historic era canal, and an historic era trash scatter. Resource P-16-00246, People's Ditch, has been determined eligible for listing in the National Register of Historic Places and is also listed in the California Register of Historical Resources. Resources P-16-000289, Taoist Temple, and 9-16-000290, Hanford Carnegie Library, which are located within the 0.5-mile radius, are listed in the National Register of Historic Places and the California Register of Historical Resources.

Further, the SJJIC provided the following comments and recommendations:

(1) Because a cultural resources study has not been completed on the majority of this project site, it is unknown if any cultural resources are present. Therefore, if the project will result in any ground disturbance activities, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If no ground

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disturbance will occur as a result of this project, then no further cultural resource investigation is recommended at this time.

(2) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

4.5.2 Impact Assessment

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. Based on the CHRIS Record Search, there is one (1) known historical resource, People's Ditch, on the Project site. While there is no evidence that other historical resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. Hanford General Plan *Policy O49* partially mitigates for cultural resources that are encountered unexpectedly during construction. To further assure construction activities do not result in significant impacts to any potential cultural resources discovered below ground surface, the Project shall incorporate *MM CR-1*. Thus, if such resources were discovered, implementation of the required mitigation measure would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation incorporated.

MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:

a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources.

b. Pre-Construction Briefing. The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found.

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c. Stop Work Near any Discovered Cultural Resources. The project proponent shall retain a professional archaeologist on an "on-call" basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and City of Hanford shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA.

d. Mitigation for Discovered Cultural Resources. If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the County for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.

e. Native American Monitoring. Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe.

f. Disposition of Cultural Resources. Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.

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. As discussed under criterion a), there is one (1) known historical resource, People's Ditch, on the Project site. While there is no evidence

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that other historical or archeological resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. Hanford General Plan *Policy O49* partially mitigates for archaeological resources that are encountered unexpectedly during construction. To further assure construction activities do not result in significant impacts to any potential resources discovered below ground surface, the Project shall incorporate *MM CR-1* as described above in criterion a). Thus, if such resources were discovered, implementation of *MM CR-1* would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation 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 non-visible buried human remains 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, CCR Section 15064.5(e), PRC Section 5097.98, and California Health and Safety Code Section 7050.5 will mitigate for the impacts. To further assure construction activities do not result in significant impacts to any potential resources or human remains discovered below ground surface, the Project shall incorporate *MM CR-2* as described below. Therefore, if any human remains were discovered, implementation of this mitigation and referenced regulations would reduce the Project's impact to less than significant.

> *MM CR-2: Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:*
>
> *a. Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project*

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will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

b. Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.

4.5.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures *CR-1* and *CR-2* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.

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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

Pursuant to PRC Section 21100(b)(3)), Appendix F – Energy Conservation of the CEQA Guidelines provides guidance on the consideration of energy implications in project decisions, including a suggested discussion of the potential energy impacts with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy resources. 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 affected energy resources.

Building Energy Efficiency Standards & Green Building Standards Code

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 to 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

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lighting.[10] The California Green Building Standards Code (CALGreen), Part 11, Title 24, California Code of Regulations, was developed in 2007 to meet the state goals for reducing greenhouse gas emissions pursuant to AB32 (year). CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.[11] 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.[12]

Hanford General Plan

Energy resources and conservation are discussed in the Mineral and Energy Resources Element of the Hanford General Plan and include policies related to energy resources and conservation applicable to new development in order to reduce community-wide energy consumption in Hanford. The following would be potentially applicable to future discretionary and building permits [subject to environmental review pursuant to CEQA within the Project area:

> ***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.*

[10] California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed on December 28, 2021, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency

[11] California Department of General Services. (2020). 2019 California Green Building Standards Code. Accessed on December 28, 2021, https://codes.iccsafe.org/content/CGBC2019P3

[12] State of California. (2008). Energy Action Plan 2008 Update. Accessed on December 28, 2021, https://docs.cpuc.ca.gov/word_pdf/REPORT/28715.pdf

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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.*

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

Would the project:

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. Although no specific development project is currently proposed, future development that results from Project implementation would consume energy resources during construction and operations, further analyzed below.

Construction

Construction would be short-term and temporary. There are no unusual characteristics or construction processes for the types of uses permitted in the Corridor Mixed Use land use designation or zone district that would require the use of equipment that would be more energy intensive than is used for comparable activities. Construction activities would include typical site preparation, grading, paving, architectural coating, and trenching – all of which would 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.

Operations

Operations of future uses would generally involve heating, cooling, equipment, and vehicle trips. Energy consumption related to operations would be associated with natural gas, electricity, and

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fuel. Future energy and natural gas consumption of new development, on vacant and underutilize parcels (See Section 4.3) were estimated using CalEEMod (Appendix A) and vehicle trips were estimated through a Vehicle Miles Traveled (VMT) analysis (Section 4.17). Results from CalEEMod (see Section 4.3) and the VMT analysis (see Section 4.17) do not rise to a level of significance. Further, applicable state and local regulations and programs identified above would be implemented at the building permit stage to reduce energy waste from operation. Therefore, future development projects would not consume energy in a manner that is wasteful, inefficient, or unnecessary nor would the project conflict with any state or local plan for energy efficiency. Thus, the project would have a less than significant impact.

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 because 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 future development projects 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 mandated 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 because 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
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				X

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	property?				
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. [13] 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 city of Hanford and the peak ground acceleration is low.[14]

[13] California Department of Conservation. (2010). 2010 Fault Activity Map of California. Accessed on January 26, 2022, https://www.conservation.ca.gov/cgs/Pages/Program-RGMP/2010_faultmap.aspx

[14] Kings County Office of Emergency Management. (2012). Kings County Multi-Jurisdictional Local Hazard Mitigation Plan. Accessed on January 26, 2022, https://www.countyofkings.com/home/showpublisheddocument/23875/637298992208470000

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Subsurface Soils

A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the Project site is categorized as *130 – Kimberlina fine sandy loam, saline alkali* (0 to 2 percent slope, well drained, medium runoff, no flooding or ponding) and *167 – Urban land*.[15] Generally, the vacant portion of the site contains the *Kimberlina* soil type and the developed portions of the Project site with existing structures contain the *Urban land* soil type, which is defined as "areas with a specific percentage of impervious cover, such as pavement, driveways, and buildings."

Expansive Soils

Expansive soils contain types of clay minerals that occupy more volume when wet than when they are dry. Volume changes of expansive soils can cause uplift or upheave of the ground when they become wet or can cause settlement when they dry out. According to the California Building Code, expansive soils have an expansion index greater than 20 as determined by expansion index tests. The Project site does not contain expansive soils.

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.[16]

[15] United States Department of Agriculture Natural Resources Conservation Service. Web Soil Survey. Accessed on January 26, 2022, 2021, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[16] County of Kings. (2010). 2035 Kings County General Plan. Accessed on January 26, 2022, https://www.countyofkings.com/home/showpublisheddocument/3106/635274892972100000

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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.

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 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. 06031C0185C dated June 16, 2009.[17] 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.

California Building Standards Code

[17] FEMA. Flood Map Service Center. Accessed on January 26, 2022, https://msc.fema.gov/portal/home

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The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the International Building Code with necessary California amendments. The International Building Code is a widely adopted model building code in the United States published by the International Code Council. About one-third of the text within the California Building Standards Code has been tailored for California earthquake conditions.

Construction within the City of Hanford is governed by the seismic safety standards of Chapter 16, of the Building Code. These standards are applicable to all new buildings and are required to provide the necessary safety from earthquake-related effects emanating from any fault activity surrounding lands within the floor of the Central Valley.

4.7.2 Impact Assessment

Would the project:

c. 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.*

No Impact. As documented above 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 site 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 near any fault lines. Although no specific project is currently proposed, future development of the Project site 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 site'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 because of the Project.

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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. Although no specific project is currently proposed, 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 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 because of the Project.

d. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Although no specific project is currently proposed, future development resulting from Project implementation 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 General Plan *Policy O12*, 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).

> ***Policy O12 Soil Erosion.*** *Require new development to implement measures to minimize soil erosion related to construction.*

Further, 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.

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Implementation of the SWPPP for sites larger than one (1) acre, in addition to compliance with General Plan *Policy O12* minimize the potential for future development resulting from 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.

e. 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, future development resulting from the Project would occur on stable sites and would not cause landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, no impact would occur as a result of the Project.

f. 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 is relatively flat with stable soils classified as *Kimberlina fine sandy loam* and *Urban land*. Thus, the site does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994) and no impact would occur.

g. 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. Although the Project site is currently outside of city limits, it is located with the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be required to connect to water and sewer. Thus, future projects that would result from Project implementation would not involve the installation of septic tanks or alternative wastewater disposal systems. Thus, no impact would occur because of the Project.

h. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. As discussed in Section 4.5, there is one (1) known historical resource, People's Ditch, on the Project site. While there is no evidence that other historical, paleontological, or unique geologic resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. As such, future development projects that result from Project implementation shall incorporate *MM CR-1, MM CR-2,* and *MM CR-3* to mitigate impacts to existing and to potential subsurface cultural resources. As a result, the

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Project will have a less than significant impact with mitigation measures incorporated. Thus, if such resources were discovered, incorporation of the mitigation measures 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

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (Intergovernmental Panel on Climate Change [IPCC], 2013).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

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The emissions from a single project will not cause global climate change, however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the combined effects from both the proposed project and other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's incremental effects are cumulatively considerable" and thus significant in and of themselves.

The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

4.8.2 Thresholds of Significance

In assessing the significance of impacts from GHG emissions, Section 15064.4(b) of the CEQA Guidelines states that a lead agency may consider the following:

- *The extent to which the project may increase or reduce GHG emissions as compared to the environmental setting;*
- *Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
- *The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.*

The California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, guidance from the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD Climate Change Action Plan, and KCAG Regional Climate Action Plan is discussed below as thresholds of significance.

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2017 Climate Change Scoping Plan

The CARB 2017 Scoping Plan is the adopted statewide plan for reduction or mitigation of GHGs to implement State Bill (SB) 32. SB 32 was issued in 2016 to lay emission reduction goals beyond AB 32's goal by 2020. It sets a statewide goal to reduce emissions 40% below 1990 levels by 2030. Consequently, the Scoping Plan involves several measures to reduce pollution and GHG emissions, indicating a decrease of GHG emissions to 389 million metric tons (MMT) of $CO2_e$ by 2030.

2009 San Joaquin Valley Air Pollution Control District Guidance

As part of the SJVAPCD *Climate Change Action Plan* (CCAP), SJVAPCD adopted its *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects* under CEQA and the policy *District Policy - Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency* in 2009. [18,19] Through this guidance document, SJVAPCD recognized that project-specific emissions are cumulative and could be considered cumulatively considerable without mitigation. SJVAPCD suggested that the requirement to reduce GHG emissions for all projects is the best method to address this cumulative impact. In addition, this guidance provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance. As shown in Figure 4-3, these criteria are used to evaluate whether a project would result in a significant climate change impact. Projects that meet one of these criteria would have less than significant impact on the global climate.

1. *Exempt from CEQA;*
2. *Complies with an approved GHG emission reduction plan or GHG mitigation program;*
3. *Achieves 29 percent GHG reductions by using approved Best Performance Standards; or*
4. *Achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."*

[18] San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Accessed January 26, 2022, http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf.

[19] San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act. Accessed January 26, 2022, http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf

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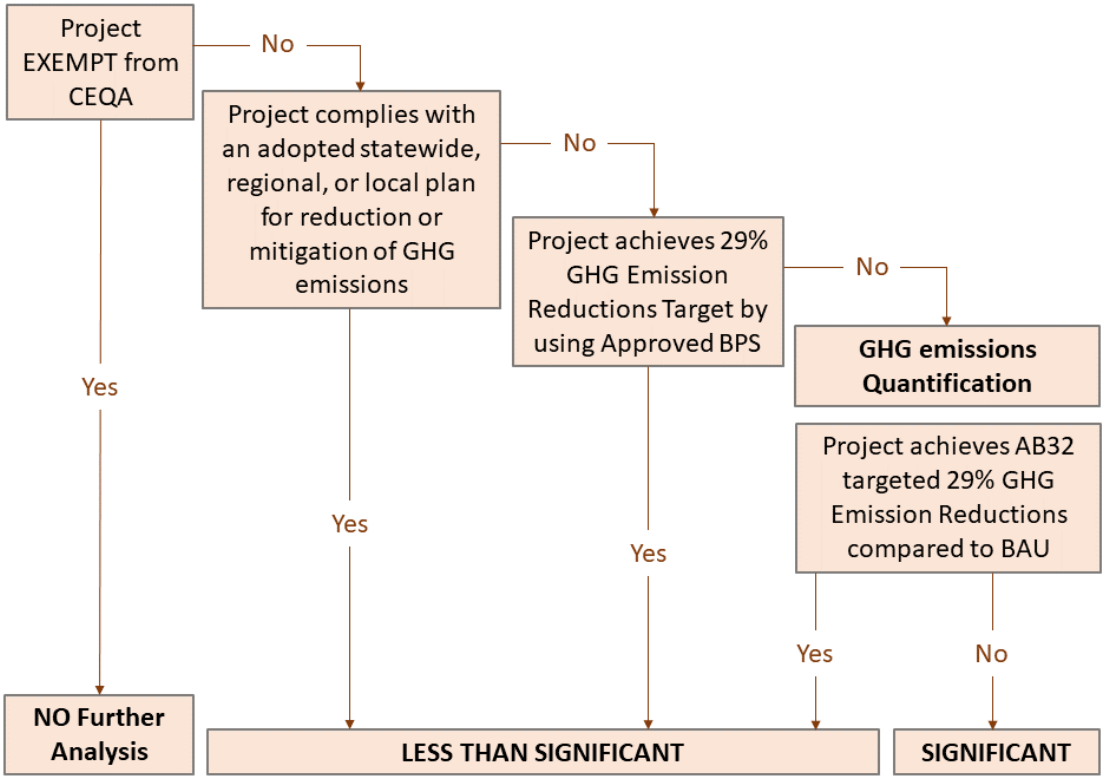


Figure 4-3 SJVAPCD's GHG Thresholds of Significance

Source: SJVAPCD Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA – Land Use Development Projects 2009

Further, the SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the Project, the GHG emissions are quantified below. Although no specific project is currently proposed, short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEMod™ (v.2020.4.0). (See Appendix A). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

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2014 KCAG Regional Climate Action Plan

At the local level, the Kings County Association of Governments prepared a Regional Climate Action Plan (CAP)[20] on behalf of the City of Avenal and the City of Hanford that outlines GHG emissions reduction targets and implementation. The CAP is the adopted plan for participating local government agencies, namely the City of Avenal and the City of Hanford, that identifies reduction or mitigation of GHGs to implement California's effort to reduce statewide emissions under AB 32. The CAP established a reduction goal to achieve emissions levels 15 percent below 2005 levels by 2020, consistent with AB 32.

The plan identified transportation and mobile sources to account for the major source of region wide GHG emissions in 2005, as shown in Table 4-6. The CAP introduced a diversity of policies, including measures for energy efficiency, transportation and land use, solid waste and recycling, trees and vegetation, and community education and outreach, to achieve the reduction goals. These reduction measures are targeted for compliance of the community or local agencies.

Table 4-7 County-wide GHG Emissions by Source (2005)

Source	Sub-Source	GHG Emissions (MT CO_2e)	Percent of Total
Electricity Consumption	Electricity Consumption	358,694	31.5%
Fuel Combustion	Residential	86,529	7.6%
	Commercial	65,887	5.8%
	Industrial	131,120	11.5%
Transportation	On-road Vehicles	470,435	41.3%
	Off-road Vehicles	6,635	0.6%
	Marine vessels/water craft	273	0.0%
Waste Management	Landfills	11,394	1.0%
	Wastewater Management	8,168	0.7%
	Total	**1,139,135**	**100.0%**

Source: KCAG Regional Climate Action Plan, 2014

The CAP also streamlines the CEQA environmental review process in accordance with Sections 15152 and 15183.5 of the CEQA Guidelines. Per CAP, to tier and streamline the analysis of GHG emissions for projects under CEQA, *"the jurisdiction must demonstrate effective implementation of applicable GHG reduction measures to achieve the jurisdiction's 4.03 MT CO2e/SP target,*

[20] Kings County Association of Governments. (2014). Final Regional Climate Action Plan. Accessed on January 26, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Planning/Plans/RegionalCAP-GHGAppendices.pdf

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consistent with AB 32, as well as adherence to all requirements pursuant to Section 15183.5 of the CEQA Guidelines."

While this is the most recent climate action plan of adopted by the City of Hanford, the reduction goals of AB 32 are set for the year 2020 and are no longer relevant.

2018 KCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

The 2018 KCAG RTP/SCS projects that the Kings County region would achieve the prescribed emissions targets set by CARB: a five (5) percent decrease in 2020 and a ten (10) percent decrease in 2035 from a base year of 2005 for the KCAG region. The ARB adopted new targets on March 22, 2018 will take effect in the 2022 RTP/SCS cycle. The new targets will be a five (5) percent decrease for 2020 and a 13 percent decrease for 2035. The KCAG SCS includes public transit projects (KART service, Amtrack, Vanpools), mobility enhancements (road improvements, roundabout, traffic signals), electric vehicle infrastructure, etc.

2035 Hanford General Plan

While the City of Hanford General Plan does not meet criteria of the CEQA Guidelines 15064.4(b)(3) for an appropriate GHG emissions reduction plan or program, the General Plan does have goals and policies relevant to climate change and minimizing GHG emissions and other pollutants, with an overall aim to reduce air quality impacts on the environment. These goals and policies are outlined in the Air Quality Element, as listed below.

> ***Policy AQ 3.1:*** *Through project review, evaluation, and conditions of approval, minimize air quality and potential greenhouse gas impacts when planning the location and design of land uses and transportation systems needed to accommodate expected City population growth. Integrate decisions on land use and development locations with the San Joaquin Valley Blueprint.*
>
> ***Policy AQ 3.5:*** *Minimize air quality and climate change impacts through project review, evaluation, and conditions of approval when planning the location and design of land use projects and transportation system projects needed to accommodate expected City population growth.*
>
> ***Policy AQ 4.2:*** *Assess and mitigate project greenhouse gas/climate change impacts using analysis methods and significance thresholds as defined or recommended by the San Joaquin Valley Air Pollution Control District.*
>
> ***Program AQ 4.2:*** *The City will provide project applicants with the San Joaquin Valley Air Pollution Control District's Best Performance Standards list for greenhouse gas*

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reductions when available, and will work with applicants to incorporate design features that reduce emissions.

Policy AQ 4.3: *Ensure that air quality and climate change impacts identified during California Environmental Quality Act review are minimized and consistently and fairly mitigated to the greatest extent feasible.*

OBJECTIVE AQ 10: *Identify and achieve greenhouse gas emission reduction targets consistent with the City's proportionate fair share as may be allocated by the California Air Resources Board and Kings County Association of Governments.*

Policy AQ 10.1: *As recommended in the San Joaquin Valley Air Pollution Control* District's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA *(December 2009), the City establishes an initial goal of reducing greenhouse gas emissions from development projects within its authority by 29 percent below year 2020 business as usual emissions. The City will also work with Kings County Association of Governments to ensure that it achieves its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval of Kings County Association of Governments.*

Program AQ 10.1: *The City will require development projects subject to the California Environmental Quality Act and not otherwise exempt to provide a quantitative assessment of greenhouse gas emissions. The San Joaquin Valley Air Pollution Control District has proposed Best Performance Standards that when included in a project would demonstrate that it would meet emission reduction targets without requiring quantification. Project specific Best Performance Standards have not been completed; therefore, as an interim measure, projects requiring an Environmental Impact Report should include quantification of the benefits of adopted regulations, design features and mitigation measures that demonstrate that the project would achieve a 29 percent reduction from business as usual in 2020. Projects requiring a negative declaration should include a qualitative assessment of greenhouse gases and describe the project features that reduce greenhouse gases.*

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4.8.3 Impact Assessment

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. As stated in the Thresholds of Significance above, SJVAPCD recommends a tiered approach to assess the significance of the GHG impacts on the environment (see Figure 4-3). Consequently, compliance with an adopted statewide, regional, or local plan for GHG emission reduction or mitigation would the project be determined to have a less than significant individual and cumulative impact for GHG emissions. As discussed in more detail under criterion b), the Project would be generally consistent with the applicable goals and policies related to GHG reduction measures, including CARB's 2017 Scoping Plan, SJVAPCD Climate Change Plan and guidelines, and the City of Hanford General Plan goals and policies that aim to reduce air emissions and improve air quality, which reduces GHG emissions as a result. Through compliance with the CAP, Scoping Plan, SJVAPCD guidelines, and General Plan, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of greenhouse gas emissions and therefore the impact would be less than significant. Lastly, Project-related emissions were estimated using CalEEMod in compliance with CEQA Guidelines *Section 15064.4* and Hanford General Plan *Program AQ 10.1*. Estimated emissions are presented and discussed below (Table 4-8). Project assumptions are provided in Section 4.3.

Construction Emissions

The SJVAPCD does not recommend assessing pollution associated with construction, as pollution-related construction will be temporary. However, other jurisdictions such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. The SMAQMD has established quantitative significance thresholds of 1,100 MT CO_2e per year for the construction phases of land use projects. As such, annual construction emissions below the 1,100 $MTCO_2e$ would have a less than significant cumulative impact on GHGs. As presented below, maximum short-term annual construction emissions of GHG associated with development of the project are estimated to be 633.5833 MTCO2e. This is less than the 1,100 $MTCO_2e$ threshold of the SMAQMD.

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Operational Emissions

Regarding the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. Since the SJVAPCD 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. The South Coast Air Quality Management District (SCAQMD) adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO2e per year for GHG for construction and operational emissions. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. As such, annual operational emissions below the 10,000 MTCO2e would have a less than significant cumulative impact on GHGs. As shown in Table 4-8, the annual operational GHG emissions associated with buildout of the Project would be 4,175.2640 $MTCO_2e$. This is less than the 10,000 $MTCO_2e$ threshold of the SCAQMD.

Table 4-8 Project Greenhouse Gas Emissions (Metric Tons Per Year)

	Total CO_2	CH_4	N_2O	CO_2e
Construction				
Construction, Unmitigated (max)	621.9419	0.0765	0.0327	633.5833
Operational				
Operational, Unmitigated	3,894.2402	8.2553	0.2505	4,175.2640

Source: *CalEEMod, Version 2020.4.0, ran on February 1, 2022*

Further, the Project would not exceed the thresholds of significance for construction or operations as discussed in Section 4.3. Cumulatively, these emissions would not generate a significant contribution to global climate change over the lifetime of the Project. In addition, with the Project's compliance with the KCAG Regional CAP, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of GHG emissions and therefore the impact would be less than significant.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. As discussed above, the Project complies with the KCAG CAP. In addition to this, the compatibility of the Project with the 2017 Scoping Plan and the SJVAPCD's CCAP is evaluated below.

Consistency with the 2017 Climate Change Scoping Plan

Based on the evaluation shown in Table 4-9, the Project is consistent with the reduction measures identified in the 2017 Scoping Plan.

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Table 4-9 Scoping Plan Reduction Measures Consistency Analysis

Reduction Measure	Measure Description	Consistency/Applicability Determination
SB 350 Renewable Portfolio Standard	Statewide requirement to increase the renewable energy mix from 33% in 2020 to 50% in 2030. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Consistent.** Future development resulting from the Project will receive electricity from PG&E, which is subject to the SB 350 Renewable Portfolio Standard. Additionally, future development would be required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11).
Low Carbon Fuel Standard	Requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Not Applicable.** This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project. However, when the measure is initiated, it would be applicable to vehicles that would access the Project site.
Mobile Source Strategy (Cleaner Technology and Fuels [CTF] Scenario)	Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Not Applicable.** This measure does not have requirements that directly apply to development projects. Therefore, the measure is not applicable to the proposed project. However, the Project would not conflict or obstruct this reduction measure.
SB 1383 Short-Lived Climate Pollutant (SLCP) Reduction Strategy	The strategy requires the reduction of methane and hydrofluorocarbon (HFC) emissions by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Not Applicable.** Black carbon is created from the burning of fuels such as coal, diesel, and biomass. Although no specific development project is currently proposed, heavy industrial uses are not allowed in the proposed land use designation or zone district and thus, future uses are not anticipated to emit black carbon from diesel heavy duty truck trips. Therefore, the measure is not applicable to the proposed project.
SB 375 Sustainable Communities Strategies	The strategy requires Regional Transportation Plans (RTPs) to include a sustainable communities' strategy for reduction of per capita vehicle miles traveled.	**Not Applicable.** This measure is implemented at the regional level. KCAG RTP/SCS include policies to reduce VMT per capita per SB 375. The Project would not conflict or obstruct reduction measures identified in the plan.
Post-2020 Cap-and-Trade Program	This Program is to continue the existing Cap-and-Trade Program. The Program applies to large industrial sources such as power	**Not Applicable.** Although no specific development project is currently proposed, heavy industrial uses are not allowed in the proposed land use designation or zone district. Therefore, the

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	plants, refineries, and cement manufacturers.	measure is not applicable to the proposed project.

Consistency with the SJVAPCD Climate Change Action Plan

Maximum annual construction emissions of GHG associated with development of the Project are estimated to be 633.5833 $MTCO_2e$ and annual operational GHG emissions associated with buildout of the Project would be 4,175.2640 $MTCO_2e$, which are under the threshold of 25,000 tons of CO_2e per year. Therefore, the Project would have a less than significant impact.

Consistency with the 2035 Hanford General Plan

In reviewing the General Plan goals and policies on GHG reduction, most policies are to be implemented by the City and does not apply to individual development projects. This environmental study provides quantitative and qualitative analysis of GHG emissions as regulated in *Program AQ 10.1* and includes *Policy AQ 4.2* and *Policy AQ 4.3*, and will be subject to project review, evaluation, and conditions of approval pursuant of *Policy AQ 3.1* and *Policy AQ 3.5*.

In conclusion, the Project contains features that would reduce GHG emissions in compliance with California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, guidance from the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD Climate Change Action Plan, KCAG Climate Action Plan, and 2035 Hanford Climate Action Plan. As such, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and therefore the impact would be less than significant.

4.8.4 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Greenhouse Gas Emissions related mitigation measures as identified in the Mitigation Monitoring and Reporting Program in Section 5.

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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[21] and the State Water Resources Control Board's GeoTracker database[22] include hazardous release and contamination sites. A search of each database was conducted on January 26, 2022. The searches revealed no hazardous material release sites on the Project site.

Pre-Consultation Received: Pre-Consultation was received from Liliana Stransky with Kings County Department of Public Health on September 13, 2021, stating that the department has no comments for the proposed rezoning or amendments to the general plan at this time.

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.*

[21] California Department of Toxic Substances Control. Envirostor. Accessed January 26, 2022, https://www.envirostor.dtsc.ca.gov/public/

[22] California State Water Resources Control Board. GeoTracker. Accessed January 26, 2022, https://geotracker.waterboards.ca.gov/

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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.*

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

Would the project:

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. Although no specific development is currently proposed, the Project includes a General Plan Amendment and Pre-Zone/Rezone to change the site's land use designation and zoning to Corridor Mixed Use and MX-C Corridor Mixed Use, respectively. The Corridor Mixed Use land use designation and MX-C Corridor Mixed Use zone district do not permit manufacturing, processing, or heavy industrial uses. Rather, the land use designation and zone district permit residential, commercial, or office uses; such uses would not result in operations that routinely transport, use, or dispose of hazardous materials. Potential impacts during construction of future projects 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?*

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Less than Significant Impact. As described under criterion a) above, it is not anticipated that the types of future development projects that would result from Project implementation will involve any operations that would require routine transport, use, or disposal of hazardous materials. Therefore, it is not anticipated that the Project would create a significant hazard to the public or the environment through release of hazardous materials. While potential impacts could 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 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?*

No Impact. There are no schools within one-quarter mile of the Project site. As described under criteria a) and b) above, the future development projects that result from Project implementation are 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, no impact would occur because of the Project.

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?*

Less than Significant Impact. The nearest public use airport is the Hanford Municipal Airport located approximately 0.44 miles southeast of the Project site. The Hanford Municipal Airport is owned and operated by the City of Hanford and has one (1) runway that is 2,200 feet long and 75 feet wide. The applicable airport land use plan for the Hanford Municipal Airport is the Kings

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County Airport Land Use Compatibility Plan (ALUCP) [23] adopted in 1994 and the Hanford Municipal Airport Master Plan adopted January 19, 2010.[24] According to the ALUCP, the Project site is located within the airport influence area of the Hanford Municipal Airport. Because the site is within the airport influence area, future development projects are subject to established airport compatibility policies within the ALUCP and General Plan (including *Policy T76, Policy T77*, and *Policy H39 listed below)* to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area.

> ***Policy T76 New Development near Airport.*** *Review of all new development in proximity to the Hanford Municipal Airport for compliance with Federal Aviation Administration (FAA) requirements and compatibility with Hanford Airport Master Plan standards.*
>
> ***Policy T77 Land Use Compatibility.*** *Evaluate the compatibility of airport uses, activities, and operations with all new development in proximity to the Hanford Municipal Airport prior to approval and protect sensitive uses, such as residences, schools, and hospitals from over-flight areas*
>
> ***Policy H39 Aircraft Noise.*** *Evaluate proposed development proposals against the land use policies of the Kings County Airport land Use Compatibility Plan.*

The Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use. The General Plan Amendment is requested due to incompatibility with ALUCP. According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density (dwelling units/acre) to one (1) unit per 10 acres. Further, residential subdivisions and multi-family residential are identified as non-acceptable uses in this zone. Therefore, the General Plan Amendment request to change the site's land use designation from Medium Density Residential to Corridor Mixed Use which would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North). Although no specific project is currently proposed, future development projects would be reviewed to ensure compliance with the ALUCP policies for Zone B1 as shown in Table 4-10. Through compliance, the Project would not result in

[23] County of Kings. (1994). Kings County Airport Land Use Compatibility Plan. Accessed January 26, 2022, https://www.countyofkings.com/home/showpublisheddocument/3094/635274871108830000

[24] City of Hanford. (2010). Accessed on January 26, 2022, https://www.ci.hanford.ca.us/departments/airport/master_plan.php#revize_document_center_rz901

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a safety hazard for people residing or working in the area and impacts would be less than significant.

Table 4-10 Kings County ALUCP Primary Compatibility Criteria

Zone	B1
Location	Approach/Departure Zone and Adjacent to Runway
Impact Elements	• Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 sf. of runway • Substantial noise
Maximum Densities	• Residential – 0.1 (10 ac-parcel)/ac • Other Uses – 60 people/ac
Required Open Land	30%
Prohibited Uses	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses (e.g. outdoor theaters) • Aboveground bulk storage of hazardous materials • Hazards to flight*
Other Development Conditions	• Locate structures maximum distance from extended runway centerline • Minimum NLR of 25 dBA in residential and office buildings • Dedication of avigation easement
Normally Acceptable Uses	• Uses in Zone A • Agricultural uses except ones attracting birds • Single-family residences on existing lots • Warehousing, truck terminals, low-intensity manufacturing • Single-story offices • Low-intensity retail (e.g., auto, furniture sales)
Uses Not Normally Acceptable	• Residential subdivisions • Multi-family residential • Intensive retail uses • Intensive manufacturing or food processing uses • Multiple story offices • Hotels and motels

** Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. See supporting compatibility policies on air-space protection for details*

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Although no specific development is currently proposed, future projects would be reviewed to ensure that they do not impair infrastructure associated with evacuation, emergency response, and emergency access routes within the City or County. Construction of off-site improvements may require lane closures; however, these activities would be short-term and access through existing roadways would be maintained through standard traffic

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control. Following construction, the roadways would continue to provide access to the site. Furthermore, future development projects 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 as 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.[25] Although no specific development project is currently proposed, future projects 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.

[25] California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed on January 26, 2022, 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	
	iv. *Impede or redirect flood flows?*			X	

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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

Although the Project site is currently outside of city limits, it is located with the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be required to connect to water and stormwater services. A brief overview of the systems and services is provided below.

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.

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.

4.10.2 Impact Assessment

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Although no specific development project is currently proposed, future projects resulting from Project implementation would be reviewed by the City to determine

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adequate capacity in these systems and ensure compliance with applicable connection and discharge requirements.

For future development projects that are greater than one (1) acre in size, developer(s) would be 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. These provisions minimize the potential for the future development projects to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Further, runoff resulting from future development 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).[26] [27] 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 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

[26] City of Hanford (2016). 2015 Urban Water Management Plan. Accessed January 26, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/Water%20Management/2015%20UWMP%20Chapter%201.pdf

[27] City of Hanford (2017). 2017 Water System Master Plan. Accessed January 26, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/2017_Water%20System%20Master%20Plan%20-%20FINAL%20-%20Reduced.pdf

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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. According to the existing system map in the WSMP, there is an existing well (number 45) south of the Project site as well as existing six (6)-inch pipes surrounding the site.

Potable water demands for the Project were estimated using land-use-based unit water demand factors last updated for the City in 2018. The Project site has an existing General Plan land use designation of Medium Density Residential and proposes a change to Corridor Mixed Use. According to the land-use based unit water demand factors for the City of Hanford, the Medium Density Residential land use has an average daily demand of 2,900 gallons per day (gpd) per net acre, compared to 1,390 gpd/net acre for the Corridor Mixed Use land use. .

Table 4-11 summarizes the total water demands to be expected by land use, indicating that the Corridor Mixed Use land use would generate significantly less demand for water than Medium Density Residential.

Table 4-11 Summary of Total Water Demands by Land Use

Land Use	Area (ac)	Water Demand Factor (gpd/ac)	Average Daily Demand (gpd/ac)
Existing			
Medium Density Residential	28	2,900	81,200
Proposed			
Corridor Mixed Use	28	1,390	38,920

Source: *City of Hanford, 2017 Water System Master Plan*

Given the significant reduction in water demand from what is planned, it can be determined that the City's existing and planned water supply will be adequate to support anticipated demands from 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 because 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:*

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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.

Although no specific development project is currently proposed, 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. In addition, the City will review and condition future projects to ensure proper drainage. Consequently, the 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. Future development projects resulting from Project implementation would increase impervious surfaces by installing paving, concrete pads, and sidewalks. Such impervious surfaces have the potential to increase the rate or amount of surface runoff that would be captured and drained within the existing drainage subbasin. Construction of these projects will be reviewed by the City to ensure that runoff would not exceed the capacity of the City's drainage systems. 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. Future development projects resulting from Project implementation will be reviewed by the City. Conditioned drainage, grading, and site improvement plans for future projects will also be subject to review by the City prior to the final development approval. In addition, developer(s) of future projects shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES).

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Therefore, the implementation of these requirements 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 future development projects that result from Project implementation would increase impervious surfaces, the projects would not alter drainage patterns because project-specific grading and drainage plans are required to be reviewed by the City before development approval. Through City review and required compliance, the Project would not impede or redirect flood flows and a less than significant impact would occur.

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 94 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. 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 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.[28] Future development projects are required to comply with the adopted plan (Mid-Kings Groundwater) to meet the 2040 sustainability deadline for the basin. As

[28] Mid-Kings River Groundwater Sustainability Agency (2020). Tulare Lake Subbasin Groundwater Sustainability Plan. Accessed January 26, 2022, http://www.midkingsrivergsa.org/assets/tulare-lake-subbasin-groundwater-sustainability-plan%2c-january-2020.pdf

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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, future development projects are 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.

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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 an county island that will be annexed in the near future, creating an infill site within an area of the city that is predominately characterized by commercial and residential development. The Project site is surrounded by residential uses to the north, east, and south, and commercial and vacant land to the south and west. As such, the surrounding areas are largely characterized by development as well as typical infrastructure, such as roadways, streetlights, parking lot lights, and ambient light sources typical of commercial and residential development.

4.11.2 Impact Assessment

Would the project:

a. Physically divide an established community?

Less than Significant Impact. Typically, physical division of an established community would occur if a project introduced new incompatible uses inconsistent with the planned or existing land uses or created a physical barrier that impeded access within the community. Typical examples of physical barriers include the introduction of new, intersecting roadways, roadway closures, and construction of new major utility infrastructure (e.g., transmission lines, storm channels, etc.).

Surrounding Land Uses

The Project site is an infill site within an area of the city that is predominately characterized by commercial and residential development. The properties to the north and east are zoned and

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planned for Low Density Residential and the properties to the south and west are planned for Corridor Mixed Use. The Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use and a Pre-Zone/Rezone that proposes the site to be zoned MX-C Corridor Mixed Use consistent with the proposed land use designation of Corridor Mixed Use. Implementation of the Project would thereby introduce uses which would be generally consistent with the existing and planned land uses within the Project area.

Circulation System

The Project is located within the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue. The portion of the Project site that is developed with existing structures is generally accessible by East Whitney Drive, Jessie Avenue, and Kruger Avenue. While no specific development project is proposed, implementation of the Project would result in future development of the vacant portion that would require connections to existing roadways such as Whitney Drive, Lassen Drive, and Wilson Lane. These connections would not result in the introduction of new, intersecting roadways or roadway closures and would therefore not cause a physical divide.

Utility Infrastructure

Although the Project site is currently outside of city limits, it is located with the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be required to connect to water, sewer, stormwater, and wastewater services. Natural gas, electricity, and telecommunications are provided by private companies. Utility systems are described and analyzed in Section 4.10 and Section 4.15. Based on the analysis, implementation of the Project would not result in the construction of new, major utility infrastructure.

Overall, the Project would not represent a significant change in the surrounding area. Implementation of the Project would be generally consistent with the surrounding area and would not result in the physical separation of the established community. For these reasons, a less than significant impact would occur because of the Project.

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. Generally, policy conflicts are environmental impacts when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating

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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 Project are included in Table 4-12. Table 4-12 provides a comparison of the Project's characteristics with all applicable policies included in the General Plan as they relate to land use issues for the proposed Corridor Mixed Use land use designation. As discussed below, the Project is generally consistent with the proposed General Plan land use designation of Corridor Mixed Use.

Table 4-12 Discussion on Land Use Policies in the General Plan

General Plan Policy	Project Consistency
Policy L67 Design of the Corridor Mixed Use Land Use Designation. Require that new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites. Strongly encourage buildings to be located near the street corridor with parking to the side of or behind buildings.	**Consistent.** Project implementation would result in new development projects. Individual projects would be required to go through the appropriate entitlement process through the City of Hanford. The City would review and condition future projects for compliance with the HMC and General Plan.
Policy L68 Location and Size of Corridor Mixed Use Land Use Designation. Locate Corridor Mixed Use land use designations along one or both sides of portions of Arterial streets where a mix of commercial and residential uses would benefit the neighborhood. Specific locations shall include portions of 10th Avenue, Lacey Boulevard, Garner Avenue, and Hanford-Armona Road.	**Consistent.** The Project site is generally located east of 10th Avenue and north of East Lacey Boulevard, which are arterial streets. The site is also surrounded by commercial and residential uses. The proposed land use designation of Corridor Mixed Use would complement the surrounding uses.

Overall, the entitlement process of future development projects that result from the Project 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.[29] 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

Would the project:

[29] California Department of Conservation. SMARA Mineral Land Classification. Accessed on January 26, 2022, https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara

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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?

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.

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. In general, the Project site is within an area of the city that is predominately characterized by commercial and residential development. Because the surrounding area is largely developed, there is existing ambient noise sources typical of commercial and residential uses. While no development is currently proposed, implementation of the Project would result in future development such as commercial and office uses. Such uses would have noise generating activities typical of the ambient noise currently generated by surrounding uses. Thus, the Project would not introduce a new significant source of noise that is not already occurring in the Project area. Further, future projects would be subject to compliance with the General Plan policies and *Chapter 9.10 Loud or Annoying Noises* of the HMC requirements. Compliance with applicable policies and regulations would ensure that the Project would have a less than significant impact regarding noise.

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b. Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. While no development is currently proposed, implementation of the Project would result in future development that would have noise generating activities. It is not anticipated that the Project would generate excessive ground borne vibration or ground borne noise levels, given the type of development that would be permitted in the Project area (i.e., commercial, office). Further, a discussed under criterion a), future project-generated 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?

Less than Significant Impact. The nearest public use airport is the Hanford Municipal Airport located approximately 0.44 miles southeast of the Project site. The Hanford Municipal Airport is owned and operated by the City of Hanford and has one (1) runway that is 2,200 feet long and 75 feet wide. The applicable airport land use plan for the Hanford Municipal Airport is the Kings County Airport Land Use Compatibility Plan (ALUCP) [30] adopted in 1994 and the Hanford Municipal Airport Master Plan adopted January 19, 2010.[31] According to the ALUCP, the Project site is located within the airport influence area of the Hanford Municipal Airport. Because the site is within the airport influence area, future development projects are subject to established airport compatibility policies within the ALUCP and General Plan (including *Policy T76, Policy T77*, and *Policy H39 listed below)* to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area.

> ***Policy T76 New Development near Airport.*** *Review of all new development in proximity to the Hanford Municipal Airport for compliance with Federal Aviation Administration (FAA) requirements and compatibility with Hanford Airport Master Plan standards.*
>
> ***Policy T77 Land Use Compatibility.*** *Evaluate the compatibility of airport uses, activities, and operations with all new development in proximity to the Hanford Municipal Airport prior to*

[30] County of Kings. (1994). Kings County Airport Land Use Compatibility Plan. Accessed January 26, 2022, https://www.countyofkings.com/home/showpublisheddocument/3094/635274871108830000

[31] City of Hanford. (2010). Accessed on January 26, 2022, https://www.ci.hanford.ca.us/departments/airport/master_plan.php#revize_document_center_rz901

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approval and protect sensitive uses, such as residences, schools, and hospitals from over-flight areas

Policy H39 Aircraft Noise. *Evaluate proposed development proposals against the land use policies of the Kings County Airport land Use Compatibility Plan.*

Further, the Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use. The General Plan Amendment is requested due to incompatibility with ALUCP. According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density (dwelling units/acre) to one (1) unit per 10 acres. Further, residential subdivisions and multi-family residential are identified as non-acceptable uses in this zone. Therefore, the General Plan Amendment request to change the site's land use designation from Medium Density Residential to Corridor Mixed Use which would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North).

Although no specific project is currently proposed, future development projects would be reviewed to ensure compliance with the ALUCP policies for Zone B1 as shown in Table 4-10. In particular, future projects would be required to meet development conditions including: (1) locate structures maximum distance from extended runway centerline, (2) minimum NLR of 25 dBA in residential and office buildings, and (3) dedication of avigation easement. Through compliance, the Project would not result in a safety hazard for people residing or working in the area and impacts would be less than significant.

There are no private airstrips operating within or near the project. As a result, any noise associated with private airstrips would not result in substantial noise levels for the project. Therefore, the Project would not result in impacts from adjacent and overhead aircraft noise on noise-sensitive land uses. Therefore, impacts associated with noise produced by public, public use, or private airports in the Project Area would be less than significant.

4.13.3 Mitigation Measures

None required.

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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 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

Would the project:

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)?*

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Less than Significant Impact. The Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use. The General Plan Amendment is requested due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the Project site is located within Zone B1 (North) which restricts residential subdivisions and multi-family residential as non-acceptable uses in this zone. Therefore, the proposed land use change would generally result in future development of the site with uses that are compatible with uses allowed in Zone B1 (North) and the MX-C – Mixed Use Corridor zone district such as general commercial and office uses.

Further, the Project site is an infill site within an area of the city that is predominately characterized by commercial and residential development. The properties to the north and east are zoned and planned for Low Density Residential and the properties to the south and west are planned for Corridor Mixed Use. Implementation of the Project would thereby introduce uses which would be generally consistent with the existing and planned land uses within the Project area. In addition, future development that results from Project implementation would not represent a significant change in the surrounding area as the site would be development with compatible uses and connected to existing roadways such as Whitney Drive, Lassen Drive, and Wilson Lane, and existing utility infrastructure. For these reasons, the Project would have a less than significant impact.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The existing site is mostly vacant with some existing structures. The existing structures are generally located east of North 10th Avenue along Kruger Avenue, Jessie Avenue, and East Whitney Drive. The existing structures are primarily residential and commercial. The vacant portion of the Project site is generally located north of Lacey Boulevard between Whitney Drive and Lassen Drive with no existing structures. No development is proposed by the Project and therefore the Project would not result in the physical 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

Although the Project site is currently outside of city limits within a county island, and it is located with the City of Hanford's SOI and is expected to be annexation in the near future. As a result of future annexation into city limits, future development resulting from Project implementation would be subject to fees to for the construction, acquisition, and improvements for public 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. 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 services and facilities. A Fire Protection Development Impact Fee is assessed for

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projects based on size. Further, projects are subject to review by the HFD and 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.

Police Protection Services

Police Protection Services in the city are provided by the Hanford Police Department (HPD). The HPD is located at 425 North Irwin Street, which is approximately 0.63-miles east of 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 is assessed for projects based on 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)-mile radius of the Protect site include Kennedy Jr. High School, JFK Middle School, Lee Richmond Elementary School, and Shelly Baird School. Funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq. (State statutes) which govern 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." A School Impact Fee is assessed for projects based on the Developer Fee rates in place at the time payment is due.

Parks and Recreation

The nearest park to the Project site is the Lacey Park, 0.6 miles northwest. 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.[32] The 2035 General Plan includes a LOS standard goal of 3.5 acres

[32] City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed January 27, 2022, https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf

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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 fee is assessed for all residential building permits for development.

4.15.2 Impact Assessment

Would the project:

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:*

b. *Fire protection?*

Less than Significant Impact. The Project site is within the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be served by the HFD. The Project site would be in the service area of Fire Station 1, which is 1.2 miles from the site. Although no specific development projects are currently proposed, future development would be reviewed by the HFD for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. HFD's review and approval would ensure that future development could be served by existing facilities. In addition, to further reduce potential impacts, future projects are subject to Fire Protection Department Impact Fees pursuant to the Hanford Municipal Code (HMC) requirements. As a result, the Project would have a less than significant impact.

c. *Police protection?*

Less than Significant Impact. The Project site is within the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be served by the HPD. The nearest police station to the Project is located approximately 0.5-miles west from the site. Although no specific development projects are currently proposed, future development would be reviewed by the HPD for requirements related to police protection services. HPD's review and approval would ensure that future development could be served by existing facilities. In addition, to further reduce potential impacts, future projects are subject to Police Protection Department Impact Fees pursuant to the HMC . As a result, the Project have a less than significant impact.

i. *Schools?*

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Less than Significant Impact. 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. Future development resulting from Project implementation would 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. Payment of fees authorized by the statute is deemed "full and complete mitigation." As a result, the Project have a less than significant impact.

ii. Parks?

Less than Significant Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. Future residential development resulting from Project implementation would be subject to Park Facilities Impact Fees. As a result, the Project would have a less than significant impact.

iii. Other public facilities?

Less than Significant Impact. Although no specific development is currently proposed, future development resulting from Project implementation could increase the demand for other public services, such as libraries. However, the proposed General Plan amendment to change the land use designation from Medium Density Residential to Corridor Mixed Use would result in fewer future residential uses and thereby lessened demand for other public services. As such, the Project would have a less than significant impact.

4.15.3 Mitigation Measures

None required.

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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.[33] 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 fee is assessed for all residential building permits for development. Although no specific development projects are currently proposed, future development that proposes residential uses would be subject to the Park Facilities Impact Fee.

[33] City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed January 27, 2022, https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf

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4.16.2 Impact Assessment

Would the project:

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. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. Although no specific development projects are currently proposed, future development that proposes residential uses would be subject to the Park Facilities Impact Fee to mitigate for possible increase of use of parks or recreational facilities. Project review and approval would ensure that future development could be served by existing recreational facilities. In addition, future projects are subject to Park Facilities Impact Fees described in Section 4.15. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

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. Future residential development resulting from the Project could include the construction of recreational facilities. In such cases, development projects would be reviewed and conditioned by the City to ensure that physical effects on the environment are less than significant. In addition, future projects are subject to Park Facilities Impact Fees described in Section 4.15. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

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 is located within the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue. North 10th Avenue and Lacey Boulevard are the nearest arterials identified by the General Plan Circulation Element. The portion of the Project site that is developed with existing structures is generally accessible by East Whitney Drive, Jessie Avenue, and Kruger Avenue. While no specific development project is proposed, implementation of the Project would result in future development of the vacant portion that would require connections to existing roadways such as Whitney Drive, Lassen Drive, and Wilson Lane, ultimately connecting to the arterials in the area.

Early Consultation

Early consultation was received from Caltrans on October 4, 2021, recommending that:

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- *Future site plans for any of the proposed development be submitted to Caltrans for review.*
- *The project proponents(s) conduct a vehicle-miles traveled (VMT) study once development is proposed and that the preparer should refer to the Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, dated May 20, 2020.*
- *Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City.*

SB 743 and VMT Analysis

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 transportation impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines

To implement SB 743, the CEQA Guidelines were amended by adding Section 15064.3. According to Section 15064.3, VMT measures the automobile travel generated from a proposed project (i.e., the additional miles driven). Here, 'automobile' refers to on-road passenger vehicles such as cars and light-duty trucks. If a proposed project adds excessive automobile travel on California roads thereby exceeding an applicable threshold of significance, then the project may cause a significant transportation impact.

Among its provisions, Section 15064.3(b) establishes criteria for analyzing transportation impacts. Specifically, Section 15064.3(b) (1) establishes a less than significant presumption for certain land use projects that are proposed within ½-mile of an existing major transit stop or along a high-quality transit corridor. If this presumption does not apply to a land use project, then the VMT can be qualitatively or quantitatively analyzed. The city of Hanford has not identified or designated any high quality transit corridors.

In the case that quantitative models or methods are not available to the lead agency to estimate the VMT for the project being considered, provisions of CEQA Guidelines Section 15064.3(b)(3) permits the lead agency to conduct a qualitative analysis. The qualitative analysis may evaluate factors including but not limited to the availability of transit, proximity to other destinations, and

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construction traffic.

Lastly, Section 15064.3(b)(4) of the CEQA Guidelines states that *"[a] lead agency has discretion to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section."*

OPR's Technical Advisory

In April 2018, the Governor's Office of Planning and Research (OPR) issued the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (revised December 2018) to provide technical recommendations regarding VMT, thresholds of significance, and mitigation measures for a variety of land use project types.

Kings County Online VMT Mapping Tool

Pursuant to OPR's Technical Advisory, the Kings County Association of Governments (KCAG) created an online VMT mapping tool that identifies VMT per capita and VMT per employee by traffic analysis zone (TAZ).[34] 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* (2012) 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*

[34] Kings County Association of Governments. 2022. "Kings County Online VMT Mapping Tool." Accessed on February 15, 2022, https://www.arcgis.com/apps/webappviewer/index.html?id=84b4b47b08ac41af88779212180ff36c.

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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 of Hanford. 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."

The KCAG mapping tool reflects a VMT per employee of 10.5 and 8.9 for the two TAZs in which the Project will be located, which is more than fifteen percent below the County average VMT per employee of 17.7. It can therefore 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). However, future discretionary projects could still be subject to independent VMT analysis if KCAG's modeled VMT thresholds change or if the City adopts different VMT thresholds.

4.17.2 Impact Assessment

Would the project:

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. Although no development is currently proposed, future development projects would be 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.

b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

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Less than Significant Impact. As discussed above, 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).

As described previously in this initial study, for the purpose of CEQA analysis, this initial study assumes future development of general commercial development on all parcels that are currently vacant or underutilized according to the City of Hanford's GIS data. Based on parcel size and location of the site (not adjacent to a major street), it can be assumed that the site will not be developed with regional commercial, but instead will be developed with local serving retail and employment uses. According to OPR, local serving retail can be presumed to have a less-than-significant-impact for any net increase in total VMT.

For employment related uses, the Kings County Online VMT Mapping Tool was utilized to determine average employee VMT in the project area in comparison to the County average. The Project site is located in TAZ 484 and 485. As shown in Table 4-13, the County average is 17.7 VMT per employee, while the employee VMT for TAZ 484 is 10.15 and the employee VMT for TAZ 485 is 8.91. Thus, the Project area's employee VMT is 43% and 50% lower than the County VMT per employee average. This is much higher than the 15 percent reduction target, which is the identified significance threshold. Thus, the proposed project can be determined to have a less than significant impact as it related to VMT impacts.

Table 4-13 Percent reduction in VMT per employee

	TAZ 484	TAZ 485	Kings County average
VMT per employee	10.15	8.91	17.7
Percent reduction to VMT per employee	**43%**	**50%**	-

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. Although no development is currently proposed, future development projects will be reviewed by the city to ensure that project design does not contain any geometric design features that would create hazards. The Project will also be subject to review by the City Engineer to ensure that improvements are 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 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.

d. Result in inadequate emergency access?

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Less than Significant Impact. The Project does not involve a change to any emergency response plan. In addition, although no development is currently proposed, future development projects will be reviewed by the City's Engineering Department and Fire Department to ensure adequate site access including emergency access. In the case that future construction requires lane closures, access through existing roadways 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

Non 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

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. Some of these types of cultural resources are readily apparent on the ground surface, some may be buried and therefore unknown until discovered through ground disturbances.

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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.*
>
> ***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.*

Early Consultation

A consultation list of tribes with traditional lands or cultural places located within Kings County was requested and received from the California Native American Heritage Commission (NAHC) on October 25, 2021. Early consultation was conducted with the listed tribes on October 19, 2021 (pursuant to CEQA Guidelines Section 15082). The listed tribes were:

- Kings River Choinumni Farm Tribe,
- Santa Rosa Rancheria Tachi Yokut Tribe,
- Table Mountain Rancheria,
- Tule River Indian Tribe, and
- Wuksache Indian Tribe/Eshom Valley Band.

In response to the early consultation, the City received a comment letter dated October 19, 2021from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have a Native American monitor on site for development of the Project.

AB 52 and SB 18 Tribal Consultation

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021, utilizing the

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consultation list of tribes received from the NAHC. The same five (5) tribes listed above were included in the formal consultation. Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest. A second response was received from the Santa Rosa Rancheria Tachi-Yokut Tribe, requesting that a Native American monitor be present on-site during project construction.

California Historical Resource Information System Record Search

The Southern San Joaquin Information Center (SSJIC) was requested by the City of Hanford to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding "Project Area" area (0.5-mile radius from perimeter of project site) on January 18, 2022. Full results are provided in Appendix B.

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

(1) There have been eight (8) studies previously conducted within the 0.5-mile radius.

(2) There is one (1) recorded cultural resource within the Project site, P-16-00246, and there are eight (8) recorded resources within the 0.5-mile radius, consisting of historic era buildings, an historic era railroad, an historic era canal, and an historic era trash scatter. Resource P-16-00246, People's Ditch, has been determined eligible for listing in the National Register of Historic Places and is also listed in the California Register of Historical Resources. Resources P-16-000289, Taoist Temple, and 9-16-000290, Hanford Carnegie Library, which are located within the 0.5-mile radius, are listed in the National Register of Historic Places and the California Register of Historical Resources.

Further, the SJJIC provided the following comments and recommendations:

(1) Because a cultural resources study has not been completed on the majority of this project site, it is unknown if any cultural resources are present. Therefore, if the project will result in any ground disturbance activities, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If no ground

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disturbance will occur as a result of this project, then no further cultural resource investigation is recommended at this time.

(2) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

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

Less than Significant Impact with Mitigation Incorporated. Based on the CHRIS Record Search, there is one (1) known historical resource, People's Ditch, on the Project site. While there is no evidence that other historical resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. Hanford General Plan *Policy O49* partially mitigates for cultural resources that are encountered unexpectedly during construction. In addition, mitigation measure *MM CR-1* and *MM CR-2* are incorporated herein to mitigate for potential subsurface cultural resources. Therefore, if any cultural resources were discovered, implementation of related regulations and mitigation measures would reduce the Project's impact to less than significant.

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 with Mitigation Incorporated. The Project site has not been determined by the City to be a significant resource pursuant to PRC *Section 5024.1* and to-date, no substantial information has been provided to the city to indicate otherwise. According to the

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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 measure *MM CR-1* and *MM CR-2* are incorporated herein to mitigate for potential subsurface cultural resources. Therefore, if any cultural resources were discovered, implementation of related regulations and mitigation measures would reduce the Project's impact to less than significant.

4.18.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures *CR-1* and *CR-2* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.

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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

Although the Project site is currently outside of city limits, it is located with the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would 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 future development projects by the City and responsible agencies indicates that the Project would not require or result in the major 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.

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.

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

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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.

Pre-Consultation Received: Early consultation comments were received from PG&E on September 9, 2021, with information and requirements as it related to Gas facilities and Electric facilities. Such requirements shall be incorporated in Conditions of Approval for future development projects resulting from Project implementation.

Telecommunications

Accordingly, telecommunications providers in the area (AT&T and Comcast) incrementally expand and update their service systems in response to usage and demand.

4.19.2 Impact Assessment

Would the project:

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. Although no specific development is currently proposed, future development projects resulting from the Project would be required to connect to water, stormwater, solid waste, and wastewater services. Natural gas, electricity, and telecommunications provided by private companies. The City and responsible agencies will review the projects through the entitlement review process to determine adequate capacity in these systems and ensure compliance with applicable connection requirements. In addition, future projects would be served by the appropriate natural gas, electricity, and telecommunications providers for the Project area. As a result, through compliance with the applicable connection requirements, the Project would have a less than significant impact.

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, potable water demands for the Project were estimated using land-use-based unit water demand factors last updated for the City

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in 2018. The Project site has an existing General Plan land use designation of Medium Density Residential and proposes a change to Corridor Mixed Use. According to the land-use based unit water demand factors for the City of Hanford, the Medium Density Residential land use has an average daily demand of 2,900 gallons per day (gpd) per net acre, compared to 1,390 gpd/net acre for the Corridor Mixed Use land use. .

Table 4-11 summarizes the total water demands to be expected by land use, indicating that the Corridor Mixed Use land use would generate significantly less demand for water than Medium Density Residential.

Given the significant reduction in water demand from what is planned, it can be determined that the City's existing and planned water supply will be adequate to support anticipated demands from 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 because 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. Although no specific development project is currently proposed, the wastewater impacts of future development projects would be evaluated by the City Engineer to ensure compliance with the City's wastewater treatment requirements and capacity. 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. Although no specific development project is currently proposed, future construction and operation 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.*

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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, future development that generates 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 because 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 upon future annexation.

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The Project site is located on a relatively flat property within the City's SOI. 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.[35] Lastly, the Project has been reviewed by the City and the Hanford Fire Department and future development projects resulting from Project implementation would be required to be developed and operate in compliance with all regulations of the current California Fire Code.

4.20.2 Impact Assessment

If located in or near state responsibility or lands classified as very high fire hazard severity zones, *Would the project:*

a. *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. To determine adequate vehicular and pedestrian circulation and emergency vehicle access, future development projects resulting from the Project would be reviewed and conditioned by the City's Police Department and Fire Department for compliance with applicable code and regulations. Review and approval by the City would ensure that future projects do not substantially impair the adopted emergency response plan or emergency evacuation plan. Therefore, a less than significant impact would occur because 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?*

Less than Significant Impact. The Project site is located in a relatively flat area with minimal slope. Further, the site is partially developed with residential and commercial uses and the vacant portion of the site is surrounded by a mix of urban uses. In addition, the site is not located within a wildland, which precludes the risk of wildfire. As such, the risk of downslope winds and other factors that could exacerbate wildfire risks is limited. For these reasons, Project implementation would not change the degree of exposure to wildfires and the Project would have a less than significant impact.

[35] Cal Fire, "FHSZ Viewer." Accessed on January 27, 2022, https://egis.fire.ca.gov/FHSZ/

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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?*

Less than Significant Impact. The Project site is located within the City's SOI in areas with existing or planned urban uses. As such, the site is generally served by existing infrastructure such as roads and utilities. As Project implementation results in future development, the installation and maintenance of new infrastructure would be reviewed and/or conditioned by the City for compliance with applicable standards, specifications, and code. Such infrastructure would be typical for urban uses within an urbanized area and would thereby not exacerbate fire risks or result in temporary or ongoing impacts to the environment. Therefore, a less than significant 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	

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

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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 would have potentially significant impacts resulting from the Project for biological resources, cultural resources, and tribal cultural resources. Mitigation measures are incorporated herein to reduce all potentially significant impacts to less than significant with mitigation incorporated. 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 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 PRC (PRC). 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
Biological Resources					
MM BIO-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.	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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• **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.					
MM BIO-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 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	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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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 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-3: 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:	Onsite Verification	During Project Construction, prior to	Developer to provide (or comply), City of		

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

• **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 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.		ground-disturbing activities	Hanford to verify.		
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in	Onsite Verification	During Project Construction, prior to	Developer to provide (or comply), City of		

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conjunction with the construction of each phase of the Project: **a. Cultural Resources Alert on Project Plans.** The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. **b. Pre-Construction Briefing.** The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found. **c. Stop Work Near any Discovered Cultural Resources.** The project proponent shall retain a professional archaeologist on an "on-call" basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and Kings County Community Development Agency (CDA) shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA. **d. Mitigation for Discovered Cultural Resources.** If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation		ground-disturbing activities	Hanford to verify.		

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measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria's Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the County for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. **e. Native American Monitoring.** Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe. **f. Disposition of Cultural Resources.** Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.					
MM CR-2. Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:	Onsite Verification	During Project Construction, prior to ground-	Developer to provide (or comply), City of Hanford to verify.		

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

a. Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance." b. Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.		disturbing activities			
Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

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6 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

Lead Agency		
Lead Agency	City of Hanford 317 N. Douty Street Hanford, CA 93230 (559) 585-2578	Mary E. Beatie, Interim Director, Community Development Department
Initial Study Consultant		
Initial Study	Precision Civil Engineering 1234 O Street Fresno, CA 93721 (559) 449-4500	Bonique Emerson, AICP, VP of Planning Jenna Chilingerian, Senior Associate Planner Shin Tu, Assistant Planner

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

7 APPENDICES

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

Appendix A: CalEEMod Output Files

Prepared by Precision Civil Engineering, Inc. dated February 1, 2022.

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Lassen Drive Corridor Mixed Use

San Joaquin Valley Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	472.80	1000sqft	21.71	472,843.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	45
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: total acreage of vacant and underutilized parcels
Square Feet: assumes 50% lot coverage and 1-story buildings

Construction Phase - Lots are vacant thus would not need demolition.

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblLandUse	LandUseSquareFeet	472,800.00	472,843.80
tblLandUse	LotAcreage	10.85	21.71

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.1859	1.7353	1.5734	3.6800e-003	0.3385	0.0747	0.4131	0.1360	0.0695	0.2055	0.0000	329.2458	329.2458	0.0627	0.0117	334.2871
2023	0.2771	2.3539	2.7358	6.8900e-003	0.2233	0.0947	0.3180	0.0609	0.0891	0.1500	0.0000	621.9419	621.9419	0.0765	0.0327	633.5833
2024	3.3224	0.2967	0.4020	8.6000e-004	0.0225	0.0124	0.0349	6.1100e-003	0.0116	0.0177	0.0000	77.5196	77.5196	0.0131	2.7800e-003	78.6745
Maximum	**3.3224**	**2.3539**	**2.7358**	**6.8900e-003**	**0.3385**	**0.0947**	**0.4131**	**0.1360**	**0.0891**	**0.2055**	**0.0000**	**621.9419**	**621.9419**	**0.0765**	**0.0327**	**633.5833**

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					
2022	0.1859	1.7353	1.5734	3.6800e-003	0.3385	0.0747	0.4131	0.1360	0.0695	0.2055	0.0000	329.2456	329.2456	0.0627	0.0117	334.2869
2023	0.2771	2.3539	2.7358	6.8900e-003	0.2233	0.0947	0.3180	0.0609	0.0891	0.1500	0.0000	621.9415	621.9415	0.0765	0.0327	633.5829
2024	3.3224	0.2967	0.4020	8.6000e-004	0.0225	0.0124	0.0349	6.1100e-003	0.0116	0.0177	0.0000	77.5195	77.5195	0.0131	2.7800e-003	78.6744
Maximum	**3.3224**	**2.3539**	**2.7358**	**6.8900e-003**	**0.3385**	**0.0947**	**0.4131**	**0.1360**	**0.0891**	**0.2055**	**0.0000**	**621.9415**	**621.9415**	**0.0765**	**0.0327**	**633.5829**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

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Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	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	6-1-2022	8-31-2022	0.9352	0.9352
2	9-1-2022	11-30-2022	0.7361	0.7361
3	12-1-2022	2-28-2023	0.6808	0.6808
4	3-1-2023	5-31-2023	0.6643	0.6643
5	6-1-2023	8-31-2023	0.6619	0.6619
6	9-1-2023	11-30-2023	0.6595	0.6595
7	12-1-2023	2-29-2024	0.7734	0.7734
8	3-1-2024	5-31-2024	3.0670	3.0670
		Highest	3.0670	3.0670

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.1758	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Energy	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	712.7508	712.7508	0.0688	0.0136	718.5123
Mobile	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049
Waste						0.0000	0.0000		0.0000	0.0000	89.2551	0.0000	89.2551	5.2748	0.0000	221.1258
Water						0.0000	0.0000		0.0000	0.0000	26.6596	58.7492	85.4088	2.7477	0.0658	173.7119
Total	**3.7487**	**2.8759**	**13.8705**	**0.0336**	**3.1256**	**0.0514**	**3.1771**	**0.8365**	**0.0497**	**0.8862**	**115.9148**	**3,778.3254**	**3,894.2402**	**8.2553**	**0.2505**	**4,175.2640**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	2.0378	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Energy	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	712.7508	712.7508	0.0688	0.0136	718.5123
Mobile	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049
Waste						0.0000	0.0000		0.0000	0.0000	89.2551	0.0000	89.2551	5.2748	0.0000	221.1258
Water						0.0000	0.0000		0.0000	0.0000	26.6596	58.7492	85.4088	2.7477	0.0658	173.7119
Total	**3.6106**	**2.8759**	**13.8705**	**0.0336**	**3.1256**	**0.0514**	**3.1771**	**0.8365**	**0.0497**	**0.8862**	**115.9148**	**3,778.3254**	**3,894.2402**	**8.2553**	**0.2505**	**4,175.2640**

	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	**3.68**	**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	6/1/2022	5/31/2022	5	0	
2	Site Preparation	Site Preparation	6/29/2022	7/12/2022	5	10	
3	Grading	Grading	7/13/2022	8/30/2022	5	35	

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	8/31/2022	1/30/2024	5	370	
5	Paving	Paving	1/31/2024	2/27/2024	5	20	
6	Architectural Coating	Architectural Coating	2/28/2024	3/26/2024	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 709,266; Non-Residential Outdoor: 236,422; 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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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	151.00	77.00	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	30.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0000	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
Total	**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**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 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	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
Total	**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**

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	0.0000	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
Total	**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**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 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	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
Total	**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**

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	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**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044
Total	**3.1000e-004**	**2.2000e-004**	**2.4500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5984**	**0.5984**	**2.0000e-005**	**2.0000e-005**	**0.6044**

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	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**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044
Total	**3.1000e-004**	**2.2000e-004**	**2.4500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5984**	**0.5984**	**2.0000e-005**	**2.0000e-005**	**0.6044**

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					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4356	95.4356	0.0309	0.0000	96.2072
Total	**0.0634**	**0.6798**	**0.5082**	**1.0900e-003**	**0.1611**	**0.0286**	**0.1897**	**0.0639**	**0.0263**	**0.0903**	**0.0000**	**95.4356**	**95.4356**	**0.0309**	**0.0000**	**96.2072**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504
Total	**1.2000e-003**	**8.4000e-004**	**9.5400e-003**	**3.0000e-005**	**2.8000e-003**	**2.0000e-005**	**2.8100e-003**	**7.4000e-004**	**1.0000e-005**	**7.6000e-004**	**0.0000**	**2.3270**	**2.3270**	**8.0000e-005**	**7.0000e-005**	**2.3504**

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					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4354	95.4354	0.0309	0.0000	96.2071
Total	**0.0634**	**0.6798**	**0.5082**	**1.0900e-003**	**0.1611**	**0.0286**	**0.1897**	**0.0639**	**0.0263**	**0.0903**	**0.0000**	**95.4354**	**95.4354**	**0.0309**	**0.0000**	**96.2071**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504
Total	**1.2000e-003**	**8.4000e-004**	**9.5400e-003**	**3.0000e-005**	**2.8000e-003**	**2.0000e-005**	**2.8100e-003**	**7.4000e-004**	**1.0000e-005**	**7.6000e-004**	**0.0000**	**2.3270**	**2.3270**	**8.0000e-005**	**7.0000e-005**	**2.3504**

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	0.0751	0.6871	0.7200	1.1900e-003		0.0356	0.0356		0.0335	0.0335	0.0000	101.9591	101.9591	0.0244	0.0000	102.5698
Total	**0.0751**	**0.6871**	**0.7200**	**1.1900e-003**		**0.0356**	**0.0356**		**0.0335**	**0.0335**	**0.0000**	**101.9591**	**101.9591**	**0.0244**	**0.0000**	**102.5698**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	7.3300e-003	0.1860	0.0535	7.1000e-004	0.0225	2.0700e-003	0.0245	6.4900e-003	1.9800e-003	8.4700e-003	0.0000	68.0322	68.0322	4.4000e-004	0.0102	71.0826
Worker	0.0227	0.0160	0.1812	4.8000e-004	0.0531	3.0000e-004	0.0534	0.0141	2.8000e-004	0.0144	0.0000	44.1739	44.1739	1.5000e-003	1.3600e-003	44.6179
Total	**0.0301**	**0.2020**	**0.2347**	**1.1900e-003**	**0.0756**	**2.3700e-003**	**0.0780**	**0.0206**	**2.2600e-003**	**0.0229**	**0.0000**	**112.2060**	**112.2060**	**1.9400e-003**	**0.0116**	**115.7005**

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	0.0751	0.6871	0.7200	1.1900e-003		0.0356	0.0356		0.0335	0.0335	0.0000	101.9590	101.9590	0.0244	0.0000	102.5697
Total	**0.0751**	**0.6871**	**0.7200**	**1.1900e-003**		**0.0356**	**0.0356**		**0.0335**	**0.0335**	**0.0000**	**101.9590**	**101.9590**	**0.0244**	**0.0000**	**102.5697**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	7.3300e-003	0.1860	0.0535	7.1000e-004	0.0225	2.0700e-003	0.0245	6.4900e-003	1.9800e-003	8.4700e-003	0.0000	68.0322	68.0322	4.4000e-004	0.0102	71.0826
Worker	0.0227	0.0160	0.1812	4.8000e-004	0.0531	3.0000e-004	0.0534	0.0141	2.8000e-004	0.0144	0.0000	44.1739	44.1739	1.5000e-003	1.3600e-003	44.6179
Total	**0.0301**	**0.2020**	**0.2347**	**1.1900e-003**	**0.0756**	**2.3700e-003**	**0.0780**	**0.0206**	**2.2600e-003**	**0.0229**	**0.0000**	**112.2060**	**112.2060**	**1.9400e-003**	**0.0116**	**115.7005**

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: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0110	0.4425	0.1355	2.0200e-003	0.0664	2.8600e-003	0.0692	0.0192	2.7400e-003	0.0219	0.0000	193.5100	193.5100	8.3000e-004	0.0290	202.1586
Worker	0.0616	0.0414	0.4885	1.3700e-003	0.1569	8.3000e-004	0.1578	0.0417	7.7000e-004	0.0425	0.0000	127.0857	127.0857	3.9600e-003	3.7000e-003	128.2864
Total	**0.0727**	**0.4838**	**0.6241**	**3.3900e-003**	**0.2233**	**3.6900e-003**	**0.2270**	**0.0609**	**3.5100e-003**	**0.0644**	**0.0000**	**320.5957**	**320.5957**	**4.7900e-003**	**0.0327**	**330.4450**

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: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0110	0.4425	0.1355	2.0200e-003	0.0664	2.8600e-003	0.0692	0.0192	2.7400e-003	0.0219	0.0000	193.5100	193.5100	8.3000e-004	0.0290	202.1586
Worker	0.0616	0.0414	0.4885	1.3700e-003	0.1569	8.3000e-004	0.1578	0.0417	7.7000e-004	0.0425	0.0000	127.0857	127.0857	3.9600e-003	3.7000e-003	128.2864
Total	**0.0727**	**0.4838**	**0.6241**	**3.3900e-003**	**0.2233**	**3.6900e-003**	**0.2270**	**0.0609**	**3.5100e-003**	**0.0644**	**0.0000**	**320.5957**	**320.5957**	**4.7900e-003**	**0.0327**	**330.4450**

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	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6542
Total	**0.0162**	**0.1479**	**0.1778**	**3.0000e-004**		**6.7500e-003**	**6.7500e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**25.5034**	**25.5034**	**6.0300e-003**	**0.0000**	**25.6542**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	9.1000e-004	0.0375	0.0112	1.7000e-004	5.6200e-003	2.4000e-004	5.8600e-003	1.6200e-003	2.3000e-004	1.8600e-003	0.0000	16.1123	16.1123	7.0000e-005	2.4100e-003	16.8320
Worker	4.8100e-003	3.0800e-003	0.0382	1.1000e-004	0.0133	7.0000e-005	0.0134	3.5300e-003	6.0000e-005	3.5900e-003	0.0000	10.4838	10.4838	3.0000e-004	2.9000e-004	10.5774
Total	**5.7200e-003**	**0.0406**	**0.0494**	**2.8000e-004**	**0.0189**	**3.1000e-004**	**0.0192**	**5.1500e-003**	**2.9000e-004**	**5.4500e-003**	**0.0000**	**26.5961**	**26.5961**	**3.7000e-004**	**2.7000e-003**	**27.4094**

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	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6541
Total	**0.0162**	**0.1479**	**0.1778**	**3.0000e-004**		**6.7500e-003**	**6.7500e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**25.5034**	**25.5034**	**6.0300e-003**	**0.0000**	**25.6541**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	9.1000e-004	0.0375	0.0112	1.7000e-004	5.6200e-003	2.4000e-004	5.8600e-003	1.6200e-003	2.3000e-004	1.8600e-003	0.0000	16.1123	16.1123	7.0000e-005	2.4100e-003	16.8320
Worker	4.8100e-003	3.0800e-003	0.0382	1.1000e-004	0.0133	7.0000e-005	0.0134	3.5300e-003	6.0000e-005	3.5900e-003	0.0000	10.4838	10.4838	3.0000e-004	2.9000e-004	10.5774
Total	**5.7200e-003**	**0.0406**	**0.0494**	**2.8000e-004**	**0.0189**	**3.1000e-004**	**0.0192**	**5.1500e-003**	**2.9000e-004**	**5.4500e-003**	**0.0000**	**26.5961**	**26.5961**	**3.7000e-004**	**2.7000e-003**	**27.4094**

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	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.8800e-003**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1885**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	**4.3000e-004**	**2.8000e-004**	**3.4500e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9468**	**0.9468**	**3.0000e-005**	**3.0000e-005**	**0.9552**

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	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.8800e-003**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1884**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	**4.3000e-004**	**2.8000e-004**	**3.4500e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9468**	**0.9468**	**3.0000e-005**	**3.0000e-005**	**0.9552**

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	3.2875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569
Total	**3.2893**	**0.0122**	**0.0181**	**3.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5569**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104
Total	**8.7000e-004**	**5.6000e-004**	**6.9000e-003**	**2.0000e-005**	**2.4000e-003**	**1.0000e-005**	**2.4100e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8935**	**1.8935**	**5.0000e-005**	**5.0000e-005**	**1.9104**

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	3.2875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568
Total	**3.2893**	**0.0122**	**0.0181**	**3.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5568**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104
Total	**8.7000e-004**	**5.6000e-004**	**6.9000e-003**	**2.0000e-005**	**2.4000e-003**	**1.0000e-005**	**2.4100e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8935**	**1.8935**	**5.0000e-005**	**5.0000e-005**	**1.9104**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049
Unmitigated	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	4,605.07	1,044.89	330.96	8,330,408	8,330,408
Total	4,605.07	1,044.89	330.96	8,330,408	8,330,408

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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.517111	0.052324	0.170980	0.155671	0.027786	0.007423	0.013424	0.026160	0.000649	0.000313	0.023324	0.001439	0.003395

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	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	386.7437	386.7437	0.0626	7.5800e-003	390.5680
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	386.7437	386.7437	0.0626	7.5800e-003	390.5680
NaturalGas Mitigated	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444
NaturalGas Unmitigated	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
General Office Building	6.10914e+006	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444
Total		**0.0329**	**0.2995**	**0.2516**	**1.8000e-003**		**0.0228**	**0.0228**		**0.0228**	**0.0228**	**0.0000**	**326.0071**	**326.0071**	**6.2500e-003**	**5.9800e-003**	**327.9444**

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					
General Office Building	6.10914e+006	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444
Total		**0.0329**	**0.2995**	**0.2516**	**1.8000e-003**		**0.0228**	**0.0228**		**0.0228**	**0.0228**	**0.0000**	**326.0071**	**326.0071**	**6.2500e-003**	**5.9800e-003**	**327.9444**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	4.17994e+006	386.7437	0.0626	7.5800e-003	390.5680
Total		**386.7437**	**0.0626**	**7.5800e-003**	**390.5680**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	4.17994e+006	386.7437	0.0626	7.5800e-003	390.5680
Total		**386.7437**	**0.0626**	**7.5800e-003**	**390.5680**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	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	2.0378	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Unmitigated	2.1758	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.3287					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Total	**2.1758**	**4.0000e-005**	**4.3300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.4500e-003**	**8.4500e-003**	**2.0000e-005**	**0.0000**	**9.0000e-003**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.3287					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7086					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Total	**2.0378**	**4.0000e-005**	**4.3300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.4500e-003**	**8.4500e-003**	**2.0000e-005**	**0.0000**	**9.0000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	85.4088	2.7477	0.0658	173.7119
Unmitigated	85.4088	2.7477	0.0658	173.7119

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	84.0325 / 51.5038	85.4088	2.7477	0.0658	173.7119
Total		**85.4088**	**2.7477**	**0.0658**	**173.7119**

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	84.0325 / 51.5038	85.4088	2.7477	0.0658	173.7119
Total		**85.4088**	**2.7477**	**0.0658**	**173.7119**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	89.2551	5.2748	0.0000	221.1258
Unmitigated	89.2551	5.2748	0.0000	221.1258

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	439.7	89.2551	5.2748	0.0000	221.1258
Total		**89.2551**	**5.2748**	**0.0000**	**221.1258**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	439.7	89.2551	5.2748	0.0000	221.1258
Total		**89.2551**	**5.2748**	**0.0000**	**221.1258**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

Appendix B: CHRIS Search Records

Prepared by SSJIC dated January 18, 2022.

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

California Historical Resources Information System



Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Shin Tu
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Record Search 22-004

Date: January 18, 2022

Re: City of Hanford – Lassen Rezone

County: Kings

Map(s): Hanford 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies in the project area. There have been eight studies conducted within the one-half mile radius, KI-00028, 00108, 00109, 00110, 00111, 00210, 00229, and 00289.

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There is one recorded resource within the project area, P-16-00246. It is not known if any other resource exists there. There are eight recorded resources within the one-half mile radius, P-16-000122, 000130, 000131, 000132, 000133, 000289, 000290, and 000476. These resources primarily consist of historic era buildings. They also include an historic era railroad, an historic era canal, and an historic era trash scatter.

Resources P-16-000289 (Taoist Temple, located at 12 China Alley) and P-16-000290 (Hanford Carnegie Library, located at 109 E. 8th Street) have been given National Register status codes of 1S, indicating they are listed in the National Register of Historic Places by the Keeper. They are also listed in the California Register of Historical Resources. Resource P-16-000246, People's Ditch, has been given a National Register status code of 2S2, indicating it has been determined eligible for listing in the National Register of Historic Places by a consensus through the Section 106 process. It is also listed in the California Register of Historical Resources. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project site includes existing structures. No information was given as to the age of the existing structures or the nature of the project. According to our records, no structures listed at the provided address have ever been recorded or evaluated for historical significance. Therefore, if this project will result in alteration or demolition of any existing structures more than 45 years old, then we recommend the structures first be recorded and evaluated for historical significance. If the project will result in any ground disturbance activities on any undeveloped land, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If ground disturbance will not take place on any vacant land and no structures more than 45 years old will be impacted, then no further cultural resource investigation is recommended at this time. However, if any cultural resources are unearthed during any ground disturbance activities, all work must halt in the area of the find and a qualified, professional consultant should be called out to assess the findings and make the appropriate mitigation recommendations. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator **Date**: January 18, 2022

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

Appendix C: Early Consultation Letters

Received by the City of Hanford.

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE |P.O. BOX 12616 |FRESNO, CA 93778-2616
(559) 981-7373 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

October 4, 2021

06-KIN-198-0000001062
GPA #2021-01 RZ#2021-09
GENERAL PLAN AMENDMENT/REZONE
GENERAL PLAN AMENDMENT CITY OF HANFORD

Sent via email

Gabrielle Meyers
Community Development-Planning Division
315-321 North Douty Street
Hanford, CA 93230

Dear Gabrielle Meyers:

Thank you for the opportunity to review the General Plan Amendment and Rezone at four different locations. The Amendment No. 2021-01 A requests to change the current designation of 1.04 acres of Downtown Mixed-Use to Service Commercial. The Amendment No. 2021-01 B requests to change the current designation of 1.45 acres of Neighborhood Mixed Use to Regional Commercial. The Amendment No. 2021-01C is to change the current designation of 28 acres of Medium-Density Residential to Corridor Mixed Use. The Amendment No. 2021-01 D is to change the 2.06 acres of Corridor Mixed Use to Public Utility. All four rezones are considered infill development and are located in the City of Hanford, in Kings County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

1. Caltrans recommends that the future site plans for any of the proposed development be submitted to Caltrans for review when the plans are available. If the City of Hanford requires the Project to conduct a Traffic Impact Study, Caltrans would like the opportunity to review and comment on the Scope of Work.

2. It is recommended that the City and Kings County should consider the importance of developing a traffic impact fee program to fund future improvements to local and State facilities driven by the continuous and accumulated impacts of development in the region. Caltrans, in the past, has partnered with the City as well as the County on various improvement projects on SR 198 and will continue to partner with the City future need project in the area.

3. Given that the future development may attract regional traffic, **Caltrans recommends the project proponents(s) conduct a vehicle-miles traveled (VMT) study once development is proposed**. In the absence of a local agency VMT guideline, the preparer should refer to the Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, dated May 20, 2020. Improvements for existing/future bike and pedestrian facilities on roads in the vicinity of the Project and connectivity between home to work/home to shops should be considered and included in the VMT mitigation plan.

4. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment may include pedestrian walkways linking this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.

If you have any further questions, please contact Nicholas Isla at (559) 981-7373 or email nicholas.isla@dot.ca.gov.

Sincerely,

Edgar Hernandez

Edgar Hernandez, Associate Transportation Planner
Transportation Planning – North

Signing on Behalf of:
DAVID PADILLA, Branch Chief
Transportation Planning – North

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

Hello Gabrielle,

Attached is the signed request for comments for the General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 – 2021-12, and Associated Entitlements.

At this time our department has no comments for the proposed rezoning or amendments to the general plan; however, regarding the SPR 2021-05 (Holiday Inn Express), our department would like to include the following comments:

1. If service of a continental breakfast or other meal prep area is proposed, the facility will need to obtain an annual food vending permit from our department. All food service equipment must be new, commercial grade, and approved for food service by an independent testing agency. A pre-construction plan check of the food service area may also be required. Please contact our office at 559-584-1411 for additional information prior to construction.

2. The applicant must submit to our department 3 sets of complete construction plans for the swimming pool and/or spa to be reviewed for compliance with applicable California and local codes and regulations. No construction of the pool or spa is permitted without prior written approval from our department. To access the plan check application visit our website at http://www.countyofkings.com/Health/ehs/forms.

3. Annual fees to operate a public swimming pool and spa, continental breakfast area and operation of the hotel/motel are required by this department. If you have any questions, please contact us at 559-584-14711.

Thank you for this opportunity and please let me know if you have any questions.

Liliana Stransky, MPA, REHS
Environmental Health Officer
Kings County Department of Public Health
330 Campus Drive | Hanford, CA | 93230
Phone: (559)852-2628 | Fax: (559)584-6040
www.countyofkings.com/ehs

Kings County
Department of Public Health
A Healthy Place to Live, Work, & Play

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STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

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VICE CHAIRPERSON
Reginald Pagaling
Chumash

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EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

October 25, 2021

Gabrielle de Silva Myers
City of Hanford

Via Email to: gmyers@cityofhanfordca.com

Re: Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, General Plan Amendment No. 2021-01 (Part A through D); Rezone No. 2021-09, -10, -11, and -12 Project, Kings County

Dear Ms. Myers:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties.

Government Code §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measures.

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code §6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission. The request form can be found at http://nahc.ca.gov/wp-content/uploads/2015/08/Local-Government-Tribal-Consultation-List-Request-Form-Update.pdf.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

From: Samantha McCarty
To: Gabrielle Myers
Cc: Shana Powers; Maria Gonzales; William K. Barrios; Paige Berggren; Damion Cuara
Subject: RE: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements
Date: Tuesday, October 19, 2021 2:20:02 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Gabrielle,

I apologize, I realize I made a mistake in my response to you. This email will have the correct response.

Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements. The Tribe has concerns with parts A and B and is requesting to have monitors on site for all future development. If you have any questions, comments, and or concerns please contact myself or the Santa Rosa Rancheria Cultural Department. Thank you.

Sincerely,

Samantha McCarty
Santa Rosa Rancheria Tachi-Yokut Tribe
Cultural Specialist ll
SMcCarty@tachi-yokut-nsn.gov
Office: (559) 924-1278 x 4091
Cell: (559) 633-6640

*PLEASE KEEP ALL CULTURAL STAFF IN EMAILS UNLESS STATED OTHERWISE

From: Samantha McCarty
Sent: Tuesday, October 19, 2021 2:14 PM
To: gmyers@cityofhanfordca.com
Cc: Shana Powers <spowers@tachi-yokut-nsn.gov>; Maria Gonzales <mgonzales@tachi-yokut-nsn.gov>; William K. Barrios <wbarrios@tachi-yokut-nsn.gov>; Paige Berggren <pberggren@tachi-yokut-nsn.gov>; Damion Cuara <dcuara@tachi-yokut-nsn.gov>
Subject: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements

Dear Gabrielle,

Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements. The Tribe has concerns with parts A and B and is requesting to have monitors on site for all ground

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

disturbance related to the project. If you have any questions, comments, and or concerns please contact myself or the Santa Rosa Rancheria Cultural Department. Thank you.

Sincerely,

Samantha McCarty
Santa Rosa Rancheria Tachi-Yokut Tribe
Cultural Specialist ll
SMcCarty@tachi-yokut-nsn.gov
Office: (559) 924-1278 x 4091
Cell: (559) 633-6640

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Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

6111 Bollinger Canyon Road 3370A
San Ramon, CA 94583

I

September 9, 2021

Gabrielle Myers
City of Hanford
317 N Douty St
Hanford, CA 93230

Ref: Gas and Electric Transmission and Distribution

Dear Gabrielle Myers,

Thank you for submitting the Site Plan Review No 2021-22 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/building-and-renovation/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.

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

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

Pacific Gas and Electric Company

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

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Pacific Gas and Electric Company

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment: Attachment 3 ISMND 2022-31 (Lassen) (GPA 2021-01 A, B, and C)

Pacific Gas and Electric Company

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

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8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

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