

AGENDA

PLANNING COMMISSION

of the

CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Tuesday, August 9, 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.

Approval of the July 12, 2022 Minutes

PUBLIC HEARING

1. **Variance No. 2022-03, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.**
2. **Variance No. 2022-08, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.**
3. **Annexation No. 159: A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 2021-09: A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. Mitigated Negative Declaration No. 2022-62: An initial study was prepared and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2022-62 has been prepared. The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).**

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 Commissioner's jurisdiction (GC 54954.2).

ADJOURNMENT

Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available to public inspection in the Planning Division Office located at 317 N. Douty Street, Hanford, California 93230, during normal business hours. Such documents are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post documents before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Planning Division's office, 559-585-2580, 317 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

APPEALS:

Any action of the Planning Commission, which is a final project decision, may be appealed to the City Council by the applicant or any adversely affected person. To file an appeal, an appeal application and filing fee of \$1,000.00 must be submitted to the Community Development Department, 317 N. Douty Street, Hanford, California, within ten (10) days following the date of the final decision of the Planning Commission.



**AGENDA
STAFF REPORT**

MEETING DATE: 8/9/2022	AGENDA SECTION:
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SUBJECT:

Approval of the July 12, 2022 Minutes

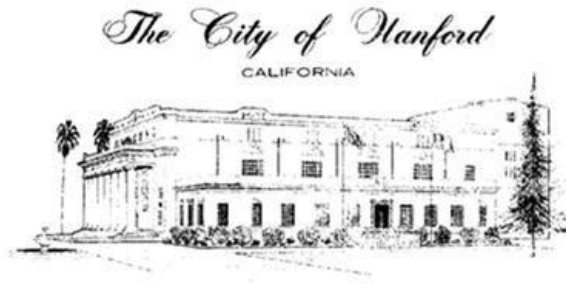
RECOMMENDATION:

Approve the Minutes of the July 12, 2022 meeting.

FISCAL IMPACT:

ATTACHMENTS:

07-12-22



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

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

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

CALL TO ORDER

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

ROLL CALL

Attendee Name	Title	Status	Arrived
Dennis Ham		Present	4:56 PM
Richard Douglas		Present	4:55 PM
Travis Paden		Absent	
Martin Devine		Present	4:55 PM
Jacob Sanchez		Present	4:54 PM
Gunther Norris		Present	5:15 PM

INVOCATION

Rev. Bardo Aguilar, Executive Pastor, New Hope Community Church

FLAG SALUTE

Commissioner DOUGLAS led the flag salute.

PUBLIC COMMENT

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for each speaker. Please begin your comments by stating your name and providing your city of residence.

There were no public comments.

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.

Commissioner HAM requested that Item 1 be pulled from the Consent Calendar, because he was not present for the May 24, 2022 meeting. Commissioner NORRIS was also not present for that meeting.

1. Approval of the May 24, 2022 Minutes

Motion to approve the minutes of the May 24, 2022 meeting.

RESULT:	APPROVED [3 TO 0]
MOVER:	Martin Devine
SECONDER:	Richard Douglas
AYES:	Douglas, Devine, Sanchez
ABSTAIN:	Ham, Norris
ABSENT:	Paden

2. Approval of the June 28, 2022 Minute

Motion to approve the minutes of the June 28, 2022 meeting.

RESULT:	APPROVED [3 TO 0]
MOVER:	Martin Devine
SECONDER:	Richard Douglas
AYES:	Douglas, Devine, Sanchez, Ham, Norris
ABSENT:	Paden

Attachment: 07-12-22 (7/12/22 Minutes)

PUBLIC HEARING

- 3. Variance No. 2022-04: A request to deviate from the standards of the Hanford Municipal Code Section 17.10.070 E, in order to reduce the street-side setback for an irregular corner lot in the R-L-5 Low-Density Residential zone district from 10 feet to five feet and one inch. The project is located at 1304 S. Angus Court (APN 011-110-029). The subject site is lot 182 of Tract 865, which has not been assigned its own assessor's parcel number yet. The APN provided is for the parcel, overall, pre-subdivision.**

Chair SANCHEZ opened the public hearing and called for the staff report.

Senior Planner Myers presented the staff report, recommended approval, and invited questions of staff.

Commissioner HAM asked if an additional setback would be required for a two-story home. Ms. Myers replied that the additional setback is only for the rear yard. He then asked the height of the block wall. Ms. Myers stated that it is seven feet. This was confirmed by Mr. Robinson.

Chair SANCHEZ opened Public Comment:

IN FAVOR

Jim Robinson, San Joaquin Valley Homes, encouraged approval of the project.

OPPOSED

None

There were no questions, and Chair SANCHEZ called for a motion.

Motion to adopt Resolution No. 2022-21, approving Variance No. 2022-04.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Richard Douglas
SECONDER:	Martin Devine
AYES:	Ham, Douglas, Devine, Sanchez, Norris
ABSENT:	Paden

4. **Variance No. 2022-06: A request to deviate from the standards of the Hanford Municipal Code Section 17.10.070 E, in order to reduce the street-side setback for an irregular corner lot in the R-L-5 Low-Density Residential zone district from 10 feet to five feet. The project is located at 1305 S. Angus Court (APN 011-110-029). The subject site is lot 181 of Tract 865, which has not been assigned its own assessor's parcel number yet. The APN provided is for the parcel, overall, pre-subdivision.**

Chair SANCHEZ opened the Public Hearing and called for the staff report.

Senior Planner Myers presented the staff report, recommended approval, and invited questions of staff.

There being no questions, Chair SANCHEZ opened Public Comment:

IN FAVOR

Jim Robinson, San Joaquin Valley Homes, expressed support of staff's recommendation for approval.

OPPOSED

None.

Chair SANCHEZ called for a motion.

Motion to adopt Resolution 2022-22, approving Variance No. 2022-06.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dennis Ham
SECONDER:	Martin Devine
AYES:	Ham, Douglas, Devine, Sanchez, Norris
ABSENT:	Paden

5. **Variance No. 2022-07: A request to deviate from the standards of the Hanford Municipal Code Section 17.10.070 E, in order to reduce the street-side setback for an irregular corner lot in the R-L-5 Low-Density Residential zone district from 10 feet to five feet. The project is located at 1302 S. Autumn Breeze Court (APN 011-110-029). The subject site is lot 168 of Tract 865, which has not been assigned its own assessor's parcel number yet. The APN provided is for the parcel, overall, pre-subdivision.**

Chair SANCHEZ opened the public hearing and called for the staff report.

Senior Planner Myers presented the staff report, recommended approval, and invited questions of staff.

Commissioner HAM asked if Alpine Avenue will be just a half-width until the adjacent parcel is developed. Ms. Myers was not sure of the requirement.

Chair SANCHEZ opened Public Comment:

IN FAVOR

Jim Robinson, San Joaquin Valley Homes, provided clarification to Mr Ham's question, stating that Alpine Avenue is a full street, beginning just south of the project location, down to Houston, and becomes a three-quarter street, north to Hume Avenue. He encouraged approval of the project.

OPPOSED

None.

There being no further questions, Chair SANCHEZ called for a motion.

Motion to adopt Resolution No. 2022-23, approving Variance No. 2022-07.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Martin Devine
SECONDER:	Richard Douglas
AYES:	Ham, Douglas, Devine, Sanchez, Norris
ABSENT:	Paden

GENERAL BUSINESS

7. **Finding of General Plan Consistency for the declaration of surplus and disposition of real city property for the exclusive use as a hotel parking lot, located at the southeast corner of Sixth and Redington Streets (APN 012-086-004).**

Senior Planner Myers presented the staff report, noting that the red-outlined parking lot area is incorrect, as presented in the staff report, and was corrected for this presentation. She recommended a Finding of General Plan Consistency and invited questions of staff.

Commissioner HAM asked, if/when the parking lot is sold to the hotel, if someone from the public would be cited or subject to removal for parking in the lot. Ms. Myers replied that it is possible, if it is declared by the hotel.

Chair SANCHEZ called for a motion.

Motion to find the declaration of surplus and disposition of the property for exclusive use as a hotel parking lot, is consistent with the General Plan, adopted April 24, 2017, in accordance with Government Code Section 65402. Before the vote, City Attorney Mizote asked Commissioner DEVINE if the stipulation that funds from the sale of the parking lot be reserved for the Downtown Parking Fund was contemplated in the original motion. Commissioner DEVINE confirmed that it was.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Martin Devine, Commissioner
SECONDER:	Richard Douglas
AYES:	Ham, Douglas, Devine, Sanchez, Norris
ABSENT:	Paden

DIRECTOR'S COMMENTS

Senior Planner Myers noted that Interim Director Beatie was not at the meeting had not relayed any comments for the Commissioners.

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 Commissioner's jurisdiction (GC 54954.2).

Chair SANCHEZ noted that he will be relocating, but within City of Hanford. He asked staff if he needed to submit anything to the City Clerk or to Planning.

Ms. Myers advised him to submit the information to Diana Black. She will contact City Clerk for any additional requirements.

ADJOURNMENT

Chair SANCHEZ adjourned the meeting at 5:57 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 8/9/2022	AGENDA SECTION: 1
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SUBJECT:

Variance No. 2022-03, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - VAR 2022-03

Resolution No. 2022-24

Attachment 1 - FY22-2441

Attachment 2 - Live Oak Master Plan Low-Density Standards

Attachment 3 - Notice of Exemption No. 2022-71

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, August 9, 2022**

PROJECT: **Variance No. 2022-03**, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

LOCATION: The project is located at 1911 S. Mill Rd. (APN 011-580-053).

PLANNER: Mark Manha, Assistant Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-24, approving Variance No. 2022-03.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2022-24, approving Variance No. 2022-03.

PROJECT DESCRIPTION

The project is a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

In accordance with the Hanford Municipal Code Section 17.10.070(C), the rear building setback area shall be 15 feet from a rear property line.

The applicant submitted building permit FY22-2441 for the development of the subject site as a four-bedroom, one-story, single-family residence in Tract 865, Sterling Oaks (see **Attachment 1**).

The rear setback area provided is insufficient. The required setback is 15 feet, measured from the property line. The provided setback is five feet.

Project Location

The project is located at 1911 S. Mill Rd. (APN 011-580-053) (see Figure 1, below). The General Plan designates the property as Low Density Residential (see Figure 2, below). The property is zoned R-L-5 Low Density Residential, which corresponds with the General Plan designation (see Figure 3, below).

Figure 1:
Lot Location (Property outlined in red)

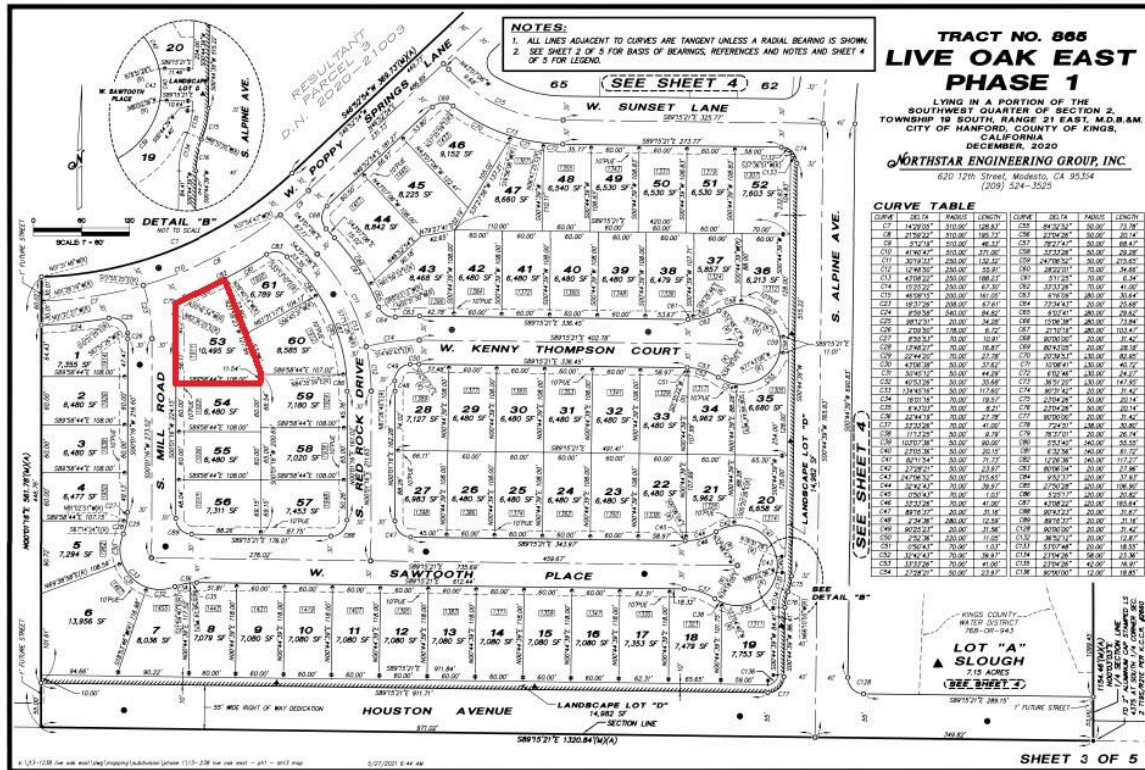


Figure 2:
General Plan Designation (Pre-subdivided property outlined in bold)
Low Density Residential

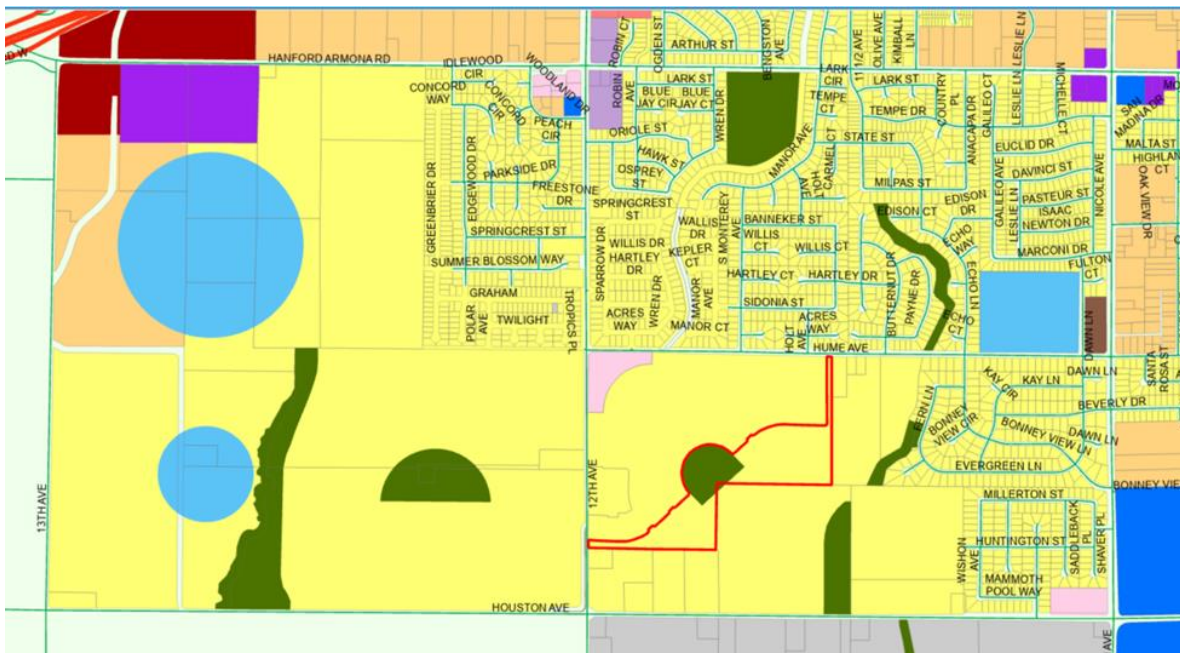
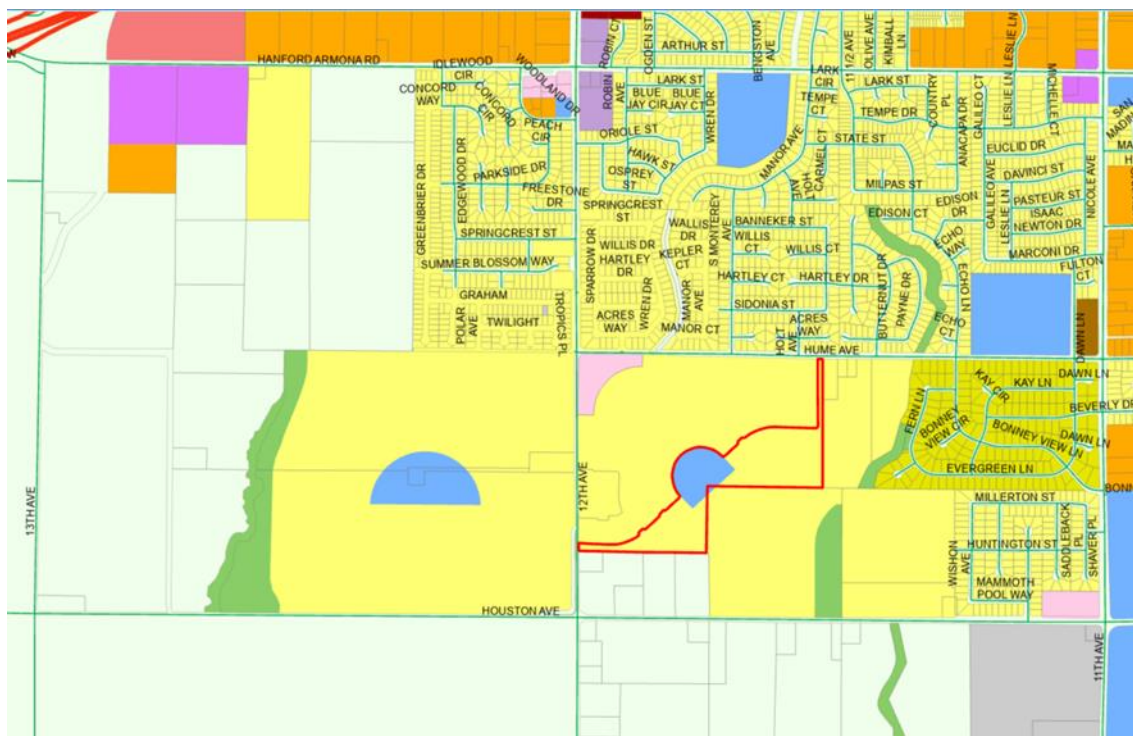


Figure 3:
Zoning Designation (Pre-subdivided property outlined in bold)
R-L-5 Low Density Residential



Entitlement

The applicant submitted building permit FY22-2441 for development of the site as a single-family residence (see **Attachment 1**). The subject site is a single-family residential lot within the Live Oak Master Planned Community, approved under Planned Unit Development No. 2005-04 and Tentative Tract 865.

The Live Oak Master Plan contains varying development standards (see **Attachment 2**); However, the Master Plan does not allow a deviation from the rear setback area for a single-story structure. In accordance with the Master Plan, the rear setback area shall be 15 feet, consistent with the Hanford Municipal Code.

PROJECT EVALUATION

Compliance with Hanford Municipal Code and Live Oak Master Plan

Building Permit FY22-2441 was reviewed for conformance with the standards of the Live Oak Master Plan and the regulations set forth in Section 17.10 for the Low-Density Residential zone district, where the Master Plan was silent.

The Live Oak Master Plan was approved through Planned Unit Development No. 2005-04 and supersedes the regulations of the Hanford Municipal Code.

17.10.030 Lot Area

The minimum lot area in the R-L-5 Low Density Residential zone district and in the Live Oak Master Plan shall be 5,000 square feet. The subject property is 10,945 square feet, which satisfies the minimum lot area requirement for the R-L-5 Low Density Residential zone district and the Live Oak Master Plan.

17.10.040 Lot Dimensions

In the R-L-5 Low Density Residential zone district, lot dimensions shall be as follows:

Lot frontage: 40 feet

Lot width: 50 feet for interior lots and 60 feet for corner lots

Lot depth: 90 feet

In accordance with the Live Oak Master Plan, lot dimensions shall be as follows:

Lot Frontage: 55 feet minimum (local streets)
40 feet minimum (radial streets)

Lot Width: 65 feet minimum for a corner lot (measured at front yard setback)
50 feet minimum for a radial lot (measured at front yard setback)

Depth: 90 feet

The lot frontage is approximately 68.92 feet along W. Poppy Springs Ln. The lot width is over a minimum of 68.92 feet, with a maximum width of 108 feet and an average width of approximately 88.46 feet. The lot depth is approximately a minimum of 100.28 feet, with an approximate maximum depth of 139.2 and an average width of approximately 119.74 feet. The lot satisfies the standards for the R-L-5 Low Density Residential zone district and the Live Oak Master Plan.

17.10.050 Dwelling Units Per Lot

Dwelling units per lot are not addressed in the Live Oak Master Plan, therefore, the regulations of the R-L-5 Low Density Residential zone district would apply. In the R-L-5 Low Density Residential zone district, not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit in accordance with Section 17.60.030.

The applicant proposes one single-family residential unit for the project site.

17.10.060 Coverage

Coverage is not limited in the Live Oak Master Plan; therefore, the regulations of the R-L-5 Low Density Residential zone district would apply. The maximum coverage of the lot shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements. All required building setbacks, accessory structure requirements, off-street parking requirements were evaluated and mandated as part of the building permit review

process. A deviation from the required rear setback is requested and can be supported, as demonstrated in the findings below.

17.10.070 Building Setback Areas

In the R-L-5 Low Density Residential zone district, building setbacks shall be as follows:

Front Yard:	Livable	15 feet
	Garage	20 feet
Rear Yard:	One-Story	15 feet; 20 feet where there is a landscape easement
	Two-Story	25 feet; 30 feet where there is a landscape easement
Side Yard:	Interior	5 feet
	Street-Side	10 feet*

*Where there is a landscape easement with a wall or fence on the street-side of the lot, the side yard setback area shall be measured from the easement area instead of the side lot line.

In accordance with the Live Oak Master Plan, building setbacks shall be as follows:

Front Yard:	Porch	10 feet
	Livable	15 feet
	Garage	20 feet
Rear Yard:	One-Story	15 feet
	Multi-Story	5 feet additional per story
Side Yard:	Interior	5 feet
	Street-Side	10 feet
	Garage	20 feet (side entry)
	Porch	10 feet

Front-Building Setback

In the R-L-5 Low Density Residential zone district, the front building setback area shall be 15 feet from the front lot line for livable space, and 20 feet for non-livable space. On corner lots, the lot line adjoining the shorter street frontage shall be the front lot line. Therefore, the front lot line is along W. Poppy Springs Ln. All structures are set back from the front lot line a minimum of 20 feet. This satisfies the requirements of the R-L-5 Low Density Residential zone district.

Rear-Building Setback

The rear building setback area for a one-story structure in the R-L-5 Low Density Residential zone district 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. In the Live Oak Master Plan, the rear building setback area for a one-story structure shall be 15 feet from the rear lot line. The property is not adjacent to a landscape easement. The applicant provides a five-foot rear setback area, encroaching 10 feet into the required setback area. For this reason, the applicant seeks a variance to the rear setback area requirement. Staff is able to support the variance request, as demonstrated in the variance findings, below.

Side-Building Setback

The interior side building setback area shall be five feet and the street-side building setback area shall be 10 feet. Garages and carports opening on the street side lot line of a corner lot shall be set back 20 feet from the street side lot line. The structure is a minimum of 15 feet from the interior side lot line. The livable space along the front of the residence is over 15 feet from the street-side lot line and the garage is 20 feet from the street-side lot line. This satisfies the requirements of the R-L-5 Low Density Residential zone district. A condition of approval is to maintain the proposed interior side setback area of this structure and any future site additions, except when structures are specifically identified to encroach into required setback areas, in order to maintain the character of the neighborhood.

17.10.080 Distances Between Structures

The minimum distance between a structure used solely for residential purposes and another structure shall be 10 feet, except as provided by the building code, per the requirements of the Live Oak Master Plan and the R-L-5 Low Density Residential zone district. There is only one structure proposed on site. Future structures would be required to meet the provided separation requirements.

17.10.090 Height of Structures

Per the requirements of the Live Oak Master Plan, the maximum building height, measured from finished floor elevation, shall be as follows:

Primary Unit	35 feet
Accessory Structure	25 feet
Accessory structure with a Residential Unit	30 feet

In the R-L-5 Low Density Residential zone district, the maximum height of structures is 35 feet.

The proposed one-story residence is 17 feet and four inches, which satisfies the height requirements of the Live Oak Master Plan and R-L-5 Low Density Residential zone district.

17.10.110 Driveways

The width of a driveway and any paved area in the R-L-5 Low Density Residential zone district shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. Driveway standards are not addressed in the Live Oak Master Plan. The driveway is 16 feet wide and is approximately 16% of the width of the street frontage. This satisfies the driveway requirements for the R-L-5 Low Density Residential zone district.

17.10.140 Off-Street Parking

In the R-L-5 Low Density Residential zone district, single-family dwellings shall provide a minimum of one covered and one uncovered parking space. According to the Live Oak Master Plan, two parking spaces shall be provided per unit. Spaces are required to be covered and provided within a garage or carport. The applicant provides a two-car garage for the proposed residence, which satisfies the off-street parking requirement.

17.10.150 Usable Open Space

In the R-L-5 Low Density Residential zone district, each lot shall provide for a usable open space area of a minimum 400 square feet that is a minimum 15 feet wide. Open space requirements are not addressed in the Live Oak Master Plan. The applicant provides at least approximately 1,710 square feet of open space area on the north side of the property, which satisfies the requirement of the R-L-5 Low Density Residential zone district.

17.10.160 Landscaping

In the R-L-5 Low Density Residential zone district, except for driveways and approved parking areas, all yard areas and setback areas visible from the street(s) shall be landscaped with live plant materials and ornamentation common to the Hanford area, or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces. Required landscaping is to be installed within six (6) months after occupancy of the residence and continually maintained. In accordance with the Live Oak Master Plan, 30% of the lot shall be landscaped. The applicant has submitted landscape plans for the Sterling Oaks subdivision consistent with the requirements of the Live Oak Master Plan.

All requirements of the R-L-5 Low Density Residential zone district, prescribed by Chapter 17.10 of the Hanford Municipal Code, and the Live Oak Master Plan are satisfied, except for the rear setback requirement. The applicant proposes to reduce the rear setback area from 15 feet to five feet. For this reason, the variance has been submitted.

Reasons for Setbacks

The City requires setbacks between for several reasons:

Safety:

Maintaining setbacks between buildings and uses is important for safety reasons. Having adequate setbacks between structures and uses provides access for the Fire Department to reach fires, in cases of emergency. In this case, the variance is applicable to the rear setback area. The residential structure will have a setback of five feet. There is not a concern regarding the separation of uses for Fire Department access.

Noise:

Setbacks also are in place to reduce noise impacts. The setback reduction pertains to the rear setback area, which will be five feet. The side of the structure will face the rear lot line, and the proposed setback is equal to the interior side setback requirement of five feet. This will not create noise issues different from a typical residential structure five feet from an interior lot line. All noise generated from the property would be required to meet the Noise Emission standards prescribed by the General Plan.

Preventing Crowding:

Another reason setbacks are required by the City is to reduce crowding and provide separation between uses and structures.

The reduction of the rear setback area will not create a crowding issue, since it will not affect the distance between the proposed residential structure and any other on-site structure. Any residential structure on the adjacent lot will also be required to have a minimum five-foot setback from the same lot line, maintaining a minimum 10-foot distance between structures.

Providing Open Space Areas:

Within the City of Hanford, there are requirements for open space. This is generally accommodated in the required rear setback area. The applicant provides at least approximately 1,710 square feet of open space area on the north side of the property, which far exceeds the required 400-square-foot open space requirement for the R-L-5 Low Density Residential zone district.

Allowing the variance will not have impacts to safety, noise, the prevention of crowding, or providing open space areas.

In accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The granting of Variance No. 2022-03 would be consistent with the purpose of the variance process, as the special circumstance applicable to the property pertains to the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

FINDINGS FOR APPROVAL

Variance No. 2022-03

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

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

ANALYSIS: That the special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was

designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the vicinity in the same zone district. Other properties in the vicinity were designed with their primary site access along their front lot lines. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That permitting the reduced rear setback area will not create a safety hazard. The various departments reviewed the proposal and conditioned the project accordingly. The residential structure will have a setback of five feet from the rear lot line. Typically, the rear of a residence will face the rear lot line and will be adjacent to the required open space area. In this case, the side of the residence will face the rear property line and the rear of the residence will face the interior side lot line. Since the rear lot line will imitate the interior side lot line, staff can support the rear setback reduction from 15 feet to five feet. The required interior side setback area is five feet, which equals the rear setback area provided for this residence. The required open space area will be provided adjacent to the front and interior side lot lines. This deviation will maintain the character of the neighborhood.

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

ANALYSIS: That other surrounding developments in the R-L-5 Low Density Residential do not share the existing configuration of this site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance applies to the required rear setback area for a single-family residence. A single-family residence is a permitted use in the R-L-5 Low Density Residential zone district. All other development regulations specified in Section 17.10 for the R-L-5 Low Density Residential zone district have been satisfied.

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

ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Residential Land Use Designations Goal L8, which aims to provide a range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

PUBLIC COMMENTS

A Notice of Public Hearing for the project was noticed in the local newspaper on July 29, 2022 and mailed to property owners within 300 feet of the project site on July 28, 2022. No comments were received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

That this project is categorically exempt from further environmental review, as per Section 15303 New Construction or Conversion of Small Structures of the California Environmental Quality Act (CEQA) Guidelines. There are no exceptions to this exemption, as per Section 15300.2 Exceptions of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 3**.

CONDITIONS OF APPROVAL

Conditions of Approval have been addressed in Resolution No. 2022-24.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-24 approving Variance No. 2022-03.

Applicant/Owner:

San Joaquin Valley Homes
5607 Avenida de los Robles
Visalia, CA 93291

RESOLUTION NO. 2022-24

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
PERTAINING TO VARIANCE NO. 2022-03, A REQUEST TO DEVIATE FROM THE
STANDARDS OF THE HANFORD MUNICIPAL CODE SECTION 17.10.070(C), IN ORDER TO
REDUCE THE REAR SETBACK FROM 15 FEET TO 5 FEET FOR AN IRREGULAR CORNER
LOT IN THE R-L-5 LOW DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS
LOCATED AT 1911 S. MILL RD. (APN 011-580-053).**

At a regular meeting of the City of Hanford Planning Commission duly called and held on August 9, 2022 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Variance No. 2022-03, a request to a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17.84 of the Hanford Municipal Code; and

WHEREAS, the project is located at 1911 S. Mill Rd. (APN 011-580-053); and

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

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

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

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

ANALYSIS: That the special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the vicinity in the same zone district. Other properties in the vicinity were designed with their primary site access along their front lot lines. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That permitting the reduced rear setback area will not create a safety hazard. The various departments reviewed the proposal and conditioned the project accordingly. The residential structure will have a setback of five feet from the rear lot line. Typically, the rear of a residence will face the rear lot line and will be adjacent to the required open space area. In this case, the side of the residence will face the rear property line and the rear of the residence will face the interior side lot line. Since the rear lot line will imitate the interior side lot line, staff can support the rear setback reduction from 15 feet to five feet. The required interior side setback area is five feet, which equals the rear setback area provided for this residence. The required open space area will be provided adjacent to the front and interior side lot lines. This deviation will maintain the character of the neighborhood.

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

ANALYSIS: That other surrounding developments in the R-L-5 Low Density Residential do not share the existing configuration of this site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance applies to the required rear setback area for a single-family residence. A single-family residence is a permitted use in the R-L-5 Low Density Residential

zone district. All other development regulations specified in Section 17.10 for the R-L-5 Low Density Residential zone district have been satisfied.

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

ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Mill Rd. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Mill Rd. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Residential Land Use Designations Goal L8, which aims to provide a range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

THEREFORE, BE IT RESOLVED that Variance No. 2022-03 be approved, subject to the conditions of approval, below:

1. That the subject site be developed as shown in Exhibit A.
2. That all development shall conform to the standards of the Hanford Municipal Code, except where modified by the Live Oak Master Plan Design Standards and this resolution.
3. That all portions of the structure and any future site additions shall maintain a minimum setback of 15 feet from the interior side lot line, except where specifically identified to encroach into required setback areas.

EXPIRATION

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

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

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

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

I, **Jason Waters**, 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 9th day of August, 2022.

Jason Waters, Secretary

Attachment: Resolution No. 2022-24 (VAR 2022-03 911 S Mill Road)

Exhibit A
Site Plan

Attachment: Resolution No. 2022-24 (VAR 2022-03 911 S Mill Road)



**San Joaquin Valley
HOMES**

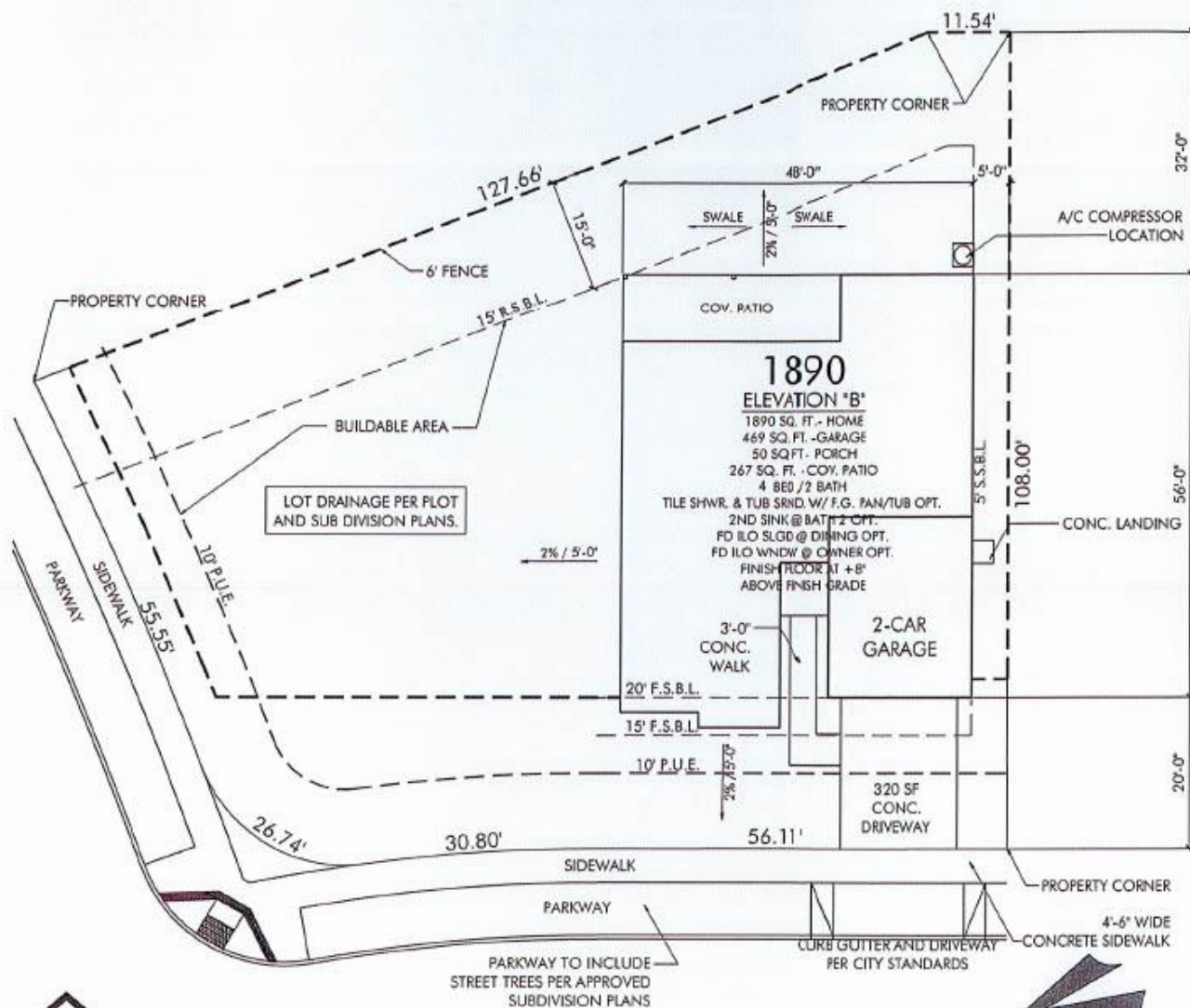
5607 AVE DE LOS ROBLES
VISALIA, CA 93291
Voice 559-732-2660

LANDSCAPING REQUIREMENTS:

1. 6 CUBIC YARDS 3" THICK LAYER OF LANDSCAPE MULCH
2. 25% WITH MAXIMUM 500 SQ. FT. WARM SEASON BERMUDA GRASS TURF

I AGREE TO COMPLY WITH THE MWEL0 PRESCRIPTIVE COMPLIANCE OPTION

- 1694 SF FRONT YARD LANDSCAPE - TURF NOT TO EXCEED 423 SF
- 414 SF FRONT YARD HARDSCAPE



SITE PLAN

ADDRESS: 1911 MILL ROAD
APN:

NORTH
1" = 20'

LOT: 53

STERLING OAKS TRACT NO. 865

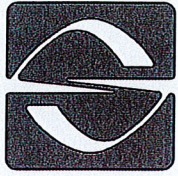
HANFORD

ALL DIMENSIONS SHOWN ARE WITHIN +/- 3%

BUYERS SIGNATURE _____

APPROVAL DATE 28 3/30/2022

Attachment: Resolution No. 2022-24 (VAR 2022-03 911 S Mill Road)



San Joaquin Valley
HOMES

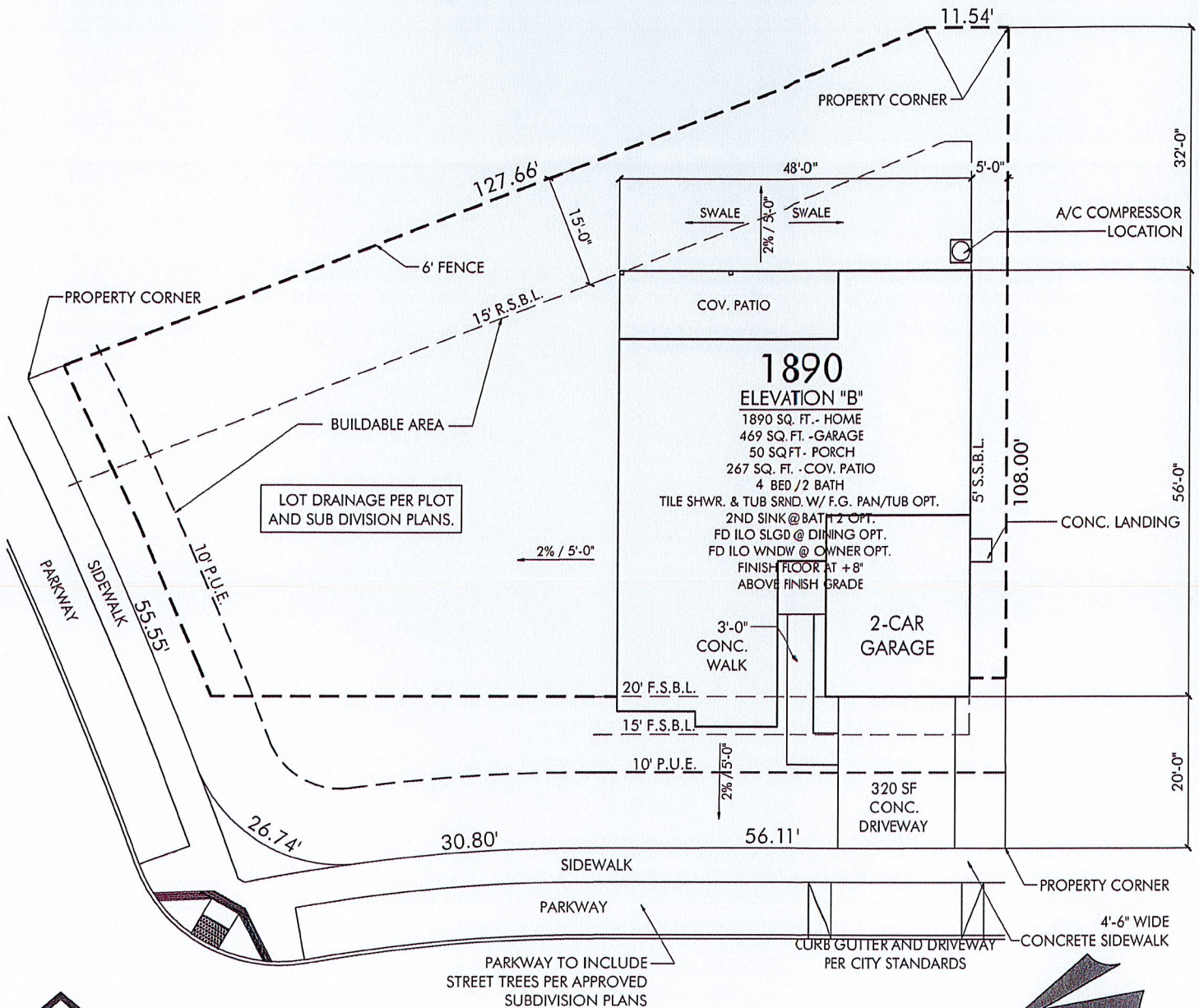
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SITE PLAN

ADDRESS: 1911 MILL ROAD
APN:

NORTH
1" = 20'

LOT: 53

STERLING OAKS TRACT NO. 865

HANFORD

ALL DIMENSIONS SHOWN ARE WITHIN +/- 3%

BUYERS SIGNATURE _____

APPROVAL DATE 20 3/30/2022

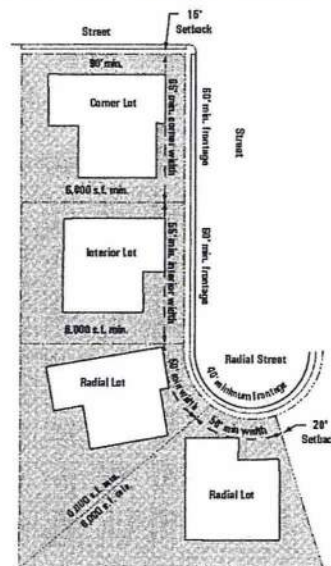
Chapter 3

Table 3.3 Low Density Residential (LD) Standards

Land Use	Low Density Residential
Base Zone District	R-1-6 R-L-5
Density Range	3-9 Dwelling units/gross acre 2-10 Dwelling units/gross acre
Permitted Use	HMC Section 17-18-020 17.10
Administrative Approval	HMC Section 17-18-030 17.10
Conditional Uses	HMC Section 17-18-040 17.10

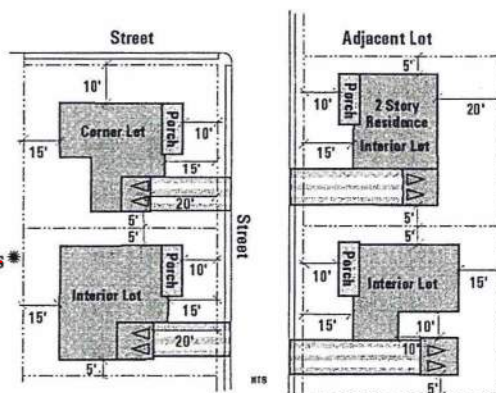
Lot Configuration

Lot Area	5,000 6,000 square feet minimum
Width	
Interior Lot	55 feet minimum (Measured at front yard setback)
Corner Lot	65 feet minimum (Measured at front yard setback)
Radial Lot	50 feet minimum (Measured at front yard setback)
Depth	90 feet minimum
Frontage	55 feet minimum (local streets) (Measure at the edge of ROW) 40 feet minimum (radial streets) (Measure at the edge of ROW)
Lot Coverage	40% maximum
Landscaping	30% of lot minimum



Setbacks

Front Yard	
Covered Porch	10 feet minimum
Living Space	15 feet minimum
Garage	20 feet minimum
Side Yard	
Interior	5 feet minimum
Corner (Street Side)	10 feet minimum
Corner (Street Side)	15 feet minimum at collector streets *
Garage (Side Entry)	20 feet minimum
Covered Porch	10 feet minimum
Rear Yard (one-story)	15 feet minimum
Multi-Story	5 feet additional per story



Accessory Structures 5 feet from rear or side property line
(When located in the rear yard)

Distance Between Buildings 10 feet minimum, or allowed per the Building Code

* Collector Streets are as defined by City of Hanford Municipal Code

Public Review Draft

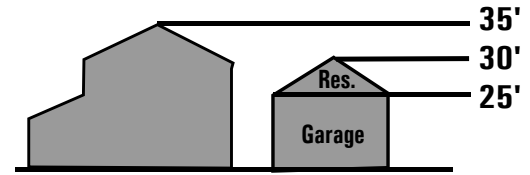
LIVE OAK
master plan

Land Use & Neighborhood Design

Building Heights

Primary Unit
Accessory Structure
With Res. Unit

Measured from finished floor elevation
35 feet maximum
25 feet maximum
30 feet maximum



Primary Unit Secondary Unit

Off Street Parking

Parking Requirement 2 spaces/unit minimum (4 spaces/unit if no street driveway access)
(Minimum two covered spaces within a garage or carport)

Garages

Refer also to Section 3.3.6

~~Coverage 50% maximum of first floor front elevation~~

Front Loaded Garage

Front Yard Setback 20 feet minimum
Corner Side Yard Setback 20 feet minimum

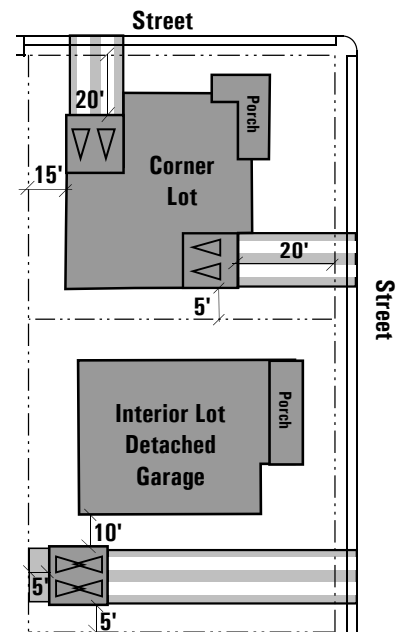
Detached Garage

Side Yard (Interior) 5 feet minimum
Side Yard (Street side) 20 feet minimum

Rear Yard

5 feet minimum
(setback a min. of 15' from alley centerline)

Note: When alley is available, no front loaded garage is allowed. (Refer to Residential policy F. and Garage Design Guidelines E.)



Porches

Refer also to Section 3.3.7

Requirement

60% of all units

Fencing and Walls

Refer also to Section 3.3.8

Within Setbacks

Front and Side Yard

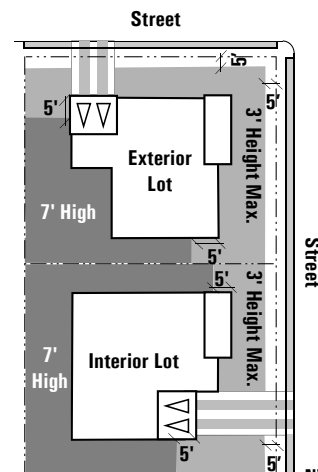
3 feet maximum height (Must be 5' minimum behind property line and a minimum of 50% transparent)

Rear and Side Yard

7* feet maximum height
(Along rear and side property line when setback a minimum of 5' behind leading edge of house)

Along Alley

7* feet maximum height
(Along rear property, setback 3 feet minimum from alley Right of Way.)



*As per city standards.



Notice of Exemption 2022-71

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

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

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

Project Title: Variance No. 2022-03

Project Location – 1911 S. Mill Rd. (APN 011-580-053)

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

Description of Nature, Purpose and Beneficiaries of Project: Variance 2022-03: a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

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

Name of Person or Agency Carrying Out Project: San Joaquin Valley Homes

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 152698);
☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption: State type and section number: 15303 New Construction and Conversion of Small Structures
☐ Statutory Exemption. State code number:

Reasons why project is exempt:

The City of Hanford determined the project to be exempt from environmental review pursuant to Section 15303 of the California Environmental Quality Act (CEQA) Guidelines. Section 15303 states that Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The project involves the construction of one single-family residence. None of the exceptions under CEQA Guidelines Section 15300.2 apply to this project.

Lead Agency

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

Signature: _____ Date: August 9, 2022 Title: Assistant Planner

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

Attachment: Attachment 3 - Notice of Exemption No. 2022-71 (VAR 2022-03 911 S Mill Road)



AGENDA STAFF REPORT

MEETING DATE: 8/9/2022	AGENDA SECTION: 2
-------------------------------	--------------------------

SUBJECT:

Variance No. 2022-08, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - VAR 2022-08

Resolution No. 2022-25

Attachment 1 - FY22-2749

Attachment 2 - Live Oak Master Plan Low-Density Standards

Attachment 3 - Notice of Exemption No. 2022-72

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, August 9, 2022**

PROJECT: **Variance No. 2022-08**, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

LOCATION: The project is located at 1396 W. Kenny Thompson Ct. (APN 011-580-043).

PLANNER: Mark Manha, Assistant Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-25, approving Variance No. 2022-08.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2022-25, approving Variance No. 2022-08.

PROJECT DESCRIPTION

The project is a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

In accordance with the Hanford Municipal Code Section 17.10.070(C), the rear building setback area shall be 15 feet from a rear property line.

The applicant submitted building permit FY22-2749 for the development of the subject site as a three-bedroom, one-story, single-family residence in Tract 865, Sterling Oaks (see **Attachment 1**).

The rear setback area provided is insufficient. The required setback is 15 feet, measured from the property line. The provided setback is five feet.

Project Location

The project is located at 1396 W. Kenny Thompson Ct. (APN 011-580-043) (see Figure 1, below). The General Plan designates the property as Low Density Residential (see Figure 2, below). The property is zoned R-L-5 Low Density Residential, which corresponds with the General Plan designation (see Figure 3, below).

Figure 1:
Lot Location (Property outlined in red)

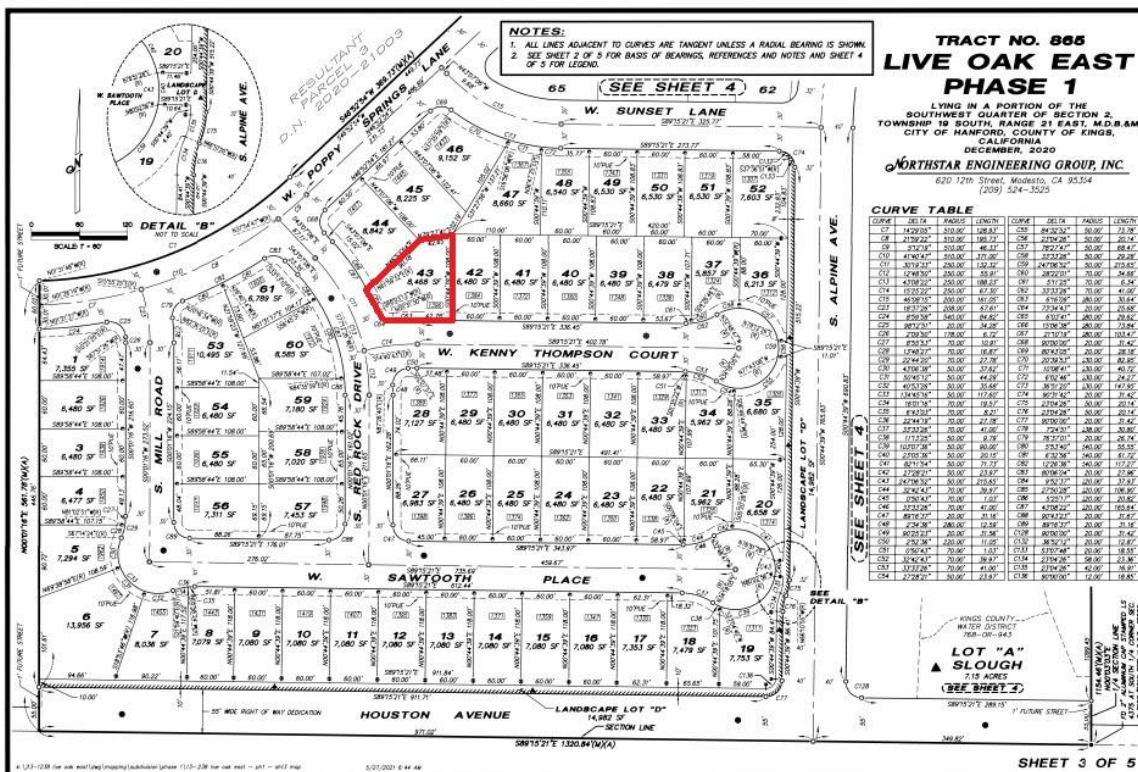


Figure 2:
General Plan Designation (Pre-subdivided property outlined in bold)
Low Density Residential

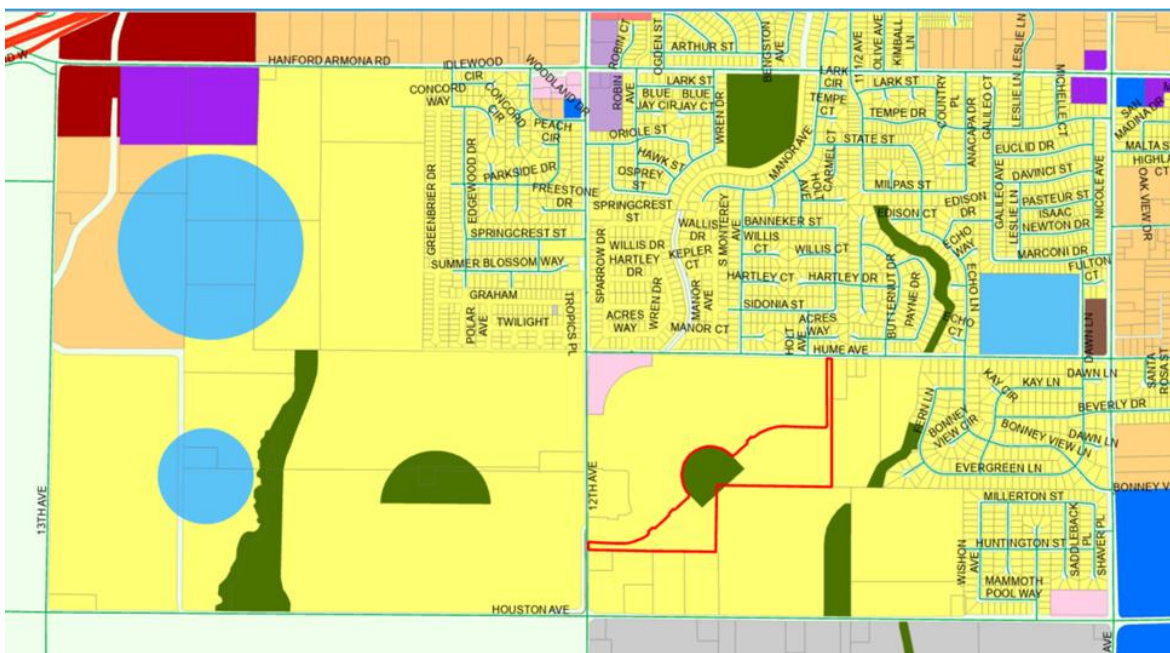
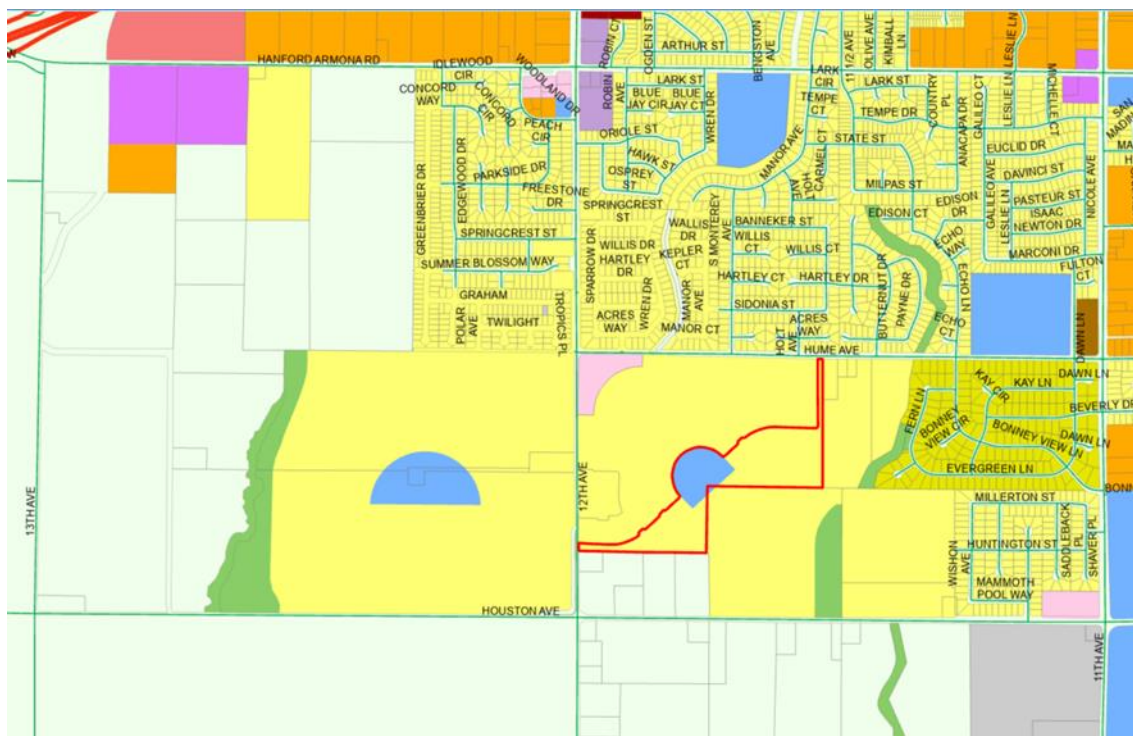


Figure 3:
Zoning Designation (Pre-subdivided property outlined in bold)
R-L-5 Low Density Residential



Entitlement

The applicant submitted building permit FY22-2749 for development of the site as a single-family residence (see **Attachment 1**). The subject site is a single-family residential lot within the Live Oak Master Planned Community, approved under Planned Unit Development No. 2005-04 and Tentative Tract 865.

The Live Oak Master Plan contains varying development standards (see **Attachment 2**); However, the Master Plan does not allow a deviation from the rear setback area for a single-story structure. In accordance with the Master Plan, the rear setback area shall be 15 feet, consistent with the Hanford Municipal Code.

PROJECT EVALUATION

Compliance with Hanford Municipal Code and Live Oak Master Plan

Building Permit FY22-2749 was reviewed for conformance with the standards of the Live Oak Master Plan and the regulations set forth in Section 17.10 for the Low Density Residential zone district, where the Master Plan was silent.

The Live Oak Master Plan was approved through Planned Unit Development No. 2005-04 and supersedes the regulations of the Hanford Municipal Code.

17.10.030 Lot Area

The minimum lot area in the R-L-5 Low Density Residential zone district and in the Live Oak Master Plan shall be 5,000 square feet. The subject property is 8,468 square feet, which satisfies the minimum lot area requirement for the R-L-5 Low Density Residential zone district and the Live Oak Master Plan.

17.10.040 Lot Dimensions

In the R-L-5 Low Density Residential zone district, lot dimensions shall be as follows:

Lot frontage: 40 feet

Lot width: 50 feet for interior lots and 60 feet for corner lots

Lot depth: 90 feet

In accordance with the Live Oak Master Plan, lot dimensions shall be as follows:

Lot Frontage: 55 feet minimum (local streets)
40 feet minimum (radial streets)

Lot Width: 65 feet minimum for a corner lot (measured at front yard setback)
50 feet minimum for a radial lot (measured at front yard setback)

Depth: 90 feet

The lot frontage is approximately 42.46 feet along S. Red Rock Dr. The lot width is over a minimum of 42.46 feet, with a maximum width of 108 feet and an average width of approximately 75.23 feet. The lot depth is approximately a minimum of 86.26 feet, with an approximate maximum depth of 132.83 and an average width of approximately 109.55 feet. The lot satisfies the standards for the R-L-5 Low Density Residential zone district and the Live Oak Master Plan.

17.10.050 Dwelling Units Per Lot

Dwelling units per lot are not addressed in the Live Oak Master Plan, therefore, the regulations of the R-L-5 Low Density Residential zone district would apply. In the R-L-5 Low Density Residential zone district, not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit in accordance with Section 17.60.030.

The applicant proposes one single-family residential unit for the project site.

17.10.060 Coverage

Coverage is not limited in the Live Oak Master Plan; therefore, the regulations of the R-L-5 Low Density Residential zone district would apply. The maximum coverage of the lot shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements. All required building setbacks, accessory structure requirements, off-street parking requirements were evaluated and mandated as part of the building permit review process. A deviation from the required rear setback is requested and can be supported, as demonstrated in the findings below.

17.10.070 Building Setback Areas

In the R-L-5 Low Density Residential zone district, building setbacks shall be as follows:

Front Yard:	Livable	15 feet
	Garage	20 feet
Rear Yard:	One-Story	15 feet; 20 feet where there is a landscape easement
	Two-Story	25 feet; 30 feet where there is a landscape easement
Side Yard:	Interior	5 feet
	Street-Side	10 feet*

*Where there is a landscape easement with a wall or fence on the street-side of the lot, the side yard setback area shall be measured from the easement area instead of the side lot line.

In accordance with the Live Oak Master Plan, building setbacks shall be as follows:

Front Yard:	Porch	10 feet
	Livable	15 feet
	Garage	20 feet
Rear Yard:	One-Story	15 feet
	Multi-Story	5 feet additional per story
Side Yard:	Interior	5 feet
	Street-Side	10 feet
	Garage	20 feet (side entry)
	Porch	10 feet

Front-Building Setback

In the R-L-5 Low Density Residential zone district, the front building setback area shall be 15 feet from the front lot line for livable space, and 20 feet for non-livable space. On corner lots, the lot line adjoining the shorter street frontage shall be the front lot line. Therefore, the front lot line is along S. Red Rock Dr. All structures are set back from the front lot line a minimum of 20 feet. This satisfies the requirements of the R-L-5 Low Density Residential zone district.

Rear-Building Setback

The rear building setback area for a one-story structure in the R-L-5 Low Density Residential zone district 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. In the Live Oak Master Plan, the rear building setback area for a one-story structure shall be 15 feet from the rear lot line. The property is not adjacent to a landscape easement. The applicant provides a five-foot rear setback area, encroaching 10 feet into the required setback area. For this reason, the applicant seeks a variance to the rear setback area requirement. Staff is able to support the variance request, as demonstrated in the variance findings, below.

Side-Building Setback

The interior side building setback area shall be five feet and the street-side building setback area shall be 10 feet. Garages and carports opening on the street side lot line of a corner lot shall be set back 20 feet from the street side lot line. The structure is a minimum of 13' 8" feet from the interior side lot line. The livable space and the garage are 20 feet from the street-side lot line. This satisfies the requirements of the R-L-5 Low Density Residential zone district.

Although there is no encroachment into the required interior side setback area, the interior side lot line will imitate the rear lot line on this parcel. The required rear setback area is 15 feet, while this structure will only provide a 13' 8" setback area. The applicant is proposing to place the smallest residential model available on site in order to maintain the largest setback possible from the interior side lot line. A condition of approval is to maintain the proposed interior side setback area of this structure and any future site additions, except when structures are specifically identified to encroach into required setback areas, in order to maintain the character of the neighborhood to the maximum extent possible.

17.10.080 Distances Between Structures

The minimum distance between a structure used solely for residential purposes and another structure shall be 10 feet, except as provided by the building code, per the requirements of the Live Oak Master Plan and the R-L-5 Low Density Residential zone district. There is only one structure proposed on site. Future structures would be required to meet the provided separation requirements.

17.10.090 Height of Structures

Per the requirements of the Live Oak Master Plan, the maximum building height, measured from finished floor elevation, shall be as follows:

Primary Unit	35 feet
Accessory Structure	25 feet
Accessory structure with a Residential Unit	30 feet

In the R-L-5 Low Density Residential zone district, the maximum height of structures is 35 feet.

The proposed one-story residence is 17 feet and four inches, which satisfies the height requirements of the Live Oak Master Plan and R-L-5 Low Density Residential zone district.

17.10.110 Driveways

The width of a driveway and any paved area in the R-L-5 Low Density Residential zone district shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. Driveway standards are not addressed in the Live Oak Master Plan. The driveway is 16 feet wide and is approximately 19% of the width of the street frontage. This satisfies the driveway requirements for the R-L-5 Low Density Residential zone district.

17.10.140 Off-Street Parking

In the R-L-5 Low Density Residential zone district, single-family dwellings shall provide a minimum of one covered and one uncovered parking space. According to the Live Oak Master Plan, two parking spaces shall be provided per unit. Spaces are required to be covered and provided within

a garage or carport. The applicant provides a two-car garage for the proposed residence, which satisfies the off-street parking requirement.

17.10.150 Usable Open Space

In the R-L-5 Low Density Residential zone district, each lot shall provide for a usable open space area of a minimum 400 square feet that is a minimum 15 feet wide. Open space requirements are not addressed in the Live Oak Master Plan. The applicant provides at least approximately 900 square feet of open space area on the west side of the property, which satisfies the requirement of the R-L-5 Low Density Residential zone district.

17.10.160 Landscaping

In the R-L-5 Low Density Residential zone district, except for driveways and approved parking areas, all yard areas and setback areas visible from the street(s) shall be landscaped with live plant materials and ornamentation common to the Hanford area, or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces. Required landscaping is to be installed within six (6) months after occupancy of the residence and continually maintained. In accordance with the Live Oak Master Plan, 30% of the lot shall be landscaped. The applicant has submitted landscape plans for the Sterling Oaks subdivision consistent with the requirements of the Live Oak Master Plan.

All requirements of the R-L-5 Low Density Residential zone district, prescribed by Chapter 17.10 of the Hanford Municipal Code, and the Live Oak Master Plan are satisfied, except for the rear setback requirement. The applicant proposes to reduce the rear setback area from 15 feet to five feet. For this reason, the variance has been submitted.

Reasons for Setbacks

The City requires setbacks between for several reasons:

Safety:

Maintaining setbacks between buildings and uses is important for safety reasons. Having adequate setbacks between structures and uses provides access for the Fire Department to reach fires, in cases of emergency. In this case, the variance is applicable to the rear setback area. The residential structure will have a setback of five feet. There is not a concern regarding the separation of uses for Fire Department access.

Noise:

Setbacks also are in place to reduce noise impacts. The setback reduction pertains to the rear setback area, which will be five feet. The side of the structure will face the rear lot line, and the proposed setback is equal to the interior side setback requirement of five feet. This will not create noise issues different from a typical residential structure five feet from an interior lot line. All noise generated from the property would be required to meet the Noise Emission standards prescribed by the General Plan.

Preventing Crowding:

Another reason setbacks are required by the City is to reduce crowding and provide separation between uses and structures.

The reduction of the rear setback area will not create a crowding issue, since it will not affect the distance between the proposed residential structure and any other on-site structure. Any residential structure on the adjacent lot will also be required to have a minimum five-foot setback from the same lot line, maintaining a minimum 10-foot distance between structures.

Providing Open Space Areas:

Within the City of Hanford, there are requirements for open space. This is generally accommodated in the required rear setback area. The applicant provides at least approximately 900 square feet of open space area on the west side of the property, which far exceeds the required 400-square-foot open space requirement for the R-L-5 Low Density Residential zone district.

Allowing the variance will not have impacts to safety, noise, the prevention of crowding, or providing open space areas.

In accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The granting of Variance No. 2022-08 would be consistent with the purpose of the variance process, as the special circumstance applicable to the property pertains to the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

FINDINGS FOR APPROVAL

Variance No. 2022-08

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

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

ANALYSIS: That the special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot

line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the vicinity in the same zone district. Other properties in the vicinity were designed with their primary site access along their front lot lines. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That permitting the reduced rear setback area will not create a safety hazard. The various departments reviewed the proposal and conditioned the project accordingly. The residential structure will have a setback of five feet from the rear lot line. Typically, the rear of a residence will face the rear lot line and will be adjacent to the required open space area. In this case, the side of the residence will face the rear property line and the rear of the residence will face the interior side lot line. Since the rear lot line will imitate the interior side lot line, staff can support the rear setback reduction from 15 feet to five feet. The required interior side setback area is five feet, which equals the rear setback area provided for this residence. The required open space area will be provided adjacent to the front and interior side lot lines. This deviation will maintain the character of the neighborhood.

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

ANALYSIS: That other surrounding developments in the R-L-5 Low Density Residential do not share the existing configuration of this site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their

front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance applies to the required rear setback area for a single-family residence. A single-family residence is a permitted use in the R-L-5 Low Density Residential zone district. All other development regulations specified in Section 17.10 for the R-L-5 Low Density Residential zone district have been satisfied.

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

ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Residential Land Use Designations Goal L8, which aims to provide a range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

PUBLIC COMMENTS

A Notice of Public Hearing for the project was noticed in the local newspaper on July 29, 2022 and mailed to property owners within 300 feet of the project site on July 28, 2022. No comments were received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

That this project is categorically exempt from further environmental review, as per Section 15303 New Construction or Conversion of Small Structures of the California Environmental Quality Act (CEQA) Guidelines. There are no exceptions to this exemption, as per Section 15300.2

Exceptions of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 3**.

CONDITIONS OF APPROVAL

Conditions of Approval have been addressed in Resolution No. 2022-25.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-25 approving Variance No. 2022-08.

Applicant/Owner:

San Joaquin Valley Homes
5607 Avenida de los Robles
Visalia, CA 93291

RESOLUTION NO. 2022-25

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
PERTAINING TO VARIANCE NO. 2022-08, A REQUEST TO DEVIATE FROM THE
STANDARDS OF THE HANFORD MUNICIPAL CODE SECTION 17.10.070(C), IN ORDER TO
REDUCE THE REAR SETBACK FROM 15 FEET TO 5 FEET FOR AN IRREGULAR CORNER
LOT IN THE R-L-5 LOW DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS
LOCATED AT 1396 W. KENNY THOMPSON CT. (APN 011-580-043).**

At a regular meeting of the City of Hanford Planning Commission duly called and held on August 9, 2022 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Variance No. 2022-08, a request to a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17.84 of the Hanford Municipal Code; and

WHEREAS, the project is located at 1396 W. Kenny Thompson Ct. (APN 011-580-043); and

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

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

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

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

ANALYSIS: That the special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the vicinity in the same zone district. Other properties in the vicinity were designed with their primary site access along their front lot lines. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That permitting the reduced rear setback area will not create a safety hazard. The various departments reviewed the proposal and conditioned the project accordingly. The residential structure will have a setback of five feet from the rear lot line. Typically, the rear of a residence will face the rear lot line and will be adjacent to the required open space area. In this case, the side of the residence will face the rear property line and the rear of the residence will face the interior side lot line. Since the rear lot line will imitate the interior side lot line, staff can support the rear setback reduction from 15 feet to five feet. The required interior side setback area is five feet, which equals the rear setback area provided for this residence. The required open space area will be provided adjacent to the front and interior side lot lines. This deviation will maintain the character of the neighborhood.

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

ANALYSIS: That other surrounding developments in the R-L-5 Low Density Residential do not share the existing configuration of this site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the variance applies to the required rear setback area for a single-family residence. A single-family residence is a permitted use in the R-L-5 Low Density Residential zone district. All other development regulations specified in Section 17.10 for the R-L-5 Low Density Residential zone district have been satisfied.

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

ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is the configuration of the site. Due to the irregular shape of the lot compared to many other neighboring parcels, the site was designed and approved to provide primary site access along the street-side lot line, which in this case is along Kenny Thompson Ct. The Site Improvement, Landscape, and Utility Plans, as well as the site address, were reviewed and approved by various departments to provide primary site access along the street-side lot line. Other properties in the vicinity were designed with their primary site access along their front lot lines. Since primary site access was designed along the street-side lot line, the placement of the residence will reflect the design of a residence with its front lot line along Kenny Thompson Ct. Deviation from the rear setback requirement is required in order to achieve this design.

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

ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Residential Land Use Designations Goal L8, which aims to provide a range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

THEREFORE, BE IT RESOLVED that Variance No. 2022-08 be approved, subject to the conditions of approval, below:

1. That the subject site be developed as shown in Exhibit A.
2. That all development shall conform to the standards of the Hanford Municipal Code, except where modified by the Live Oak Master Plan Design Standards and this resolution.
3. That all portions of the structure and any future site additions shall maintain a minimum setback of 13' 8" feet from the interior side lot line, except where specifically identified to encroach into required setback areas.

EXPIRATION

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

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

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

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

I, **Jason Waters**, 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 9th day of August, 2022.

Jason Waters, Secretary

Attachment: Resolution No. 2022-25 (VAR 2022-08 1396 W Kenny Thompson Ct)

Exhibit A
Site Plan

Attachment: Resolution No. 2022-25 (VAR 2022-08 1396 W Kenny Thompson Ct)



**San Joaquin Valley
HOMES**

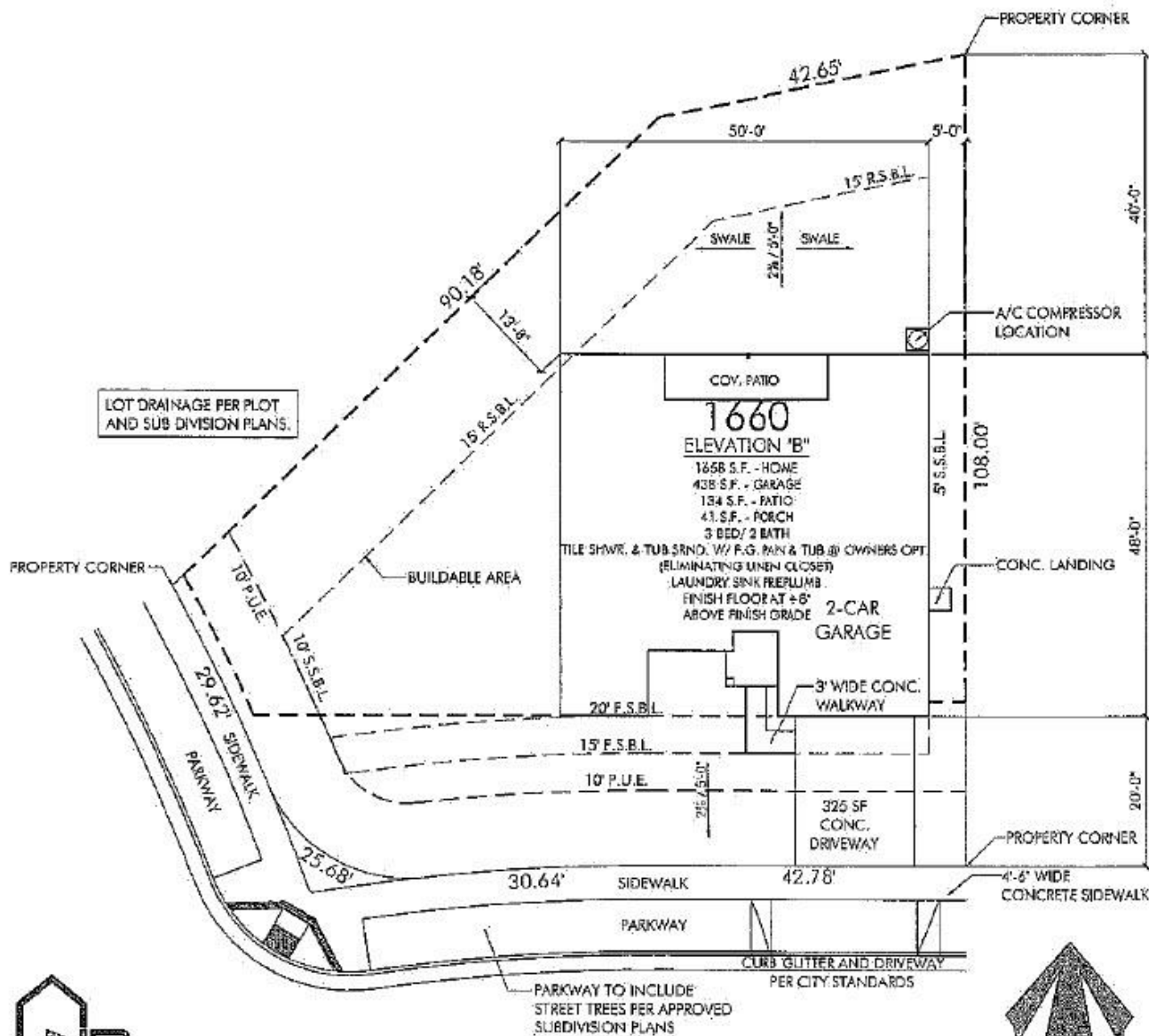
5607 AVE DE LOS ROBLES,
VISALIA, CA 93291
Voice 559-732-2660

LANDSCAPING REQUIREMENTS:

1. 6 CUBIC YARDS 3" THICK LAYER OF LANDSCAPE MULCH
2. 25% WITH MAXIMUM 500 SQ. FT. WARM SEASON BERMUDA GRASS TURF

I AGREE TO COMPLY WITH THE MWEL PRESCRIPTIVE COMPLIANCE OPTION

- 1473 SF FRONT YARD LANDSCAPE - TURF NOT TO EXCEED 368 SF
- 365 SF FRONT YARD HARDSCAPE



SITE PLAN

ADDRESS: 1396 W. KENNY THOMPSON CT.
APN:

LOT: 43

STERLING OAKS TRACT NO. 865

HANFORD

ALL DIMENSIONS SHOWN ARE WITHIN +/- 3%

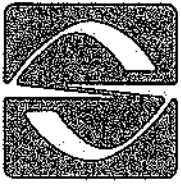


NORTH
1" = 20'

BUYER'S SIGNATURE _____

APPROVAL DATE as 6/28/2022

Attachment: Resolution No. 2022-25 (VAR 2022-08 1396 W Kenny Thompson Ct)



San Joaquin Valley HOMES

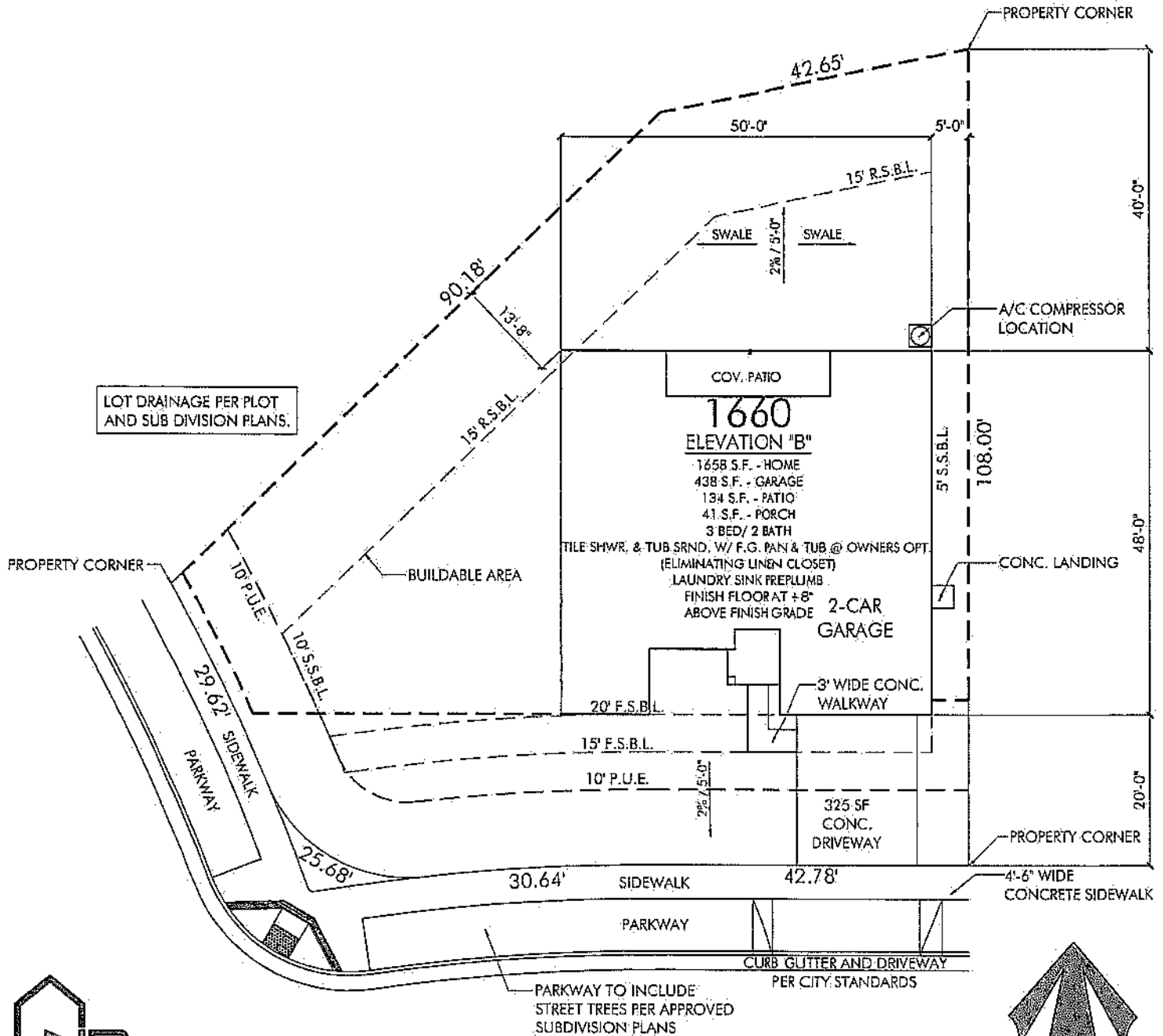
5607 AVE DE LOS ROBLES
VISALIA, CA 93291
Voice 559-732-2660

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- 1473 SF FRONT YARD LANDSCAPE - TURF NOT TO EXCEED 368 SF
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SITE PLAN

ADDRESS: 1396 W. KENNY THOMPSON CT.
APN:

LOT: 43

STERLING OAKS TRACT NO. 865

HANFORD

ALL DIMENSIONS SHOWN ARE WITHIN +/- 3%



BUYERS SIGNATURE _____

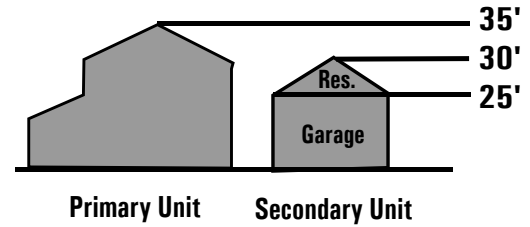
APPROVAL DATE AS 6/28/2022

Land Use & Neighborhood Design

Building Heights

Primary Unit
Accessory Structure
With Res. Unit

Measured from finished floor elevation
35 feet maximum
25 feet maximum
30 feet maximum



Off Street Parking

Parking Requirement 2 spaces/unit minimum (4 spaces/unit if no street driveway access)
(Minimum two covered spaces within a garage or carport)

Garages

Refer also to Section 3.3.6

~~Coverage 50% maximum of first floor front elevation~~

Front Loaded Garage

Front Yard Setback 20 feet minimum
Corner Side Yard Setback 20 feet minimum

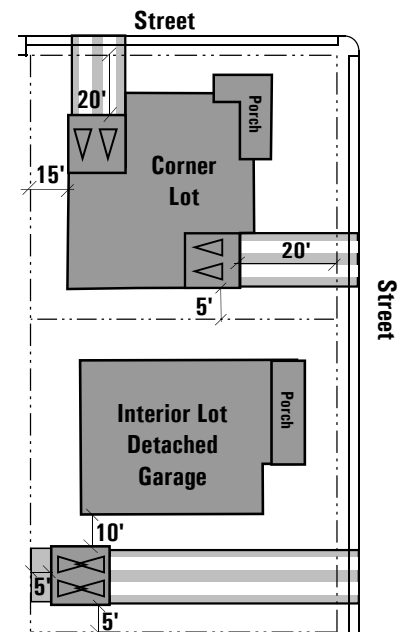
Detached Garage

Side Yard (Interior) 5 feet minimum
Side Yard (Street side) 20 feet minimum

Rear Yard

5 feet minimum
(setback a min. of 15' from alley centerline)

Note: When alley is available, no front loaded garage is allowed. (Refer to Residential policy F. and Garage Design Guidelines E.)



Porches

Refer also to Section 3.3.7

Requirement

60% of all units

Fencing and Walls

Refer also to Section 3.3.8

Within Setbacks

Front and Side Yard

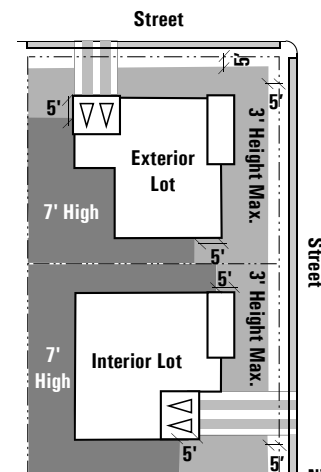
3 feet maximum height (Must be 5' minimum behind property line and a minimum of 50% transparent)

Rear and Side Yard

7* feet maximum height
(Along rear and side property line when setback a minimum of 5' behind leading edge of house)

Along Alley

7* feet maximum height
(Along rear property, setback 3 feet minimum from alley Right of Way.)



*As per city standards.



Notice of Exemption 2022-72

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

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

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

Project Title: Variance No. 2022-08

Project Location – 1396 W. Kenny Thompson Ct. (APN 011-580-043)

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

Description of Nature, Purpose and Beneficiaries of Project: Variance 2022-08: a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.

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

Name of Person or Agency Carrying Out Project: San Joaquin Valley Homes

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 152698);
☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption: State type and section number: 15303 New Construction and Conversion of Small Structures
☐ Statutory Exemption. State code number:

Reasons why project is exempt:

The City of Hanford determined the project to be exempt from environmental review pursuant to Section 15303 of the California Environmental Quality Act (CEQA) Guidelines. Section 15303 states that Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The project involves the construction of one single-family residence. None of the exceptions under CEQA Guidelines Section 15300.2 apply to this project.

Lead Agency

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

Signature: _____ Date: August 9, 2022 Title: Assistant Planner

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

Attachment 3 - Notice of Exemption No. 2022-72 (VAR 2022-08 1396 W Kenny Thompson Ct)



AGENDA STAFF REPORT

MEETING DATE: 8/9/2022	AGENDA SECTION: 3
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SUBJECT:

Annexation No. 159: A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 2021-09: A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. Mitigated Negative Declaration No. 2022-62: An initial study was prepared and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2022-62 has been prepared. The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - Planning Commission
 Resolution No. 2022-26 Prezone 2021-09
 Attachment 1 - Proposed Annexation 159
 Attachment 2 - Current Sphere of Influence (Adopted 2008)
 Attachment 3 - ISMND ANX 159

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, August 9, 2022**

PROJECT: **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.

Prezone No. 2021-09: A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area.

There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development could include, the land uses permitted in the I-H Heavy Industrial zone district.

Mitigated Negative Declaration No. 2022-62: An initial study was prepared, and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2022-62 has been prepared.

LOCATION: The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend adoption of Mitigated Negative Declaration No. 2022-62 for the project to the City Council.
2. Adopt Resolution No. 2022-26, recommending approval of Prezone No. 2021-09 to the City Council.
3. Find that the proposed Annexation No. 159 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 159 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

RECOMMENDED MOTION

1. I move to recommend adoption of Mitigated Negative Declaration No. 2022-62 for the project to the City Council.
2. I move to adopt Resolution No. 2022-26, recommending approval of Prezone No. 2021-09 to the City Council.

3. I move to find that the proposed Annexation No. 159 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 159 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

PROJECT DESCRIPTION

Annexation No. 159

The project is a request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.

See proposed annexation Figure 1 and attached as **Attachment 1**.

Figure 1: Proposed Annexation Area



Prezone No. 2021-09

Prezone No. 2021-09 is a request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. The General Plan Designation for the area is Heavy Industrial, as shown in Figure 2. Figure 3 depicts the proposed pre-zoning.

Figure 2:
General Plan Designation – Heavy Industrial

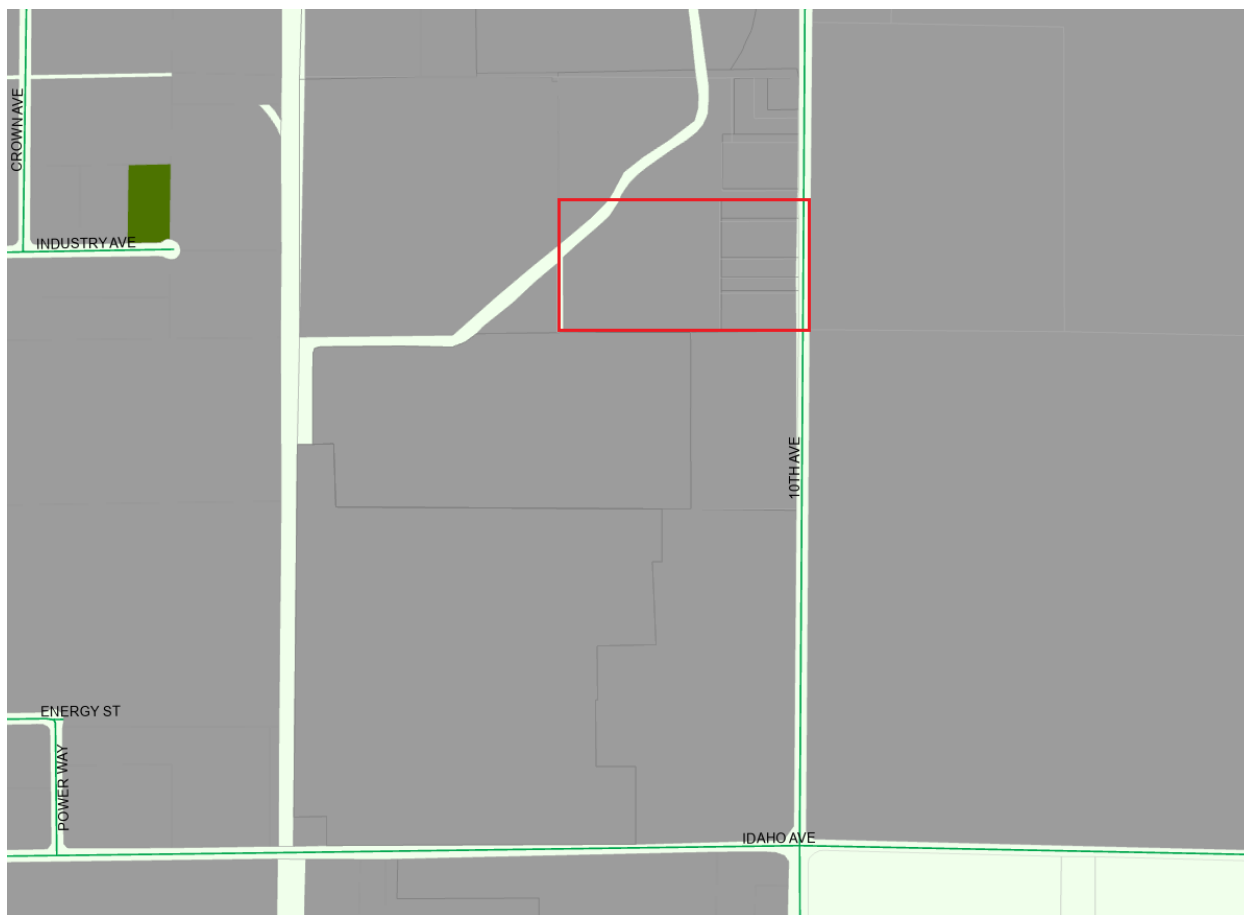
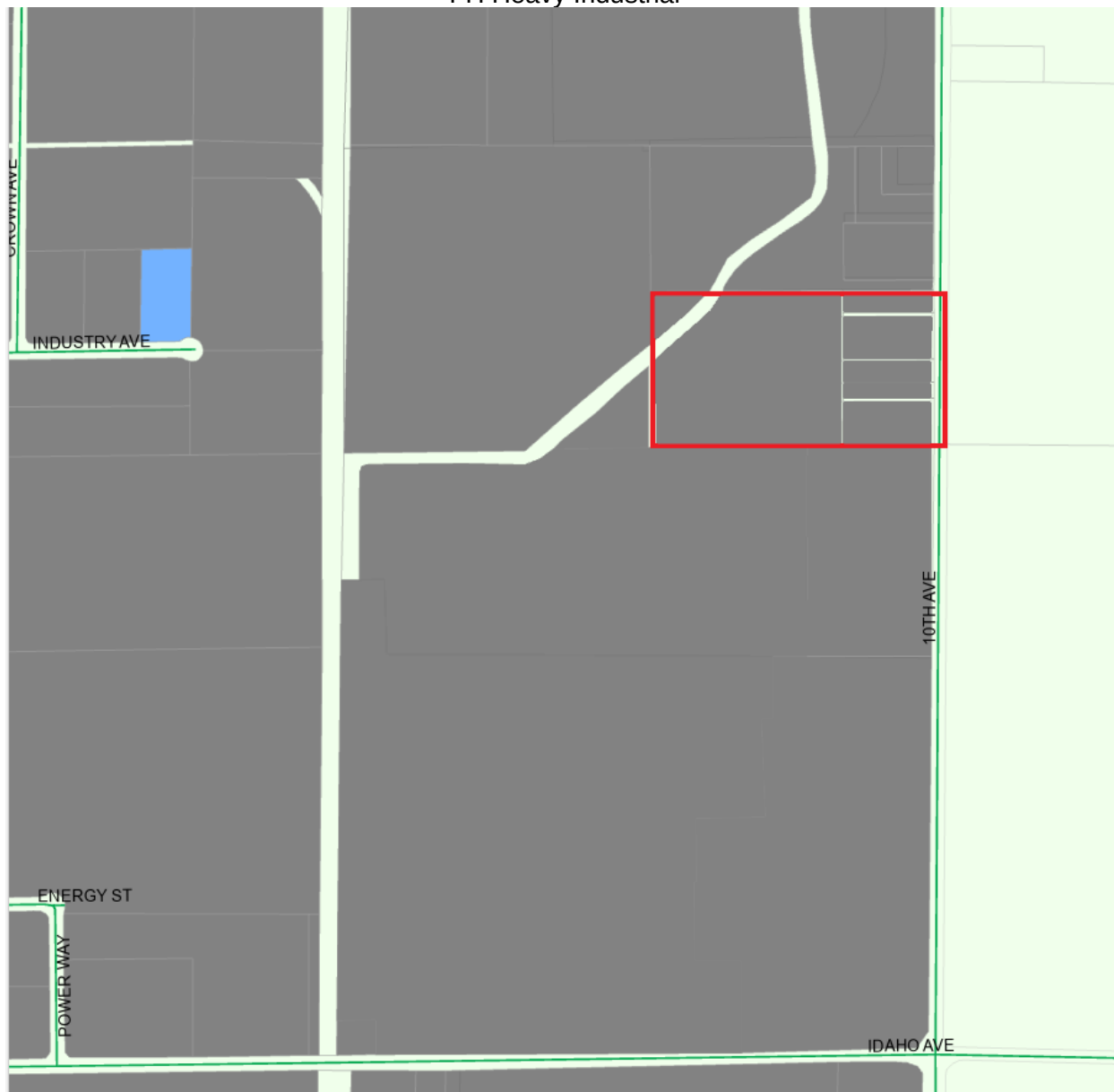


Figure 3 – Prezone No. 2021-09
I-H Heavy Industrial



Project Location

The applicant's annexation request includes the area located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019), as shown in Figure 1.

The original annexation request submitted by the applicant included only the parcel located at 018-242-019, encompassing 12 acres, shown in Figure 4. Following consultation with Kings County Local Agency Formation Commission (LAFCo), in order to create concise city limits, it was recommended to utilize the proceedings allowed by Government Codes 56375(a)(4) and 56375.3., in order to annex the subject property and the parcels to the east, abutting 10th Avenue.

The parcels shall be rezoned as I-H Heavy Industrial, consistent with the General Plan designation for the area, Heavy Industrial.

State Law

To facilitate the annexation of county islands to contiguous cities, the state legislature has adopted specific provisions in the Government Code that require LAFCo annexation approval and waiver of protest proceedings if LAFCo makes certain findings and determinations. Those determinations are found in Government Codes 56375(a)(4) and 56375.3.

An island is defined as unincorporated territory substantially surrounded by a city.

The parcels proposed to be annexed are surrounded on three sides by City limits to the north, south, and west.

Government Code Section 56375

(a)(4) A commission shall not disapprove an annexation to a city, initiated by resolution, of contiguous territory that the commission finds any of the following:

(A) Surrounded or substantially surrounded by the city to which the annexation is proposed or by that city and a county boundary or the Pacific Ocean if the territory to be annexed is substantially developed or developing, is not prime agricultural land as defined in Section 56064, is designated for urban growth by the general plan of the annexing city and is not within the sphere of influence of another city.

(B) Located within an urban service area that has been delineated and adopted by a commission, which is not prime agricultural land, as defined by Section 56064, and is designated for urban growth by the general plan of the annexing city.

(C) An annexation or reorganization of unincorporated islands meeting the requirements of Section 56375.3.

Government Code Section 56375.3

(a) In addition to those powers enumerated in Section 56375, a commission shall approve, after notice and hearing, the change of organization or reorganization of a city, and waive protest proceedings pursuant to Part 4 (commencing with Section 57000) entirely, if all of the following are true:

(1) The change of organization or reorganization is initiated on or after January 1, 2000.

(2) The change of organization or reorganization is proposed by resolution adopted by the affected city.

(3) The commission finds that the territory contained in the change of organization or reorganization proposal meets all the requirements set forth in subdivision (b).

(b) Subdivision (a) applies to territory that meets all the following requirements:

(1) It does not exceed 150 acres in area, and that area constitutes the entire island.

(2) The territory constitutes an entire unincorporated island located within the limits of a city or constitutes a reorganization containing several individual unincorporated islands.

- (3) It is surrounded in either of the following ways:
 - (A) Surrounded, or substantially surrounded, by the city to which annexation is proposed or by the city and a county boundary or the Pacific Ocean.
 - (B) Surrounded by the city to which annexation is proposed and adjacent cities.
- (4) It is substantially developed or developing. The finding required by this paragraph shall be based upon one or more factors, including, but not limited to, any of the following factors:
 - (A) The availability of public utility services.
 - (B) The presence of public improvements.
 - (C) The presence of physical improvements upon the parcel or parcels within the area.
- (5) It is not prime agricultural land, as defined by Section 56064.
- (6) It will benefit from the change of organization or reorganization or is receiving benefits from the annexing city.
- (7) This subdivision does not apply to any unincorporated island within a city that is a gated community where services are currently provided by a community services district.

While the final determination will be made by LAFCo, City staff has confirmed that the proposed island annexation satisfies all the requirements in these two State codes.

Notice of the proposal to annex has been sent to the owners of parcels 018-242-014, 018-242-015, 018-242-016, 018-242-017, and 018-242-018, however, response has not been received. The owners have not submitted consent to annex forms; therefore, there would not be 100% consent for the annexation.

Existing Land Use

The majority of the project area is comprised of vacant land. There are three large-lot single-family residences within the project site, located at 13400 10th Avenue, 13402 10th Avenue, and 13470 10th Avenue. There is a dilapidated residence with a former wrecking yard located at 13496 10th Avenue.

BACKGROUND INFORMATION

General Plan Designation

The General Plan designates the property as Heavy Industrial.

3.8 Industrial Land Use

Hanford industrial uses are mostly concentrated in the southern portion of the city. The area includes a wide range of uses including agriculture processing and packaging, storage yards, and both light and heavy industrial uses. The Kings Industrial Park is envisioned as a job center that will aid in the economic development and growth of Hanford by attracting more industrial uses. The Industrial Land Use categories include both light and heavy industrial uses as described in

detail in the paragraphs that follow. This section provides descriptions, development intensities, policies, and standards applicable to the industrial land use designation. The Hanford Zoning Ordinance provides the enforcement mechanism to implement the identified policies.

Industrial Land Use Designations Goals

Goal L21: Enhanced and expanded economic and employment base.

Goal L22: Available land for a wide range of industrial uses that provide jobs for Hanford and Kings County residents.

3.8.2 Heavy Industrial

Policy L87 Purpose of Heavy Industrial Land Use Designation

Establish the Heavy Industrial land use designation to provide for manufacturing facilities and industries that may be obnoxious due to odor, dust, smoke, gas, noise, vibration, or similar causes and therefore require isolation from many other kinds of land uses.

Policy L88 Typical Uses in Heavy Industrial Land Use Designation

Define the uses allowed in the Heavy Industrial land use designation to include industrial parks, manufacturing, truck terminals, fabrication, processing, assembling, warehousing and distribution, large machinery sales and service, and research and development activities. The uses in this designation differ from uses in the light industrial designation in that operations are typically larger in scale, freight rail service may be needed, large trucks and equipment are utilized, outside processing and storage of materials may be permitted, and nuisance effects may be higher.

Policy L89 Location of Heavy Industrial Land Use Designation

Locate Heavy Industrial land use designations south of Houston Avenue, between 9th Avenue and 12th Avenue. Locate the Heavy Industrial land use designation adjacent to only a Light Industrial, Open Space, or Public Facilities land use designation to minimize conflicts with other land uses.

Policy L90 Generous Supply of Industrial Land

Maintain a generous supply of industrial land that is attractive and desirable to potential industrial developers.

Policy L91 Incompatible Adjacent Land Uses

Prohibit the establishment of residential and other sensitive land uses near Heavy Industrial land use designations.

County Zoning

The properties proposed to be annexed are zoned as IH Heavy Industrial by Kings County.

Adjacent Land Use and Zoning:

	Zoning	General Plan Designation	Land Use
North	I-H Heavy Industrial	Heavy Industrial	Industrial- Pitman Family Farms
East	County AG-20 Agricultural	Heavy Industrial	Agricultural Land
South	I-H Heavy Industrial	Heavy Industrial	Industrial – Former Calcot site; future cannabis cultivation site
West	I-H Heavy Industrial	Heavy Industrial	Industrial - Pitman Family Farms

Landowners & Values:

Included in the Annexation with 100% Consent

APN	Address	Owner Name	Registered Voters	Acres	Land Value
018-242-019	n/a	Phylis Parra Estate c/o Helen Prince	0	12.64	47,187

Not included in the Annexation Request, Not Consented

APN	Address	Owner Name	Registered Voters	Acres	Land Value
018-242-014	13400 S. 10 th Avenue	Marcie Booker	0	0.91	32,970
018-242-015	13402 S. 10 th Avenue	Marcie Booker	2	1.81	12,931
018-242-016	n/a	Thomas R and Berniece I Parra Joint Trust	0	0.91	6,051
018-242-017	13470 S. 10 th Avenue	Thomas R and Berniece I Parra Joint Trust	0	0.65	7,845
018-242-018	13496 S. 10 th Avenue	Phylis Parra Estate c/o Helen Prince	0	1.73	34,319

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

An area is considered uninhabited if there are less than 12 registered voters within the annexation area. With less than 12 registered voters, this is considered an uninhabited annexation.

PROJECT EVALUATION

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

The Hanford Planning Commission is charged with reviewing proposed annexation and making a finding of consistency with the Hanford General Plan to forward to the City Council. The Planning Commission will need to find that Annexation 159 is consistent with the Hanford General Plan Policy L15 and L17.

Figure 4: Proposed Annexation Area



Attachment: Staff Report - Planning Commission (Annexation 159)

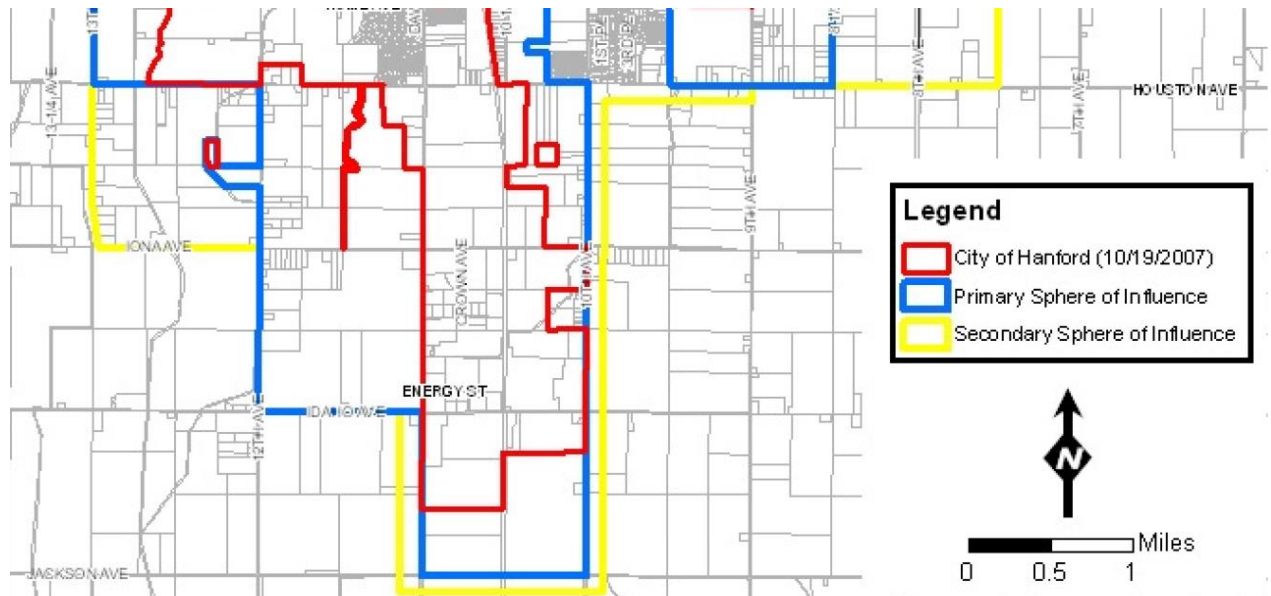
Policy L15 Initiation of Annexations

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

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

Analysis: The land is within the Primary Sphere of Influence, adopted by LAFCo in 2008 – shown in Figure 5 and **Attachment 2**.

Figure 5: 2008 Sphere of Influence



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

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

Fire and Police

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

School

The project involves the annexation of industrial property; therefore, there will be no impact to schools.

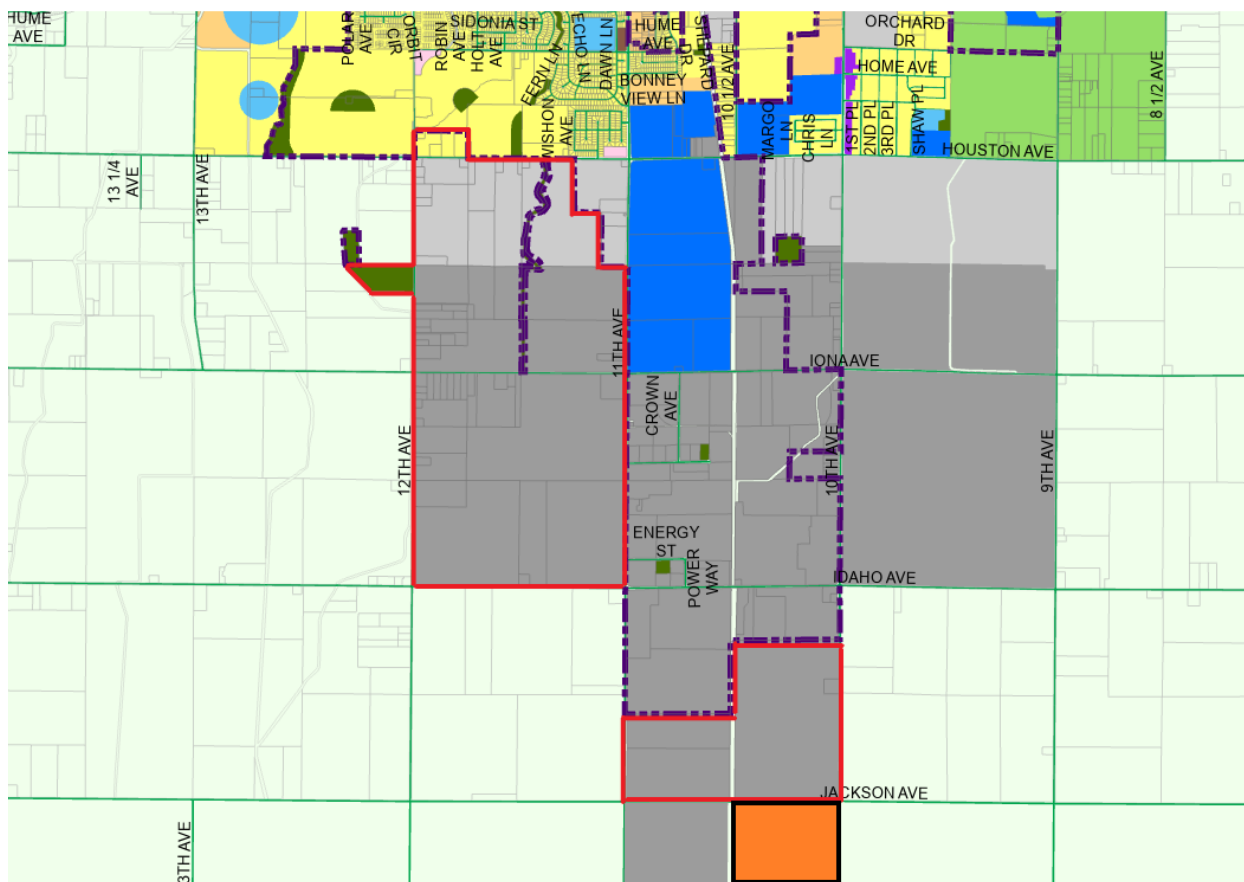
Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. Response was not received pertaining to city services.

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

Analysis: Land for industrial development is limited within the industrial park, as the majority is built out. The City Council took action on July 6, 2021, directing City staff to proceed with the annexation of industrial land in order to accommodate industrial growth. Although this area was not included in the Council's directed industrial annexation efforts,

depicted in **Figure 6**, it is consistent with the Council's goal and the General Plan Goal L22, to make available land for a wide range of industrial uses that provide jobs for Hanford and Kings County residents.

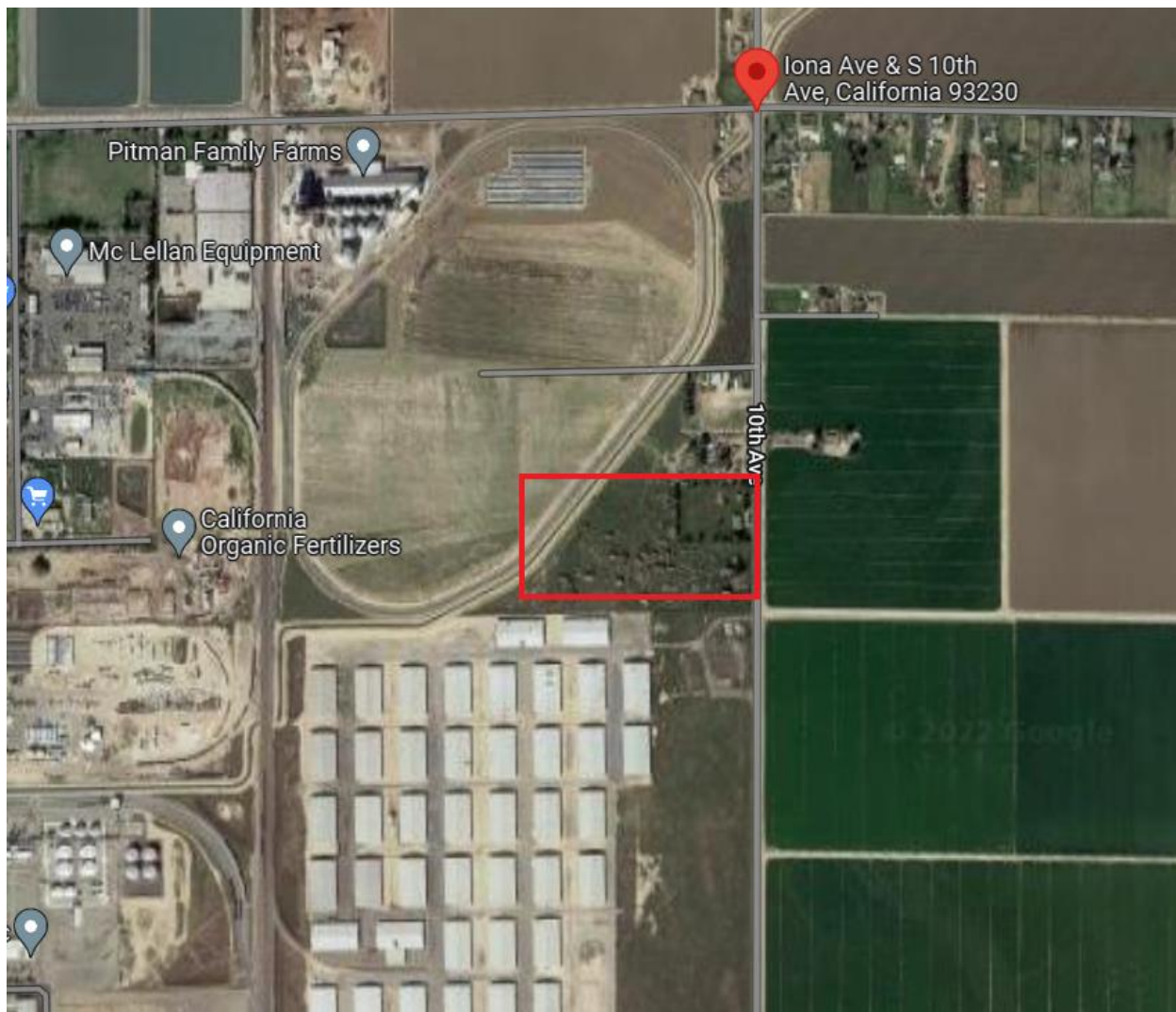
Figure 6: Council Directed Annexation of Industrial Land (outlined in red)



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

Analysis: The territory to be annexed is directly contiguous to the current City limits to the north, west and south. The annexation area is bounded by industrial development to the north and west by Pitman Family Farms and to the south by the former Calcot site, now proposed as a cannabis cultivation facility – Figure 7.

Figure 7: Surrounding Industrial Development



Policy L17 Plan for Services

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

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

The Plan for Services was prepared by the Public Works Department and has been made publicly available, concurrent with the Notice of Public Hearing.

Favorable Factors for Annexation

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

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

Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The annexation area is designated as Heavy Industrial by the General Plan and is necessary to accommodate growth within the City of Hanford. The development proposed for the annexation area is consistent with the General Plan and the existing Sphere of Influence.

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

Analysis: The annexation area is proposed to be rezoned I-H Heavy Industrial, in accordance with the General Plan. There is not a proposal for development at this time, however future development will be required to conform with the General Plan designation for the area, Heavy Industrial.

The annexation is consistent with the General Plan Section 3.2.4, which states, "Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services." The annexation area is also consistent with Policy L15 and L17 of the General Plan, as analyzed above.

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

Analysis: The land is within the Primary Sphere of Influence, adopted by LAFCo in 2008 – shown in Figure 5 and **Attachment 2**.

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

Analysis: The annexation area does not come with 100% consent of the landowners, as described above, notice of the proposal to annex has been sent to the owners of parcels 018-242-014, 018-242-015, 018-242-016, 018-242-017, and 018-242-018, however, response has not been received. The owners have not submitted consent to annex forms; therefore, there would not be 100% consent for the annexation. The project is consistent with Government Code Sections 56375 and 56375.3.

Prezone No. 2021-09

Prezone No. 2021-09 is a request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. The General Plan Designation for the area is Heavy Industrial, as shown in Figure 2. Figure 3 depicts the proposed pre-zoning (above).

FINDINGS FOR APPROVAL

Annexation No. 159

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

Policy L15 Initiation of Annexations

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

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

Analysis: The land is within the Primary Sphere of Influence, adopted by LAFCo in 2008.

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

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

Fire and Police

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

School

The project involves the annexation of industrial property; therefore, there will be no impact to schools.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. Response was not received pertaining to city services.

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

Analysis: Land for industrial development is limited within the industrial park, as the majority is built out. The City Council took action on July 6, 2021, directing City staff to proceed with the annexation of industrial land in order to accommodate industrial growth. Although this area was not included in the Council's directed industrial annexation efforts, it is consistent with the Council's goal and the General Plan Goal L22, to make available land for a wide range of industrial uses that provide jobs for Hanford and Kings County residents.

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

Analysis: The territory to be annexed is directly contiguous to the current City limits to the north, west and south. The annexation area is bounded by industrial development to the north and west by Pitman Family Farms and to the south by the former Calcot site, now proposed as a cannabis cultivation facility.

Policy L17 Plan for Services

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

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

The Plan for Services was prepared by the Public Works Department and has been made publicly available, concurrent with the Notice of Public Hearing.

Prezone No. 2021-09

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

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

Analysis: That Prezone No. 2021-09 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. There is not a plan for development at this time, however future development of the project area will be required to conform to the General Plan and Zoning regulations set forth for the I-H Heavy Industrial zone district.

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

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

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

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The prezone is considered an implementation of the General Plan, which designates the project site as Heavy Industrial.

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

Analysis: That there is not a plan for development of the project area, at this time. The anticipated land uses on the subject site would be heavy industrial. Future development would be required to comply with the General Plan and zoning designation for the property. The industrial uses would be compatible with the existing and future surrounding industrial uses. Existing residential within the annexation area are considered legally-existing nonconforming uses and can remain, subject to the regulations set forth in Section 17.90 of the Hanford Municipal Code. The residential properties are legally-existing non-conforming with the County's zoning designation IH Heavy Industrial, as well.

ENVIRONMENTAL ASSESSMENT

PRE-CONSULTATION

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

1. Brian Clements, Director of Permit Services, San Joaquin Valley Air Pollution Control District, Received July 14, 2022.

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

Pre-Consultation – San Joaquin Valley Air Pollution Control District

The following comments were received from the SJVAPCD:

Project: Annexation 159 and Prezone No. 2021-09

District CEQA Reference No: 20220843

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Annexation and Prezone from the City of Hanford (City). Per the project documentation, the project consists of the annexation of 12.64 acres into the City of Hanford and the pre-zoning of that property as I-H (Heavy Industrial), in accordance with the General Plan designation for the area (Project). The Project is located south of Iona Avenue and west of 10th Avenue, in Hanford, CA (APN 018-242-019).

The District offers the following comments regarding the Project:

Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, PM_{2.5} standards.

The annexation of property will not have an impact on air quality. However, if approved, future development projects will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.

Recommended Model for Quantifying Air Emissions

For future development projects, project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of

Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects with emissions that exceed 100 pounds per day of any pollutant. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/ceqa.

Allowed Uses Not Requiring Project-Specific Discretionary Approval

In some cases, for future development projects, the City may determine that a project be approved as an allowed use not requiring a project-specific discretionary approval from the City. The District recommends the Annexation and Prezone include language supported by policy requiring such projects to prepare a technical assessment in consultation with the District, and recommending that a VERA be considered for development projects determined to result in a significant impact

on air quality. For example, this requirement would apply to large development projects (e.g., large residential project, large distribution center, large warehouse, etc.) that would have the potential to significantly impact air quality and is determined by the City to be allowed by use, not requiring a project specific discretionary approval from the City.

Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project will be zoned Heavy Industrial, there is potential for an increase in truck trips.

The District recommends the City evaluate HHD truck routing patterns for future development projects, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NO_x emissions in the San Joaquin Valley. The District's CARB-approved 2018 PM_{2.5} Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NO_x/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NO_x established by CARB.

For future development projects, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- Recommended Measure: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NO_x) technologies.
- Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since future development projects are expected to result in HHD truck trips, the District recommends the Annexation and Prezone include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors.

Electric On-Site Off-Road and On-Road Equipment

Since the Project will be zoned Heavy Industrial, future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the Annexation and Prezone include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

Vegetative Barriers and Urban Greening

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

Clean Lawn and Garden Equipment in the Community

Since the Project consists of industrial development, gas-powered lawn and garden equipment have the potential to result in an increase of NO_x and PM_{2.5} emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment.

More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zerocarbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects.

Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air

alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at future project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors.

Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

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

District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponents should submit to the District an application for an ATC.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888.

District Rule 9510 - Indirect Source Review (ISR)

Future development projects within the Annexation and Prezone may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,000 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NO_x or two tons of PM.

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NO_x and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. It is preferable for the applicant to submit

an AIA application as early as possible in the public agency's approval process so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

Information about how to comply with District Rule 9510 can be found online at:

<http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at:

<http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

District Rule 9410 (Employer Based Trip Reduction)

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished, or removed, future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

District Rule 4601 (Architectural Coatings)

Future development projects may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements, or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup, and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: <http://www.valleyair.org/rules/currnrules/r4601.pdf>

District Regulation VIII (Fugitive PM₁₀ Prohibitions) The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5- acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: <https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

Other District Rules and Regulations

Future development projects may also be subject to the following District rules:

Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: <https://www.valleyair.org/transportation/GAMAQI.pdf>

District Comment Letter

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

If you have any questions or require further information, please contact Matt Crow by email at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services
For: Mark Montelongo
Program Manager

Analysis: As stated by the District, while the annexation and rezoning will not have an effect on the environment, future development has the potential to cause impacts to Air Quality. As such, future development shall be subject to the following mitigation measures and recommendations

Mitigation Measures:

Air Quality MM2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

Air Quality MM3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

Recommendations:

1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation.
2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.)
3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).
4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects
5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.

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. Comments were not received as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

In accordance with CEQA guidelines, Annexation No. 159 and Prezone No. 2021-09 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. 2021-62 has been prepared (**Attachment 3**).

A Notice of Intent to Adopt a Mitigated Negative Declaration was circulated for comment from July 19 – August 8, 2022 [20-day comment period].

PUBLIC COMMENTS

Noticing of the project was published in the newspaper on July 19, 2022 and mailed to property owners within 300 feet of the project site on July 18, 2022. No comments have been received as of the date of preparation of this staff report.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend adoption of Mitigated Negative Declaration No. 2022-62 for the project to the City Council.
2. Adopt Resolution No. 2022-26, recommending approval of Prezone No. 2021-09 to the City Council.
3. Find that the proposed Annexation No. 159 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 159 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

Applicant: Dale G. Mell and Associates
Dale G. Mell and Associates
2090 N. Winery Avenue
Fresno, CA 93703

Property Owner(s) – Consented:
Phylis Parra Estate
1460 N. Harrison Avenue
Fresno, CA 93728

Non-Consented:
Marcie Booker
13402 S. 10th Avenue
Hanford, A 93230

Thomas and Berniece Parra
925 E. Terrace Drive
Hanford, CA 93230

RESOLUTION NO. 2022-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF PREZONE NO.2021-09 PREZONING REAL PROPERTY AS I-H HEAVY INDUSTRIAL, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA, HEAVY INDUSTRIAL. THE PROJECT IS LOCATED SOUTH OF IONA AVENUE, WEST OF 10TH AVENUE (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, AND 018-242-019).

At a regular meeting of the City of Hanford Planning Commission duly called and held on August 9, 2022, on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Dale G. Mell initiated the prezone from County zoning "IH" Heavy Industrial to City zoning I-H Heavy Industrial on approximately 19 acres generally located south of Iona Avenue, west of 10th Avenue, as shown in **Exhibit A**; and

WHEREAS, the City of Hanford Planning Commission considered the prezone, in accordance with Section 17.86.030 of the Hanford Municipal Code, at its regularly scheduled meeting on August 9, 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. 2022-62, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council find that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2022-62 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED that the City of Hanford Planning Commission, in accordance with Section 17.86.030 of the Hanford Municipal code, recommends approval to the City Council of Prezone No. 2021-09, based upon the following findings and on the evidence presented:

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

Analysis: That Prezone No. 2021-09 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. There is not a plan for development at this time, however future development of the project area will be required to conform to the General Plan and Zoning regulations set forth for the I-H Heavy Industrial zone district.

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

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

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

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The prezone is considered an implementation of the General Plan, which designates the project site as Heavy Industrial.

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

Analysis: That there is not a plan for development of the project area, at this time. The anticipated land uses on the subject site would be heavy industrial. Future development would be required to comply with the General Plan and zoning designation for the property. The industrial uses would be compatible with the existing and future surrounding industrial uses. Existing residential within the annexation area are considered legally-existing nonconforming uses and can remain, subject to the regulations set forth in Section 17.90 of the Hanford Municipal Code. The residential properties are legally-existing nonconforming with the County's zoning designation IH Heavy Industrial, as well.

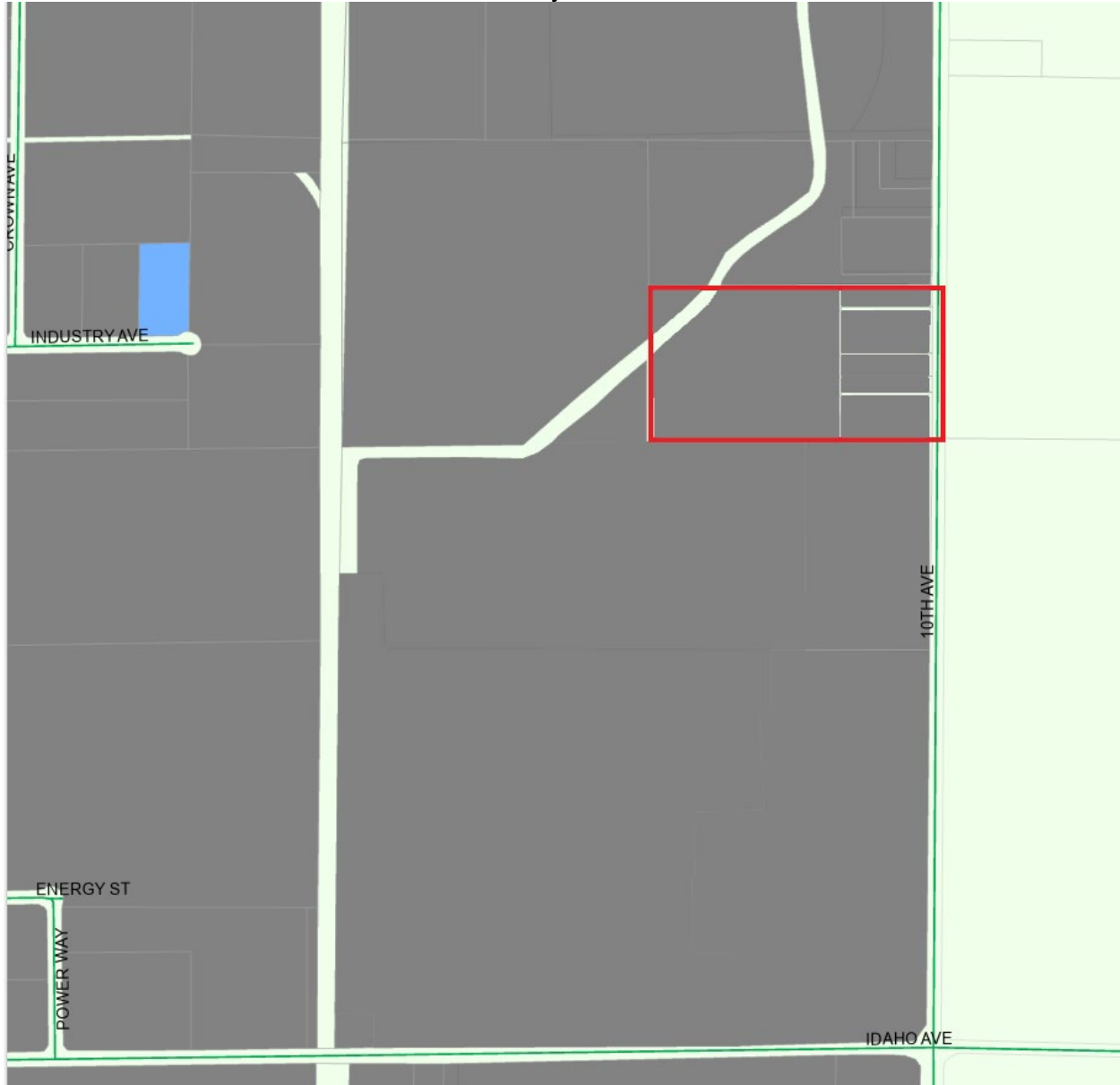
PASSED AND ADOPTED at a regular meeting of the City of Hanford Planning Commission by the following vote:

AYES: Commissioners
NOES: Commissioners
ABSENT: Commissioners

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

I, **Jason Waters**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 9th day of August 2022.

Jason Waters

Exhibit A
Prezone No. 2021-09**Prezone No. 2021-09**
I-H Heavy Industrial

Attachment: Resolution No. 2022-26 Prezone 2021-09 (Annexation 159)

Exhibit B
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2022-26 Prezone 2021-09 (Annexation 159)

**Annexation 159 and Prezone No. 2021-09
Mitigation Measures
Mitigated Negative Declaration 2022-62**

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That future development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AIR QUALITY			
MM Air Quality 1 -5	The project may conflict with or obstruct implementation of the applicable air quality plan?	MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan. MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts. MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors. MM Air Quality 4: That future development project operation and	City to Require

		construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations. MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectional odors, consistent with the Hanford Municipal Code Section 17.50.050. Recommendations of Future Development: 1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation. 2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) 3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities). 4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects 5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.	
CULTURAL RESOURCES			
MM Cultural Resources 1-4	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could	MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe

	potentially disturb human remains, including those interred outside of formal cemeteries?		
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	That the future physical development of the project comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides.	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area.	Building Official to require; developer to conduct study

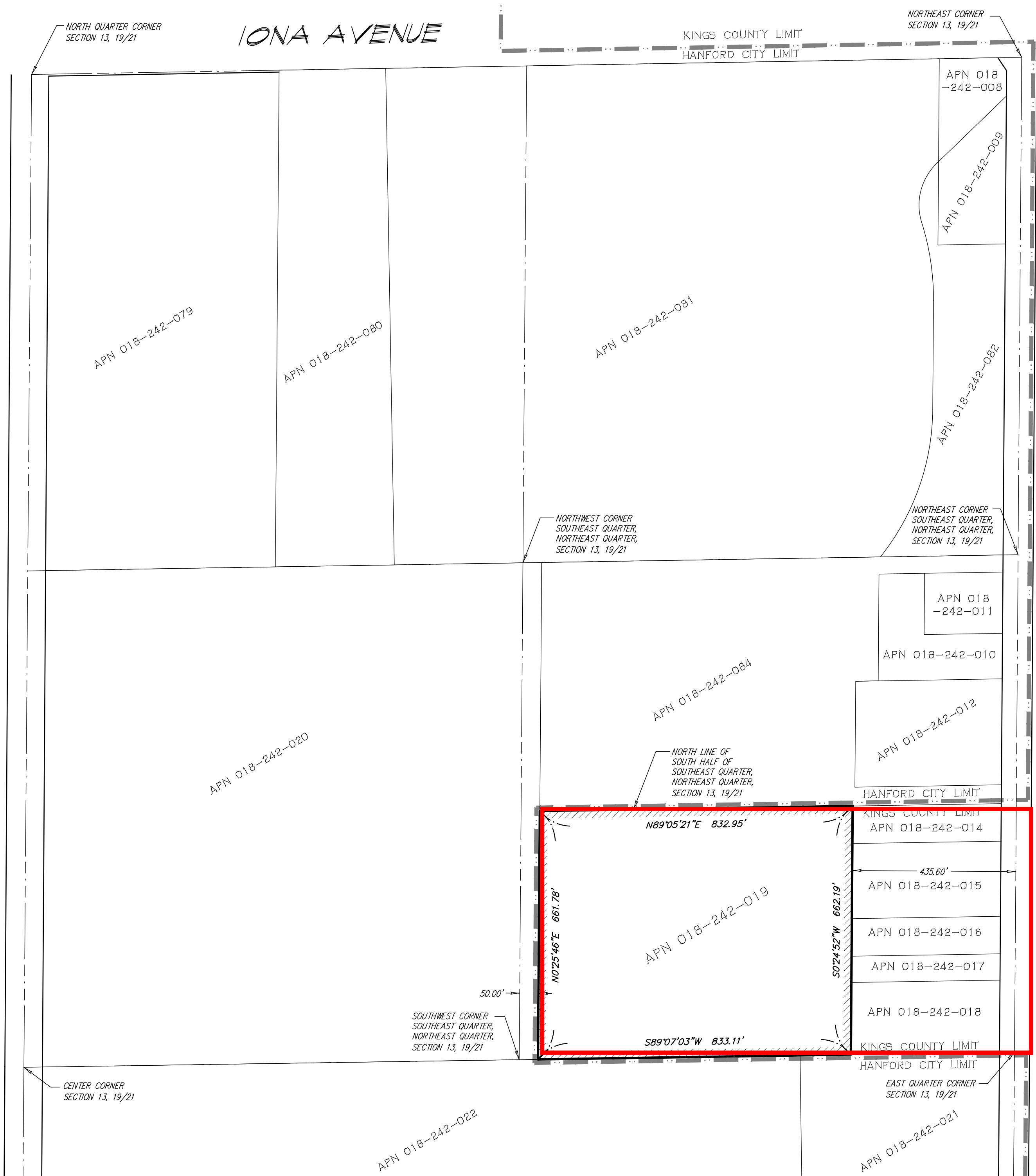
	The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		
MM Geology 3	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project area comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1) Future development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 5	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	City to require; Developer to provide
NOISE			
MM Noise 1	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other	That future development of the project site complies with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce

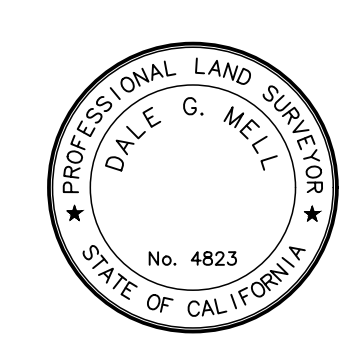
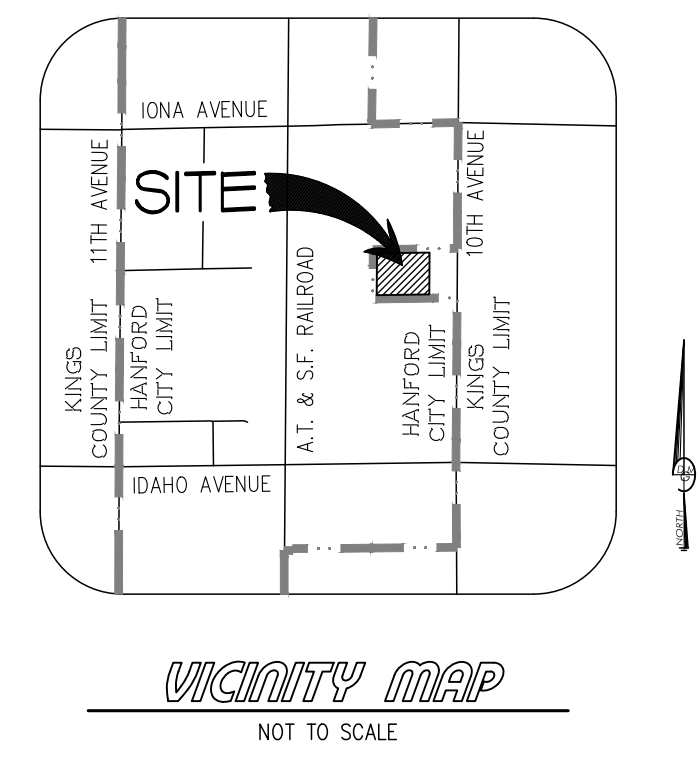
	agencies?		
MM Noise 2 & 3	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	That future construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to fire impact fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to police impact fees.	Developer to pay
UTILITIES AND SERVICE SYSTEMS			

MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statutes related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

ATCHISON, TOPEKA & SANTA FE RAILROAD



MAP OF TERRITORY
ANNEXED TO THE
CITY OF HANFORD
AND DETACHED FROM KINGS RIVER CONSERVATION DISTRICT AND
THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT
ANNEXATION NO. 159
PLATTED IN JANUARY, 2022
BY DALE G. MELL & ASSOCIATES
CONSISTING OF ONE SHEET
SHEET 1 OF 1

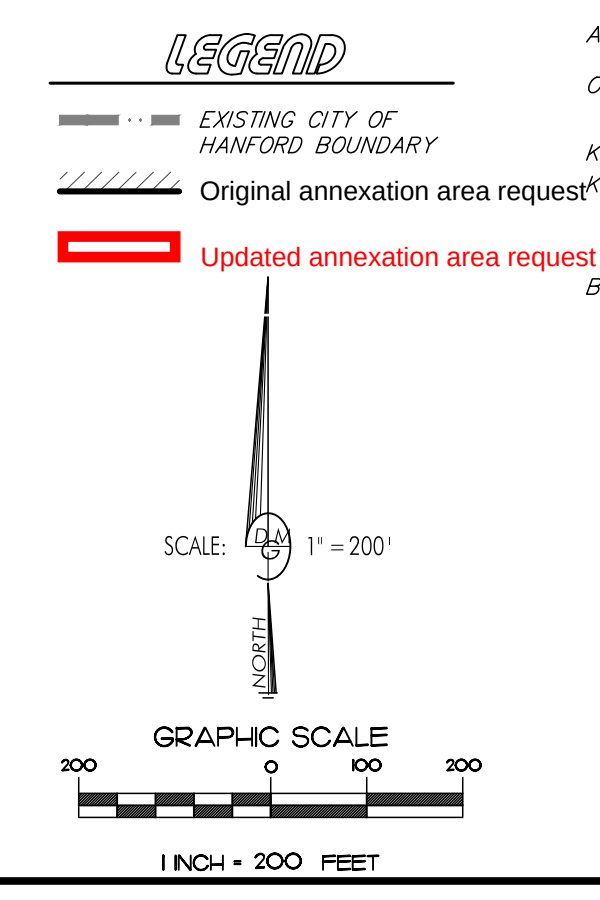


SURVEYOR'S STATEMENT
THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION, AND IS BASED UPON RECORD DATA.

DALE G. MELL PLS 4823 DATE: _____

RECORDER'S CERTIFICATE
DOCUMENT NO. _____ FEE \$ _____
RECORDED AT THE REQUEST OF THE CITY OF HANFORD
AT _____ MINUTES PAST _____ O'CLOCK _____ M. _____, 20____. IN VOLUME _____
OF LICENSED SURVEYORS' PLATS, PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA

KRISTINE LEE
KINGS COUNTY RECORDER
BY: _____ DEPUTY COUNTY RECORDER



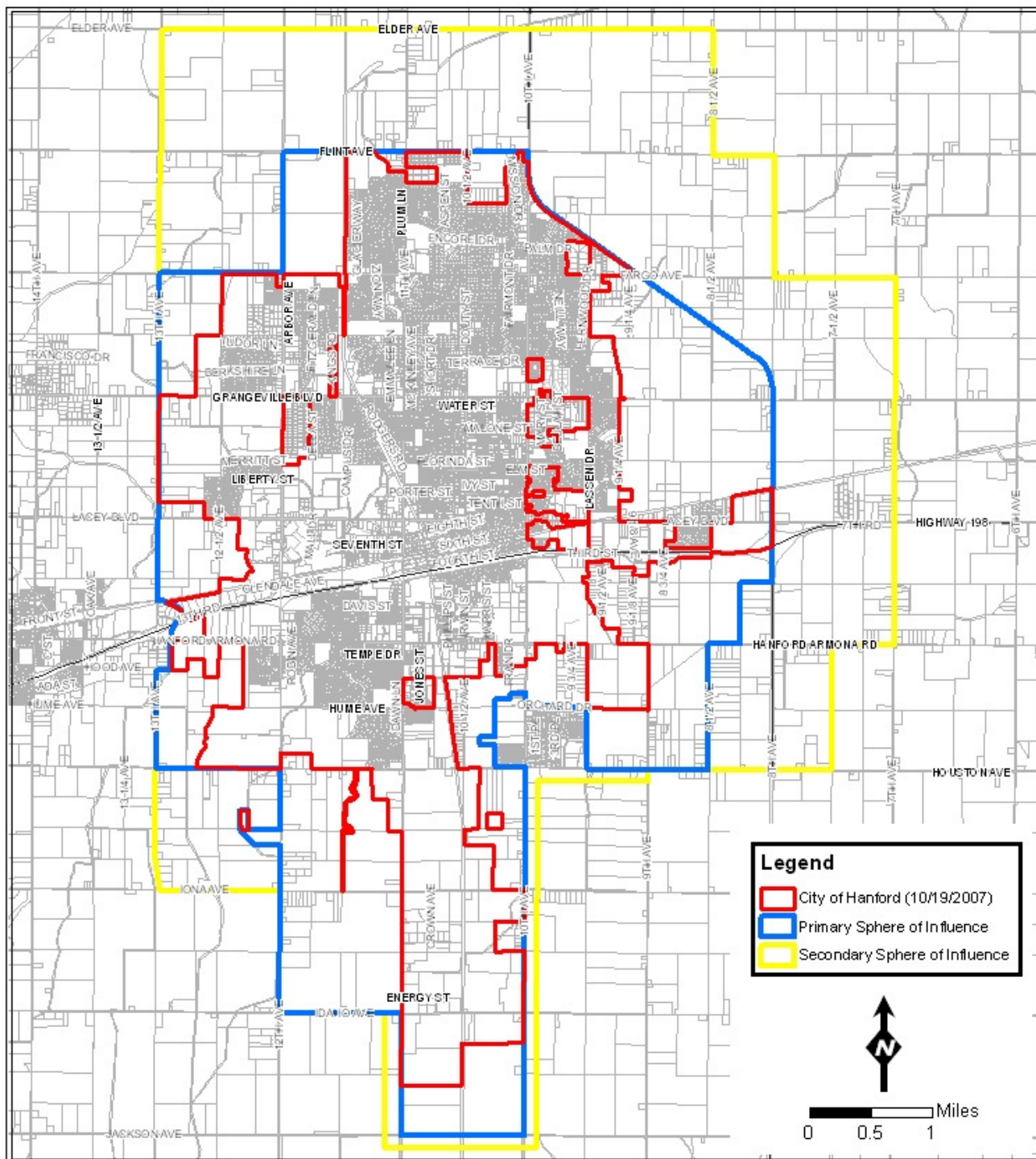
PREPARED BY:
DALE G. MELL & ASSOCIATES
ENGINEERING & SURVEYING SERVICES
2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703
(559) 292-4046 * FAX 251-9220 * EMAIL: STAFF@DALEMELL.COM

MARJAN ESLIMI ISFAHANI
14-051EX04.DWG
1/11/2022

Attachment: Attachment 1 - Proposed Annexation 159 (Annexation 159)



Exhibit C **CITY OF HANFORD** **2008 SPHERE OF INFLUENCE**



**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on Tuesday, August 9, 2022 at 5:30 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

- **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.
- **Prezone No. 2021-09:** A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area.
- **Location:** The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include, the land uses permitted in the I-H Heavy Industrial zone district.

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

COMMENT PERIOD: July 19 to August 8, 2022 [20-day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by August 8, 2022 and/or to appear at the hearing described above to present testimony, in regard to the above-listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle Myers, at the above listed address.

If you challenge any action or decision regarding the project described in this notice in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City prior to, or at, the public hearing.

For further information, contact the Hanford Community Development Department at (559) 585-2580 or 317 N. Douty Street, Hanford, California, 93230.

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

Attachment: Attachment 3 - ISMND ANX 159 (Annexation 159)

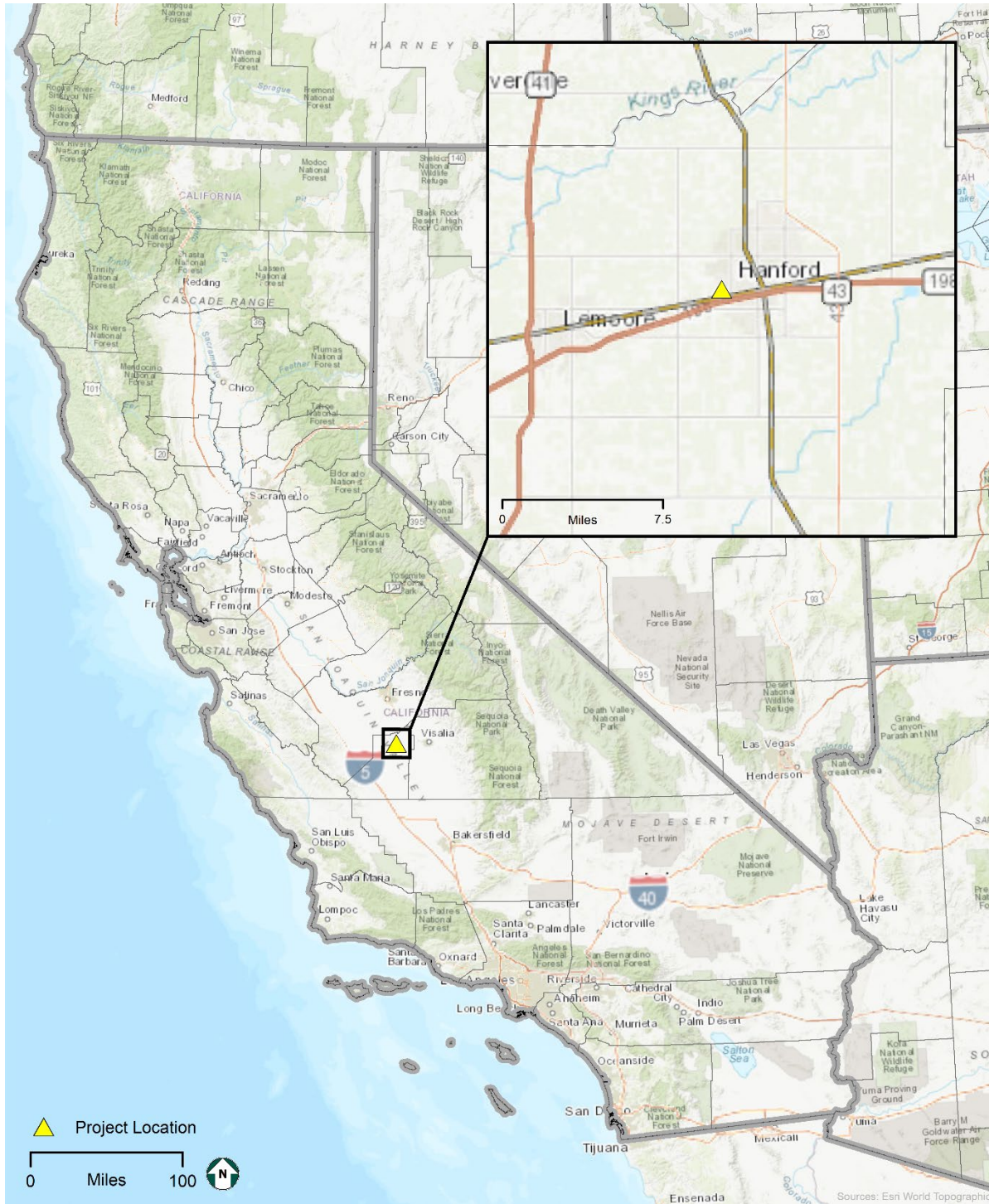
MITIGATED NEGATIVE DECLARATION NO. 2022-62**Project Title:** Annexation 159, Prezone No. 2021-09**File Number:** ANX 159 (301-0227) and PRZ 2021-09 (510-0243)**State Clearinghouse Number:** n/a**Lead Agency:** City of Hanford**Responsible Agency:** Kings County Local Area Formation Commission**Applicant:** Dale G. Mell and Associates
2090 N. Winery Ave
Fresno, CA 93703**Property Owner(s):** Phylis Parra Est.
1460 N. Harrison Ave
Fresno, CA 93728

Non-Consented:

Marcie Booker
13420 S. 10th Avenue
Hanford, CA 93230Thomas and Berniece Parra
925 E. Terrace Dr.
Hanford, CA 93230**Project Description:**

- **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.
- **Prezone No. 2021-09:** A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area.
- **Location:** The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

Attachment: Attachment 3 - ISMND ANX 159 (Annexation 159)





Attachments:

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

Environmental Assessment: The Initial Study for the project is available for public review at the City of Hanford, Community Development Department, 317 N. Douty St., Hanford CA.

Declaration of No Significant Effect: The City of Hanford has completed the preparation of an initial study for the project described above. The initial study did not identify any potentially significant environmental effects that would result from the proposed project. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

- (a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- (b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- (c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

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

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

Contact Person: Gabrielle Myers

Phone: (559) 585-2578

Signature:



Date: July 18, 2022

Review Period: July 19 to August 8, 2022

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2022-62

Prepared For

Annexation 159 and Prezone No. 2021-09

Dell G. Mell and Associates

Prepared By

The City of Hanford

July 18, 2022

Responsible Agency

Kings County LAFCO

Attachment: Attachment 3 - ISMND ANX 159 (Annexation 159)

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

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

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

- 1) The initial study show there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- 2) The Initial Study identified potentially significant effects, but:
 - a) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - b) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

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

PROJECT DESCRIPTION:

The project has two components. **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction. **Prezone No. 2021-09:** A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include Heavy Industrial uses.

Location: The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Hanford Land Use Element, Zoning Ordinance, and Climate Action Plan contain policies and regulations and measures that are designed to mitigate impacts to a level of non-significance. Environmental measures are methods, measures, standard regulations or practices that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlying authority, they may be applied before, during, or after construction of the project. Environmental measures are also commonly listed as conditions of approval. The City Municipal Code and other agencies currently contain measures that assist to mitigate environmental impacts. Mitigation measures have been included in the environmental assessment that will mitigate any potential impacts to a level of less than significant.

In addition, a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative). Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR

prepared for the 2035 General Plan Update. The project is being developed consistent with the land use designation that was evaluated in the 2017 General Plan EIR. The General Plan Update and EIR are herein incorporated by reference, including Resolution 17-20-R. Other documents used in the preparation of this environmental assessment are listed as sources and also incorporated by reference.

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The proposed project is consistent with the General Plan.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the projects, in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND for the proposed Project is tiered from the 2035 General Plan Update Environmental Impact Report (EIR) (SCH No. 2015041024), certified by the City Council on April 15, 2017, for which a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update.

The Proposed IS/MND analyzed the Project's potential impacts with regard to the following environmental topical areas: (1) aesthetics, (2) agriculture and forest resources, (3) air quality, (4) biological resources, (5) cultural resources, (6) geology and soils, (7) greenhouse gas emissions, (8) hazards and hazardous materials, (9) hydrology and water quality, (10) land use and planning, (11) mineral resources, (12) noise, (13) population and housing, (14) public services, (15) recreation, (16) transportation/traffic, and (17) utilities and services systems.

The proposed Project, as analyzed in the IS/MND, incorporates all relevant General Plan policies, standards and Mitigation Measures (MMs), as adopted by the 2035 General Plan EIR for purposes of determining environmental impacts of Project implementation. Based on the Project-specific analysis presented in the IS/MND it was determined that the Project in each topical area would have either no impact, a less than significant impact, impacts that could be mitigated to a less than significant level or that project impacts were adequately analyzed in the 2035 General Plan Update EIR. The IS/MND concluded that the proposed Project would have no impact or a less than significant Project-specific impact in the following topical areas: Biological Resources, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, and Population and Housing.

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

CONSULTATION

Pre-consultation was sent to the interested agencies on June 16, 2022

One comment was received:

1. Brian Clements, Director of Permit Services, San Joaquin Valley Air Pollution Control District, Received July 14, 2022.

SOURCES – hereunto annexed and incorporated by reference

2020 Urban Water Management Plan. (2021, October 21). *City of Hanford* -

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

City of Hanford 2035 General Plan Update (2017).

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

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

City of Hanford Public Works Construction Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

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

Final Staff Report – Climate Change Action Plan: Addressing GHG Emission Impacts under CEQA. (2009, December 17)
San Joaquin Valley Air Pollution Control District Climate Change Action Report.

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

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

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

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

Final Regional Climate Action Plan (May 28, 2014)

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

Pre-Consultation Letters Received:

1. Brian Clements, Director of Permit Services, San Joaquin Valley Air Pollution Control District, Received July 14, 2022.

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2022-62

1. Project Title: Annexation No. 159; Prezone No. 2021-09
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address: Local Agency Formation Commission, Kings County
1400 W. Lacey Boulevard
Hanford, CA 93230
4. Contact Person/Phone Number: Gabrielle Myers
Senior Planner
Community Development Department
(559) 585-2578
5. Project Location: The project is located south of Iona Avenue, west of 10th Avenue
6. Project Sponsor's Name/Address: Dale G. Mell
2090 N. Winery Ave
Fresno, CA 93703
7. General Plan Designation: Heavy Industrial
8. Zoning: I-H Heavy Industrial
9. Description of the Project: **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.
Prezone No. 2021-09: A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include Heavy Industrial uses.
10. There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include Heavy Industrial Uses.

	Zoning	General Plan Designation	Land Use
North	I-H Heavy Industrial	Heavy Industrial	Industrial- Pitman Family Farms
East	County AG-20 Agricultural	Heavy Industrial	Agricultural Land
South	I-H Heavy Industrial	Heavy Industrial	Industrial – Former Calcot site; future cannabis cultivation site
West	I-H Heavy Industrial	Heavy Industrial	Industrial - Pitman Family Farms

Other public agencies whose approval is required – Kings County LAFCO

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture 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 and Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population and Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation and Traffic | ☐ Tribal Cultural Resources |
| ☐ Utilities and Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**
- ☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

FOR: CITY OF HANFORD

Gabrielle Myers

Gabrielle Myers
Senior Planner
City of Hanford

July 19, 2022
DATE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

ENVIRONMENTAL SETTING:**SCENIC VISTAS AND CORRIDORS**

Views consist primarily of broad panoramas of agricultural land. Most of the land surrounding the northern and western part of the city is characterized by flat, dry valley grasslands scattered throughout as well as grazing and other agricultural uses. The grasslands, grazing land, and large farms create open vistas at the northern and eastern edges of the City.

SCENIC HIGHWAYS

According to the California Scenic Highway Mapping System, there are no adopted Scenic Highways within the planning area. (Caltrans 2015).

VISUAL CHARACTER

Hanford is located in the northern portion of Kings County and has a total area of 16.6 square miles, all of which is flat land not covered by water. The only natural watercourse is Mussle Slough, remnants of which still exist on the City's western edge. The Kings River is about 6.5 miles north of Hanford. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south.

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

LIGHT AND GLARE

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

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

Significance Criteria

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

Checklist Discussion:

- a) **Less than Significant Impact** – Views consist primarily of broad panoramas of agricultural land. Most of the surrounding area is characterized by flat, dry valley grasslands scattered throughout as well as grazing and other agricultural uses. The land has been designated for Heavy Industrial by the General Plan. The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include heavy industrial uses.
- b) **Less than Significant Impact** – There are no designated State Scenic Highways, as identified by the California Scenic Highway Mapping System within the City's General Plan Study area. There are also no rock outcroppings within the Study Area. The City does have an ordinance protecting trees in Chapter 12.12 Street Trees and Shrubs of the Municipal Code. The projects would be consistent with the tree ordinance. The projects would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway and impacts would be less than significant.
- c) **Less than Significant Impact with Mitigation Incorporation:** Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. The project development will be required to comply with the General Plan, proposed zoning, I-H Heavy Industrial and the Tree Ordinance.

The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include industrial development and be subject to further environmental review at the time of submittal.

- d) **Less than Significant Impact with Mitigation Incorporation**– The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include industrial development and be subject to further environmental review at the time of submittal. Future development will be subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls.

Mitigation Measures:

MM Aesthetics 1: That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Attachment: Attachment 3 - ISMND ANX 159 (Annexation 159)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Agriculture and Forestry Resources:

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

Environmental Setting

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

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

**Table 4.2-1
Farmland Mapping and Monitoring Program**

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

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

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

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

Significance Criteria

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

Checklist Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Less than Significant Impact: The project is located within an area listed as Vacant or Disturbed Land. Vacant or Disturbed Land includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicles areas, electrical substation, channelized canals, and rural freeway interchanges. The General Plan EIR evaluated the full build out of the Planned Area as a result of the General Plan Update and determined the General Plan would over the 2014 – 2035 planning period, convert approximately 2,706 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-agricultural use. In accordance with the General Plan EIR, development would have to adhere to Hanford Municipal Code Chapter 16.40.110 (Right to Farm) and proposed goals and policies of the General Plan related to agriculture. However, the loss of farmland as a result of the General Plan Update was determined to be significant and unavoidable. A statement of overriding considerations was adopted for the significant impact to Agriculture, as a result of the General Plan Update. The project is consistent with the General Plan. Agricultural Land Use Protection Policy b) Less than significant impact – The property is currently in the General Plan as Heavy Industrial and is proposed to be rezoned I-H Heavy Industrial, in accordance with the General Plan. The property is not within a Williamson Act Contract. c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact. d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be no impact. e) No Impact – None. Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department of Conservation Farmland Mapping and Monitoring Program – Kings County Map (2016);				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Air Quality: Climatological/Topological Factors The San Joaquin Valley's topography and meteorology provide ideal conditions for trapping air pollution for long periods of time and producing harmful levels of air pollutants, including ozone and particulate matter. Low precipitation levels, cloudless days, high temperatures, and light winds during the summer in the San Joaquin Valley are conducive to high ozone levels resulting from the photochemical reaction of oxides of nitrogen (NOX) and volatile organic compounds (VOC). Inversion layers in the atmosphere during the winter can trap emissions of directly emitted particulate matter less than 2.5 microns (MN2.5) and PM2.4 precursors (such as NOX and sulfur dioxide [SO2] within the San Joaquin Valley for several days, accumulating to unhealthy levels. The region also houses the State's major arteries for good and people movement, Interstate 5 to the west and State Route 99 through the Central Valley, thereby attracting a large volume of vehicular traffic. Another compounding factor is the region's historically high rate of population growth compared to other regions of California. Increased population typically results in an even greater increase in vehicle activity and more consumer product use, leading to increased emissions of air pollution, including NOX. In fact, mobile sources account for about 80% of the Valley's total NOX emissions inventory. Since NOX is a significant precursor for both ozone and PM2.5, reducing NOX from mobile sources is critical for progressing the Valley towards attainment of ozone and PM2.4 standards. The geography of mountainous areas to the east, west, and south, in combination with long summers and relatively short winters, contributes to local climate episodes that prevent the dispersion of pollutants. Transport, as affected by wind flows and inversions, also plays a role in the creation of air pollution. The climate of the SJV is modified by topography. This creates climatic conditions that are particularly conducive to air pollution formation. The SJV is surrounded by mountains on three sides and open to the Sacramento Valley and the San Francisco Bay Area to the north. Hanford is located in the southern end of the San Joaquin Valley Air Basin. San Joaquin Valley Air Basin The SJVAB is in the southern half of California's Central Valley and is approximately 250-miles long and averages 35-miles wide. The San Joaquin Valley is bordered by the Sierra Nevada Mountains to the east, the Coast Ranges to the west, and the Tehachapi mountains to the south. There is a slight downward elevation gradient from Bakersfield in the southeast end to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California's Central Valley. The bowl shaped topography inhibits movement of pollutants out of the Valley. The SJV is in a Mediterranean Climate Zone. Mediterranean Climates Zones occur on the west coast and are influenced by a subtropical high-pressure cell most of the year. Mediterranean Climates are characterized by sparse rainfall, which occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100 degrees Fahrenheit in the Valley. The subtropical high-pressure cell is strongest during spring, summer, and fall and produces subsiding air, which can result in temperature inversions in the Valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversion (1,500 to 3,000 square feet). Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the 30s degrees F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few 100 feet. Wind				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and transporting the pollution to other locations. The region's topographic features restrict air movement and channel the air mass toward the southeastern end of the Valley. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east. A secondary, but significant, summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons.

San Joaquin Valley Air Basin Monitoring

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

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

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

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

Pollutant	Time Avg.	2012 Max.	2013 Max.	2014 Max.	National Standards	State Standards
Ozone (O3)	1 hour	0.109 ppm	0.104 ppm	0.108 ppm	NA	0.009 ppm
Ozone (O3)	8 hour	0.094 ppm	0.098 ppm	0.0904 ppm	0.075 ppm	0.070 ppm
Carbon Monoxide (CO)	8 hour	0.033 ppm	*	*	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO2)	1 hour	0.056 ppm	0.058 ppm	0.050 ppm	100 ppm	0.18 ppm
Nitrogen Dioxide (NO2)	Annual Average	0.009 ppm	0.010 ppm	0.010 ppm	0.053 ppm	0.030 ppm
Particulates (PM 10)	24 hour	128.0 µg/m3	177.0 µg/m3	131.3 µg/m3	150 µg/m3	50 µg/m3
Particulates (PM 10)	Federal Annual Arithmetic Mean	40.3 µg/m3	50.3 µg/m3	47.8 µg/m3	NA µg/m3	20 µg/m3
Particulates (PM 2.5)	24 hour	64 µg/m3	128.7 µg/m3	96.7 µg/m3	35 µg/m3	NA
Particulates (PM 10)	Federal Annual Arithmetic Mean	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3	12 µg/m3

Notes:

NA = Not Applicable (there is no standard for this pollutant)

***** = There was insufficient data available to determine the value

ppm = parts per million

µg/m3 = microgram per cubic meter

Attainment Status

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Air quality impacts from proposed projects within Hanford are controlled through policies and provisions of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In order to demonstrate that a project would not cause further air quality degradation in either of the SJVAPCD's plan to improve air quality within the air basin or federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for ozone and PM10. The SJVAPCD is required to submit a "Rate of Progress" document to ARB that demonstrates past and planned project toward reaching attainment for all criteria pollutants. The CCAA requires air pollution control districts with severe or extreme air quality problems to provide a 5% reduction in non-attainment emissions per year. The Air Quality Attainment Plans prepared for the SJV by the SJVAPCD complies with this requirement.

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, recues, or controls air contaminants, except those specifically exempted by the SJVAPCD, are require to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010). Additionally, best available control technology is required on specific types of stationary equipment and are required to offset both stationary source emission increases along with increases in cargo carrier emissions if the specified threshold levels are exceeded (SJVAPCD Rule 2201, 4.7.1). Through this mechanism, all stationary sources within the Study Area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.

Existing Air Quality

Air pollutant emissions generated from projects constructed under the implementation of the General Plan would be required to adhere to SJVAPCD rules and regulations and therefore, would not exceed SJVAPCD thresholds.

Odor

The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown below along with a reasonable distance from the source within which, the degree of odors could possibly be significant. Information presented in the table will be used as a screening level of analysis for potential odor sources for new development as a result of implementation of the General Plan.

Type of Facility	Distance
Wastewater Treatment Facility	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 mile
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operation (e.g., auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Asbestos

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- Water wetting or road surfaces;
- Rinse vehicles and equipment;
- Wet loads of excavated materials; and
- Cover loads of excavated materials

Project Impacts

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

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

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

Project Type	Pollutant/Precursor Emission (tons/year)					
	CO	NOX	ROG	SOX	PM10	PM2.5
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Short-term (construction) emissions

Construction-related impacts are expected to be temporary in nature and can generally be reduced to a less-than-significant level through the use of mitigation measures and through compliance with applicable existing City, county, State and SJVAPCD regulations for reducing construction-related emissions. The SJVAPCD's Regulation VIII is applied to all construction sites and would constitute sufficient measures to reduce air quality impacts to a level considered less than significant.

Long-term (operational) emissions

Operational emissions are emitted from two main sources:

- 1) small, distributed sources known as area sources and
- 2) motor vehicles known as mobile sources.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Short-term (construction) emissions Fugitive dust control rules: - Rule 8011 – Fugitive dust administrative requirements for control of fine particulate matter - Rule 8021 – Fugitive dust requirements for the control of fine particulate matter from construction, demolition, excavation, extraction, and earthmoving activities. - Rule 8071 – Fugitive dust requirements for the control of fine particulate matter from vehicle and/or requirement parking, shipping, receiving, transfer, fueling, and service areas one acre or larger Further, the new development should include the following local municipal code requirements: - Water sprays or chemical suppressants must be applied to all unpaved roads to control fugitive emissions - All access roads and parking areas must be covered with asphalt-concrete paving Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant. The following measures from the Guide for Assessing and Mitigation Air Quality Impacts are required to be implemented at construction sites for all new development built during the planning cycle of the General Plan Update: - All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. - All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. - With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demotion. - When materials are transported offsite, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained. - All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. - Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. - Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. Long-Term (operational) emissions Long-term emissions from new development are generated by mobile source (vehicle) emissions and area sources such as water heaters and lawn maintenance equipment. Future development projects in the City of Hanford would be subject to the SJVAPCD's Indirect Source Review				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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(ISR) program. The purpose of the SJVAPCD's ISR Program is to reduce emissions of NOX and PM10 from new development projects. Further, all new developments and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including the ISR rule and Regulation VIII. Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer based trip reduction).

The project would not expose sensitive receptors to substantial pollutant concentrations.

Sensitive receptors are those individuals who are sensitive to air pollution, which may include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The Air District considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. The six criteria pollutants include ozone, CO, NO2, SO2, particulate matter, and Pb. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats.

The SJVAPCD has determined that any project would perform an ambient air quality analysis when construction activities or operational activities exceed the 100 pound per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures.

Exempt small development projects include:

- Residential projects with 50 dwelling units or less
- Commercial projects with 2,000 square feet or less
- Light industrial projects with 25,000 square feet or less
- Heavy Industrial projects with 100,000 square feet or less
- Medical Office projects with 20,000 square feet or less
- General Office projects with 39,000 square feet or less
- Educational projects with 9,000 square feet or less
- Government projects with 10,000 square feet or less
- Recreational projects with 20,000 square feet or less
- Transportation or Transit projects with construction exhaust emissions of 2 tons of NOX or PM10 or less

Pre-Consultation – San Joaquin Valley Air Pollution Control District

The following comments were received from the SJVAPCD:

Project: Annexation 159 and Prezone No. 2021-09

District CEQA Reference No: 20220843

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Annexation and Prezone from the City of Hanford (City). Per the project documentation, the project consists of the annexation of 12.64 acres into the City of Hanford and the pre-zoning of that property as I-H (Heavy Industrial), in accordance with the General Plan designation for the area (Project). The Project is located south of Iona Avenue and west of 10th Avenue, in Hanford, CA (APN 018-242-019).

The District offers the following comments regarding the Project:

Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

The annexation of property will not have an impact on air quality. However, if approved, future development projects will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.

Recommended Model for Quantifying Air Emissions

For future development projects, project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of

Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- ☐ HRA (AERMOD) modeling files
- ☐ HARP2 files
- ☐ Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- ☐ E-Mailing inquiries to: hramodeler@valleyair.org
- ☐ Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects with emissions that exceed 100 pounds per day of any pollutant. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/ceqa.

Allowed Uses Not Requiring Project-Specific Discretionary Approval

In some cases, for future development projects, the City may determine that a project be approved as an allowed use not requiring a project-specific discretionary approval from the City. The District recommends the Annexation and Prezone include language supported by policy requiring such projects to prepare a technical assessment in consultation with the District, and recommending that a VERA be considered for development projects determined to result in a significant impact on air quality. For example, this requirement would apply to large development projects (e.g., large residential project, large distribution center, large warehouse, etc.) that would have the potential to significantly impact air quality and is determined by the City to be allowed by use, not requiring a project specific discretionary approval from the City.

Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project will be zoned Heavy Industrial, there is potential for an increase in truck trips.

The District recommends the City evaluate HHD truck routing patterns for future development projects, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
(VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality. Cleanest Available Heavy-Duty Trucks The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District's CARB-approved 2018 PM2.5 Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NOx/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by CARB. For future development projects, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions: ☐ Recommended Measure: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies. ☐ Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies. Reduce Idling of Heavy-Duty Trucks The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts. Since future development projects are expected to result in HHD truck trips, the District recommends the Annexation and Prezone include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. Electric On-Site Off-Road and On-Road Equipment Since the Project will be zoned Heavy Industrial, future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the Annexation and Prezone include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment. Vegetative Barriers and Urban Greening For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities). While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery. Clean Lawn and Garden Equipment in the Community Since the Project consists of industrial development, gas-powered lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm. On-Site Solar Deployment It is the policy of the State of California that renewable energy resources and zerocarbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects. Electric Vehicle Chargers To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at future project sites, and at strategic locations. Please visit www.valleyair.org/grants/chargeup.htm for more information. Nuisance Odors While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints. The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact. According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined. District Rules and Regulations The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes. The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponents should submit to the District an application for an ATC.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888. District Rule 9510 - Indirect Source Review (ISR)

Future development projects within the Annexation and Prezone may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,000 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NO_x or two tons of PM.

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NO_x and PM

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions. In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. It is preferable for the applicant to submit an AIA application as early as possible in the public agency's approval process so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm. District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org. District Rule 9410 (Employer Based Trip Reduction) Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees. Information about District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm. For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) In the event an existing building will be renovated, partially demolished or removed, future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm. District Rule 4601 (Architectural Coatings) Future development projects may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/curnrules/r4601.pdf District Regulation VIII (Fugitive PM10 Prohibitions)				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5- acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950. The application for both the Construction Notification and Dust Control Plan can be found online at: https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx Information about District Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm Other District Rules and Regulations Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Future Projects / Land Use Agency Referral Documents Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://www.valleyair.org/transportation/GAMAQI.pdf District Comment Letter The District recommends that a copy of the District's comments be provided to the Project proponent. If you have any questions or require further information, please contact Matt Crow by email at Matt.Crow@valleyair.org or by phone at (559) 230-5931. Sincerely, Brian Clements Director of Permit Services For: Mark Montelongo Program Manager				

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Analysis: As stated by the District, while the annexation and rezoning will not have an effect on the environment, future development has the potential to cause impacts to Air Quality. As such, future development shall be subject to the following mitigation measures and recommendations

Mitigation Measures:

Air Quality MM2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

Air Quality MM3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

Recommendations:

1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation.
2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.)
3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).
4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects
5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.

Checklist Discussion

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

MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan.

MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

- b) **Less than Significant**– There is not a physical development planned for the project site at this time. Future development will be evaluated at the time of proposal and may be subject to District rules and applications.
- c) **Less than Significant**– In accordance with the consultation received from the District, this project – the proposed annexation and pre-zoning of a the land will not have an impact on any criteria pollutant, however future development will need to be analyzed and may require mitigation. Referral documents for future development requiring discretionary approval will be forwarded to the District for review, upon application.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- d) Less than Significant Impact – The proposal does not include physical development, future development of the project site shall be qualified using CalEEMod, as recommended by the District, to ensure that development proposed does not expose sensitive receptors to substantial pollutant concentrations.

MM Air Quality 4: That future development project operation and construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations.

- e) Less than Significant Impact – the proposed project does not include physical development, future development of the project site should ensure that operation does not create objectionable odors affecting nearby residential receptors, consistent with HMC Section 17.50.050.

MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectionable odors, consistent with the Hanford Municipal Code Section 17.50.050.

17.50.050 Odorous gases and matter.

No use shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, harmful, noxious, or otherwise objectionable at a level that is detectable with or without the aid of instruments at or beyond the project site boundary.

Mitigation Measures:

MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan.

MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

MM Air Quality 4: That future development project operation and construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations.

MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectionable odors, consistent with the Hanford Municipal Code Section 17.50.050.

Conclusion: That the annexation and prezone will not have a substantial effect on the environment, however, since future development has the potential to have an effect on air quality, mitigation measures and recommendations shall be incorporated for future development, to ensure a less than significant impact on air quality.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), San Joaquin Valley Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) <http://www.arb.ca.ag>; Consultation received from the San Joaquin Valley Air Pollution Control District on July 14, 2022 (attached)

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish	☐	☐	☒	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Environmental Setting

Natural Communities

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

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
portion of the study area is agricultural development. Waters/Wetlands Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford. Wildlife Corridors Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another. Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity. Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas. Standards of Significance The project would have a significant effect on biological resources if it would: 1. Interfere substantially with the movement of any resident or migratory fish or wildlife species. 2. Substantially diminish habitat for fish, wildlife or plants. 3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species. Checklist Discussion a) Less than significant impact –The site does not have value as a habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. b) No Impact – the site does not contain any riparian habitat or other sensitive natural community. c) No Impact – the site is not identified as a federally protected wetland. d) Less than significant impact - The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Physical development of the project area will require further environmental review. e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological				

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

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

Conclusion: The site is proximal to an urban area of the City and contains no natural, undisturbed areas for habitat. The project would have a less than significant cumulative impact for biological resources, as physical development is not proposed. Future development will be subject to environmental review.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017); California Department of Fish and Wildlife

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Ethnographic Setting

Hanford is situated between the former “delta” formed by the Kaweah River to the south and the Kings River to the north. Yokuts lived in villages consisting of wood frame huts covered with large tule mats. The Hanford-Lemoore region on the south side of the Kings River was home to the Nutunutu Yokuts. Across the Kings River and north of the Nutunutu, were the Wimilche people. Only one village for the Wimilche and two for the Nutunutu have been described. The Wimilche village of Ugonia was located north of the Kings River, 7 miles below Laton. The Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village, was at old Kingston on the south bank of the Kings River downstream from Laton. The better known Tachi Yokuts occupied the north and west shores of Tulare Lake.

The Yokuts subsistence economy emphasized fishing; hunting waterfowl; and collecting shellfish, roots, and seeds. Tules were abundant in the sloughs and their prodigious use in constructing shelters, boats, and as a food source reflected their significance in Yokuts life.

The dead were buried in a cemetery separate from the village with head facing west or northwest. Cremation was most common for the occasional individual who died away from home or in the event that the deceased was a shaman or medicine man. Among the Tachi, anyone of higher social status was cremated.

The 1833 epidemic, brought south from Oregon by a party of trappers, decimated an estimated 75% of California's native people. Entire communities were wiped out, leaving few native people to consult during the early 1900s when anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt to reconstruct the lifeways of the native people before White contact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore. By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work. Pioneer Settlement Period Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese shepherd's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region. In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels. Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials. National Register of Historic Places Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places. Hanford Carnegie Library The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area. Kings County Courthouse The 1986 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978. Taoist Temple The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future.

National Register of Historic Places – Eligible Resources

There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following:

- Clark Center for Japanese and Art and Culture, 15770 10th Avenue
- Temple Theater, 514 Visalia Street
- Fox Theater
- Kings Art Center, 605 N. Douty Street
- Hanford Civic Auditorium, 400 N. Douty Street
- Hanford Veteran's Memorial Building

Paleontological Resources

A paleontological resources report was not prepared for the General Plan, as there are recent paleontological resources reports for areas within the vicinity. The geology of the area includes the Modesto Formation, Tulare Lakebeds, and Quaternary alluvium. Between overlies sediments of the late-Pleistocene to early-Holocene Modesto Formation. From Hanford south to approximately Delano, Tulare Lakebed deposits are exposed at or near the surface.

Consultation Received:

Consultation was received from Shana Powers with the Santa Rosa Rancheria Tachi Yokut Tribe on January 11, 2021, stating the following: Thank you for contacting Santa Rosa Rancheria Tachi Yokut Tribe about the proposed project. The Tribe has concerns. We recommend contacting the NAHC. We recommend a cultural resource record search and survey. We are requesting those results. Based upon those findings, we may recommend monitoring. We are recommending a Cultural Presentation for construction staff, prior to ground disturbing activities, mandated by the conditional use permit or any other permit required.

Staff Analysis:

As requested, the City of Hanford consulted with the Native American Heritage Commission, NAHC, and received a list of potentially-affected tribes requiring consultation. Consultation was sent on March 1, 2021. Responses were not received, as of the date of preparation of this report.

A Cultural Resources Records Search was conducted by the Southern San Joaquin Valley Information Center for the General Plan Update on February 10, 2014. Within the Project Area, defined by the General Plan Update, there were 52 known/recorded cultural resources. The list was reviewed which did not include any known/recorded cultural resources within this specific project.

Consultation Meeting

On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, on a different project in order to establish conditions, which would apply to all projects in the City of Hanford, which required an initial study.

In order to address the concerns of the Tachi Yokut Tribe, the City is requiring the following as mitigation measures:

- That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. **(This condition applies as a mitigation measure to all projects that require an initial study).**

In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment.

Thresholds of significance

The project would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
 - Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
 - Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
 - Disturb any human remains, including those interred outside of formal cemeteries
- That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

Significance Criteria

The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site.

Checklist Discussion

- a) Less than Significant Impact - at this time, there is not a physical project proposed for the project area. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.
- b) **Less than Significant Impact with Mitigation Measures** – Due to the prior meeting with the Tachi Yokut Tribe on January 10, 2017, the lead agency is requiring that:
 - That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.
- c) Less than Significant Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature.
- d) See B.

Mitigation Measures

- **MM Cultural Resources 1:** That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

Conclusion:

The incorporation of mitigation measures requested from the Tachi Yokut Tribe will reduce the impacts of future development of the project area on Cultural Resources.

Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b); meeting with the Tachi Yokut Tribe on January 10, 2017.; California Historical Resources Information System Record Search (February 10, 2014).

ENERGY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☒	☐	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☒	☐	☐

- a) Less than significant - The proposed project would comply with the SJVAPCD requirements regarding the limitation of vehicle idling, and the use of fuel-efficient vehicles and equipment, to the extent feasible to reduce energy consumption during construction activities. The proposed project will not use natural gas during the site preparation or construction. Future development would be required to comply with California's Title 24 energy efficiency requirements and other applicable City development standards. The project will also be required to comply with all applicable standards and building codes included in the 2019 California Green Building Standards Code regarding the use of energy-efficient lighting, low-flow toilets and faucets, drip irrigation, etc. Therefore, the proposed project will have a less than significant impact.
- b) Less than significant – see a.

Energy-saving strategies will be implemented where feasible to reduce the proposed project's energy consumption during project-related activities. Strategies being implemented include those recommended by the California Air Resources Board (CARB) that may reduce both the project's construction energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption.

The future construction and the operation of the proposed project area would comply with State and local plans and regulations. The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. The Project will comply with Title 24 Energy Efficiency Standards and CalGreen Code. Energy would also be indirectly conserved through water-efficient landscaping requirements consistent with the City Landscaping Ordinance.

Stringent solid waste recycling requirements applicable to proposed project construction and operation would reduce energy consumed in solid waste disposal. In summary, the Project will implement all mandatory federal, State, local conservation measures, project design features, and voluntary energy conservation measures to reduce energy demands further. Therefore, the Project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Project-related impacts are less than significant.

Conclusion: Future development of the project area will be required to adhere to all standards for Energy efficiency, thus the impact will be less than significant.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Environmental Setting

Geology

The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased.

Soil

The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sand loam, sandy substratum, 6) Kimberlina saline alkali-Garces complex 7) Nord fine sandy loam, 8) Nord fine sandy loam, saline alkali, 9) Nord complex, 10) Wasco sandy loam (0-5% slopes), and 11) Whitewolf coarse sandy loam. Each of these soil types is not subject to annual flooding or ponding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

Seismicity

The greatest potential for seismic activity in the City is posed by the San Andreas Fault, which is located approximately 46.5 miles southwest of the western boundary of the Study Area. The White Wolf Fault, located near Arvin and Bakersfield to the southwest in Kern County, which has the potential to cause seismic hazards for the County to a much lesser degree than the San Andreas Fault.

Fault Rapture

Kings County doesn't have any major fault system within its boundaries.

Strong Seismic Ground Shaking

Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV, Kings County is within Zone III, which equates to the potential to experience 0.3 meters/second squared ground acceleration, which would result in very strong to severe perceived shaking and moderate to heavy potential.

Liquefaction

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable.

Soil Erosion

Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties. The soil in the City and surrounding study area is generally sandy loams, fine sandy loams, and loams. The area's erodibility factor ranges from 0.19 to 0.38 depending on the soil type and percentage of organic matter. Based on this range, the soils in the study area have medium susceptibility to sheet and rill erosion by rainfall.

Lateral Spreading (Landslides)

Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. Lateral spreading also refers to landslides that commonly form on gentle slopes that have rapid, fluid-like movement. Lateral spreading generally occurs on 0.3 to 5% slopes underlain by loose sand and shallow groundwater.

Subsidence

Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused by three distinct water-related causes: 1) compression of layers of clay and silt within an aquifer, 2) oxidation and drainage of organic soils, 3) dissolution and collapse of susceptible rocks. Subsidence is occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table.

Collapsible Soil

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils.

Expansive Soil

Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

Septic Systems

The City does not have septic requirements for septic systems within the City.

Significance Criteria

The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation.

Checklist Discussion

a) Less than Significant Impact with Mitigation Incorporation -

- i. No Impact - No portion of the project area is located within an earthquake fault zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
ii.	Less than Significant Impact with Mitigation Measures – Upon physical development of the project area, compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iii.	Less than Significant Impact with Mitigation Measures – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event coupled with a concurrent seismic event may create a condition where liquefaction could occur. Upon physical development of the project area, compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iv.	Less than Significant with Mitigation Measures – the entire City is located within an area of low landslide incidence, but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.			
b)	Less than Significant Impact with Mitigation Measures – development would result in construction-related ground disturbance, as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.			
c)	Less than Significant Impact with Mitigation Measures: See a.			
d)	Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area’s soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.			
e)	No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.			
Mitigation Measures:				
MM Geology 1: That the future physical development of the project comply with the applicable General Plan policies, as well as the California Building Code.				
MM Geology 2: That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area.				
MM Geology 3: that the physical development of the project area comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.				
Conclusion				
The project will not result in significant impacts to geophysical conditions with mitigation measures in place, therefore the impact is considered less than significant, cumulatively.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Source(s): General Plan and General Plan EIR (2017); California Building Code

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Environmental Setting

Kings County and the City of Hanford

Climate change regulations require the City to take action to reduce emissions under its jurisdiction and influence. The countywide Regional Climate Action Plan (CAP) is a separate action through KCAG that was adopted by the City on May 27, 2014. The Kings County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the San Joaquin Valley Blueprint are also incorporate policy into the General Plan. this strategy of integrating regional planning documents help Hanford identify land use, transportation, and related policy measures and investments that could reduce GHGs from passenger cars and light-duty trucks, as part of the development of a SCS in compliance with Senate Bill 375.

Commercial and residential space heating and cooling comprise a large share of direct energy use in Kings County. Other major energy users include agricultural production and industrial facilities. In Kings County, automobiles and commercial vehicles are the largest energy consumers in the transportation sector.

Global Climate Change

Climate change is a change in the average weather of the Earth that may be measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historic records of temperature changes occurring in the past, such as during previous ice ages.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG needed to stabilize global temperatures and climate change impacts. The IPCC predicted that global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius to 6.4 degrees C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios.

Increased Temperatures and Extreme Heat events

Climate change is expected to lead to an increase in ambient average air temperatures with greater increases expected in summer than in winter months. Larger temperature increases are anticipated in inland communities, as compared to the CA coast.

The potential health impacts from sustained and significantly higher than average temperatures include heat stroke, heat exhaustion, and the exacerbation of existing medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Increased temperatures also pose a risk to human health when coupled with high concentrations of ground-level ozone and other air pollutants, which may lead to increased rates of asthma and other pulmonary diseases.

Other impacts related to increased temperatures and heat waves include:

- Increased urban “heat island” effect – urban heat islands are especially dangerous because they are both hotter during the day and do not cool down at night, increasing the risk of heat-related illness
- Reduced freezing events –reduced freezes could lead to increase incidence of disease as vectors and pathogens do not die off. In addition, fewer events of freezing would impact CA’s food production and indirectly the food supply in Kings County.
- Increased energy demand for air conditioning and refrigeration

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

Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. Of the radiation reflected back toward space, GHG's will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth's surface would be about 61 degrees cooler. This phenomenon is known as the greenhouse effect. Many scientists believe that emissions from human activities – such as electricity generation, vehicle emissions, and farming and forestry practices have elevated GHGs in the atmosphere beyond naturally-occurring concentrations, contributing to global climate change. The six primary GHGs are:

- Carbon dioxide (CO₂), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned
- Methane (CH₄), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.
- Nitrous oxide (N₂O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning
- Hydrofluorocarbons (HFCs), primarily used as refrigerants
- Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes
- Sulfur hexafluoride (SF₆), primarily used in electrical transmission and distribution systems

There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions.

Significance Criteria

The project would have a significant impact on GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs

Checklist Discussion

- Less than Significant Impact - In the General Plan EIR, impacts to Greenhouse Gas emissions were evaluated. The growth based on land use and population intensities proposed under the General Plan is anticipated to generate 1,134,876.19 metric tons of CO₂e per year using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referred in ARB's ABB 32 Scoping Plan (CARB 2012) as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the General Plan Update's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the General Plan Update would meet the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that the General Plan Update's ability to achieve at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.

The project proposes to annex land and prezone the land in conformance with the General Plan. Physical development of the project area would be required to comply with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level.

Less than Significant Impact – The project proposes to annex land and prezone the land in conformance with the General Plan. Physical development of the project will be required to be development consistent with the policies of the General Plan, which consists of numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meet 10 of the 12 Smart Growth Principles cited in the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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San Joaquin Valley Blueprint.

Conclusion

Future development of the project area will be required to be developed consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level.

Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Setting

Hazardous material are substances that, because of physical or chemical properties, quantity, concentration, or other characteristics may either cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness or pose a substantial present or potential hazard to human health or environment when improperly treated, stored,

Attachment: Attachment 3 - ISMND ANX 159 (Annexation 159)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
transported, disposed of, or otherwise managed. Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas. Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. Large quantities of hazardous materials are transported along State Route 198, 43, and freight rail lines that pass through Hanford, making it susceptible to hazardous spills, releases, or accidents. Pursuant to AB 2948, Kings County adopted the <i>County Hazardous Waste Management Plan</i>. Under state law, all industries and agricultural operations that store or handle specific quantities of hazardous materials must provide the County with a hazardous materials business plan detailing the location and quantities of their hazardous materials. Brownfields A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. the City has one brownfield site, located south of Third Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue. Airport Hazards Hanford Municipal Airport – a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona, and Lemoore in south-central CA. Emergency Response Kings County's Office of Emergency Management (OEM) is the County's emergency management agency, responsible for coordinating multi-agency responses to complex, large-scale emergencies and disasters within Kings County. OEM develops and maintain the Emergency Operations Plan (EOP), which serves as a guideline for who will do what, as well as when, with what resources, and by what authority- before, during, and immediately after an emergency. Significance Criteria The project may result in significant hazards if it does any one of the following: 1. Create a public health hazard 2. Involve the use or production, disposal or upset of materials which pose a hazard to people in the area or interferes with an emergency response plan 3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards. Checklist Discussion a) Less than Significant– that physical development of the project site will be evaluated upon application and required to comply with any applicable hazardous materials data sheets. b) See a. c) Less than Significant Impact - The General Plan restricts land uses around schools, such as industrials uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites. The industrial site is a significant distance from any educational facility. d) No Impact – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 e) No Impact -The project site is not located within two miles of a public airport/airstrip therefore there is no impact. f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact. g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
adequate emergency response and maintain current plans reduces the impact of development. The proposal to annex the land and pre-zone the land in conformance with the General Plan is consistent with the policy of the General Plan, therefore, impacts are considered less than significant.				
h) Less than Significant Impact– The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires, therefore, the impact is considered less than significant.				

Mitigation Measure

Conclusion

The impact from hazards and hazardous materials are expected to be less than significant. Future development will be subject to evaluation and environmental review.

Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

Attachment: Attachment 3 - ISMND ANX 159 (Annexation 159)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

Climate

The City is located in the southwest portion of the Central Valley of CA and the City's climate is semi-arid. Semi-arid climates in CA tend to have precipitation patterns closer to Mediterranean climates with wet winters. The Central Valley has greater temperature extremes than coastal areas because it is less affected by the moderating influence of the Pacific Ocean. Most of the rainfall in Hanford occurs in the winter months as the Gulf Stream shifts southward from northern latitudes in the wintertime. However, because of the inland location and "rainshadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The rainshadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches.

Surface Water Resources

Tulare Lake Basin

The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.

South Valley Floor Watershed

The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%.

Local

Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford.

Surface Water Quality

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments.

Groundwater Resources

Regional

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin. Local The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection. Groundwater Quality Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide. The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep. Floodplains Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City. Significance Criteria The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system. Checklist Discussion a) Less than Significant Impact with Mitigation Measures– the proposal does not contain a physical project, however, physical development of the project site will be required to adhere to the below mitigation measures: - Construction: potential impacts on water quality arise from erosion and sedimentation are expected to be localized and temporary during construction of new development. All new development that disturb more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs. - Operation: The physical development of the project site will be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. New development would have to incorporate best management practices and adhere to design standards to maximize				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
the reduction of pollutant loadings in that runoff to the maximum extent practical. The City Building Division would review and approve grading plans and site development requirements for the new development, when a physical project is proposed. b) Less than Significant Impact –The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable groundwater management act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. c) See a. d) Less than Significant Impact with Mitigation Measures – future development will be required to obtain approval of grading plans and comply with site development requirements by the City Building Division that incorporates BMPs and design standards to ensure that future development would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. e) Less than Significant Impact with Mitigation Measures and impact fee payment – future development would be required to undergo a site development requirements approval process with the City Building Division that would include developing necessary stormwater drainage improvements to sufficiently capture and treat polluted runoff. New development would also be required to pay a stormwater system development fee. This development fee is required for all new development in order to pay the cost of capital improvements for the City of Hanford stormwater system. f) See a. g) No Impact. – the project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact. h) See g. i) See g. j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunamis. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgraded from aboveground water storage tanks. Mitigation Measures: Conclusion: MM Hydrology 1: Future development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs. MM Hydrology 2: New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements. MM Hydrology 3: New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards. MM Hydrology 4: New development would have to incorporate best management practices and adhere to design				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.

Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to hydrology and water quality are considered less than significant.

Source: 2017 General Plan, 2017 General Plan Update, Hanford Storm Water Master Plan, State of California Department of Water Resources

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Environmental Setting

The City is predominantly surrounded by agricultural land uses and is characterized as a low rise community dominated by low-density, single-family housing along with some limited pockets of multi-family housing, low-intensity commercial uses, and several industrial areas. The City's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Boulevard, while the newly urbanized areas are north of Grangeville Boulevard. The majority of land within the City's planned area consists of agricultural, open space, and single-family residential uses.

The area proposed to be annexed is within the Industrial Park of the City.

Analysis: The project has been evaluated for potential annexation.

Annexation – the subject property is currently in the County, annexation is required.

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

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

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

Analysis: The land proposed to be annexed is within the Sphere of Influence, adopted by LAFCO in 2008.

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

Analysis: Development of the project area will be subject to impact fees for City services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A plan for services has been prepared by the Public Works Department,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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demonstrating that services can be extended to the proposed annexation area.

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

Analysis: There is limited industrial land available within the City limits to provide for expansion of industrial uses.

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

Analysis: The proposed area to be annexed is contiguous to developed industrial land to the north, south, and west.

Favorable Factors for Annexation

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

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

Analysis: The area proposed to be annexed is directly east, north and south of existing industrial uses within the City of Hanford. Development of the project area will be subject to impact fees for water, sewer, fire, and police services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A plan for services was prepared for the annexation area, verifying that the City of Hanford has adequate capacity to serve the annexed area.

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

The General Plan designated the area as Heavy Industrial. The proposal conforms to the adopted General Plan. Future development will be required to comply with the General Plan designations assigned.

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

Analysis: The area proposed to be annexed is within the primary sphere of influence, as adopted by LAFCO in 2008.

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

Analysis: The proposed annexation does not come with 100% consent of all landowners. The residents located at APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018 did not consent to annexation.

- e. The property to be annexed shall be pre-zoned. I-H Heavy Industrial is the appropriate zone designation for the project and is consistent with the General Plan designation, Heavy Industrial.

Significance Criteria

The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion

- a) Less than significant impact – the project proposes to annex and prezone approximately 19 acres into the City limits. The project will not physically divide an established community – no development is proposed under this

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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project. Physical development will be evaluated further.

- b) Less than significant impact – The proposal to annex the property and pre-zone it consistent with the General Plan is consistent with the General Plan and LAFCo procedures.
- c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Conclusion

That the project will have a less than significant impact on Land Use and Planning, as the annexation and prezone request are consistent with the City of Hanford General Plan.

Source: General Plan, LAFCo Sphere of Influence (2008), Municipal Service Review (2021)

XI. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

Oil and Gas

The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.

Sand and Gravel

The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.

Significance Criteria

The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.

Checklist Discussion

- a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City.
- b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

Conclusion

There will be no impact to mineral resources

XII. NOISE -- Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas, but aircraft and rail activities are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources.

Highways and Roadways

Existing noise levels in the City are primarily generated by transportation noise sources. Highway and roadway traffic noise levels are generally dependent upon three primary factors, which include the traffic volume, traffic speed, and percent of heavy vehicles on the roadway.

Railroad

Local railroad lines include an east-west Union Pacific Railroad (UP) line and a north-south Burlington Northern Santa Fe (BNSF) line. The east-west UP tracks are currently used by the San Joaquin Valley Railroad (SJVR), which operates two trains of approximately 5 to 10 cars per day, five days per week, at approximately 10 to 20 miles per hour. The BNSF is located in the central portion of the City in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight trans per day. Most north-south rail traffic moves through the county at approximately 50 mph.

As of early 2014, the CA High Speed Rail Authority has been moving forward on an alignment for the HST that would run through the far easterly portion of the planning area.

Airport

Hanford Municipal Airport is a general aviation facility serving Kings County and the surrounding Communities of Hanford, Armona, and Lemoore in south-central CA. The Hanford Municipal Airport Master Plan identified existing and future year noise contours as a result of airport operations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Stationary Noise Sources

Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawn maintenance equipment.

The following operations have been identified as major stationary noise sources in and around Hanford

- Del Monte Foods
- Penny-Newman Milling Company
- Kings Waste and Recycling Authority Solid Waste Disposal Site
- Agricultural production
- Kings Speedway

Significance Criteria

Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion

- a) **Less than Significant with Mitigation Incorporation** – the project would not result in exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies.

Future development of the project site would result in Short-term noise-related impacts, which would be temporary in nature, require compliance with applicable regulations, and policies of the General Plan further ensure that construction-related impacts would be attenuated to the greatest extent feasible.

Future operation of the industrial property will be required to adhere to the Noise Standards of the Hanford General Plan EIR.

- b) **Less than Significant with Mitigation Incorporation.** – Construction activity can result in ground vibration, depending upon the types of equipment uses. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that would damage structures, but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Vibration levels from various types of construction equipment measured at 50 ft are as follows:

Type of equipment	Sound Levels Measured (dBA of 50 ft)
Pumps	77
Dozers	85
Tractor	84
Front-End Loaders	80
Hydraulic Backhoe	80
Hydraulic Excavators	85
Graders	85
Air Compressors	80
Trucks	84

Future construction activities would be temporary in nature and are expected to occur during normal daytime working

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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hours. Construction is limited to the hours of 7 a.m. to 10 p.m. in order to mitigate impacts from ground vibration.

- c) Less than Significant – full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including future physical development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- d) **Less than Significant with Mitigation Incorporation** - A temporary increase in ambient noise would occur in association with future construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, future construction activities would be limited to the hours of 7 a.m. to 10 p.m.
- e) Less than Significant Impact - The project is approximately 2.6 miles away from airport and will not be impacted by the public airport.
- f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.

Conclusion

The project would create temporary construction noise, but the impact of noise will be mitigated to a point that is considered less than significant with required conditions of the development of the property. Future operation of the industrial property would be required to adhere to the Noise standards set forth in the Hanford General Plan EIR.

Mitigation Measures:

MM Noise 1: That future development of the project site complies with applicable regulations and policies of the General Plan to ensure that construction- and operation-related impacts would be attenuated to the greatest extent feasible.

MM Noise 2-3: That future construction is limited to the hours of 7 a.m. to 10 p.m.

Source: 2017 General Plan Update, 2017 General Plan Update EIR

XIII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Environmental Setting

Population

The estimated population on January 1, 2013, was 55,122. It is estimated that the General Plan Update could result in a population increase of 47,367 people in 2035 for an estimated total population of 102,489.

Housing

In 2013, there were 17,867 housing units in the Study Area. It is estimated that the implementation of the General Plan could result in 15,633 additional housing units in 2035 for an estimated total number of 33,520 housing units.

Employment

In 2014, there were 20,900 jobs in the planning area. It is estimated that the implementation of the General Plan could

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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result in 33,308 additional jobs in 2035 for an estimated total number of 54,208 jobs.

Jobs-Housing Balance

Jobs-housing balance is achieved by increasing opportunities of people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. SCAG uses the jobs-housing balance as a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs rich area.

Significance Criteria

The project may result in significant impact if it induces substantial growth, displaces a large number of people, or contributes to a job housing imbalance.

Checklist Discussion

- Less than significant impact – The project will not induce population growth in the area. No development is proposed through this application.
- Less than Significant – there are five residences within the annexation area. The property is zoned I-H Heavy Industrial within Kings County and designated as Heavy Industrial by the General Plan. The property is proposed to be pre-zoned I-H Heavy Industrial. The residential uses are considered legally-existing non-conforming and are able to remain, as located, subject to the nonconforming standards set forth by Hanford Municipal Code Section 17.90.



- Less than Significant Impact - The project will not result in displacement of people, there are five residences within the annexation area. The property is zoned I-H Heavy Industrial within Kings County and designated as

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Heavy Industrial by the General Plan. The property is proposed to be pre-zoned I-H Heavy Industrial. The residential uses housing persons are considered legally-existing non-conforming and are able to remain, as located, subject to the nonconforming standards set forth by Hanford Municipal Code Section 17.90.

Conclusion

Less than significant impact - The project will not result in a significant impact to population and housing.

Source: 2017 General Plan Update, 2017 General Plan Update EIR

XIV. PUBLIC SERVICES --

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Environmental Setting

The City of Hanford currently has three fire stations located within the north central, south central, and south west portions of the City of Hanford. These three stations protect approximately 16.5 square miles, Station 1 is located at 350 W. Grangeville Blvd and covers the city limits north of SR 198 and station 2 is located at 10533 Houston Avenue and covers the city limits south of SR 198. Station 3 is located on S. 12th Avenue, on Woodland Drive. The City currently owns a land for a future station at Centennial Drive and Berkshire Lane. The Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. the HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management.

Police Protection

City residents receive police protection services from the Hanford Police Department, which currently operates out of a single station located at 425 N. Irwin Street. The City's recent growing problem that requires the need of police services includes gag and drug issues. The HPD's actual average response times are 6:30 minutes for Priority I incidents with an average of 32 Priority I incidents per day and a response time of 17:19 minutes for all other incidents with an average of 144 incidents per day. However, a response time of less than 2:30 minutes is a goal for the HPD to maintain in the future.

Schools

The City currently includes six elementary school districts and one high school district within the Study Area. These districts do not include the religiously affiliated private schools or charter schools located in the study area. The Hanford Elementary School District consists of 11 elementary and junior high schools that are all located in the study area.

Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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located in the study area.

The Hanford Joint Union High School District consists of four comprehensive high schools.

Parks

See Environmental Setting for Recreation.

Other Public Services

Library Services

The current library is a branch of the Kings County Library.

Significance Criteria

The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services.

Checklist Discussion

- a) **(FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – future development would have the potential increase demands on the HFD to provide fire protection and emergency services. Future development will be subject to Fire Impact fees in order to mitigate the effect of the project on Fire services.
- b) **(POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** future development would have the potential increase demands on the Hanford Police Department to provide police protection and emergency services. Future development will be subject to Police Impact fees in order to mitigate the effect of the project on Police services.
- c) **(SCHOOLS) Less than Significant Impact** – the proposed annexation of the industrial property will not have an impact on schools as residences within the annexation area are limited (5) and will not increase the demand on schools.
- d) **(PARKS) Less than Significant Impact** – the proposed annexation of the industrial property will not have an impact on parks, as residences within the annexation area are existing and limited (5) and will not increase demand on parks.
- e) **(OTHER) Less than significant impact – Libraries** – there is not a requirement or standard for the number or size of a library based on a city's population. Policies encourage residents to utilize the library's resources. Therefore, a significant impact is not anticipated.

Mitigation Measures:

MM Public Services 1: That the physical development of the project area will be subject to Fire Impact Fees.

MM Public Services 2: That the physical development of the project area will be subject to Police Impact fees.

Conclusion

The project area can be served by existing public services. Impact fees will be required of physical development.

Sources: 2017 General Plan and General Plan Update

XV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

School Parks

All school sites have limited public access since their primary purpose is to support the educational mission of the school districts that control their use. There are 16 school sites within the City. The school facilities include athletic fields, conference rooms, gymnasiums, auditoriums, and swimming pools, which are open to the public after hours, during the summer, and on weekends for recreational use.

Indoor facilities

The Hanford Parks and Recreation Department also provides a wide array of programs for City residents. The Recreation Department is responsible for coordinating activities for the entire family including special classes, youth programs, and older adult activities, sports for youth and adults, as well as community events. These activities are conducted in a variety of indoor rec. facilities.

City of Hanford Parkland Standard

Combining the City's 188 acres of parkland and 100 acres of school parks, the City has a total of 288 acres of developed parkland that go toward meeting the parkland standard. This does not include regional parks outside the planning area, greenways, private parks, or indoor recreation facilities. Based on the 2013 estimated population of 55,860 for the City of Hanford, the Study Area has approximately 5.2 acres of parkland for every 1,000 residents in the City.

Significance Criteria

The project may create impacts if it creates demand for new expanded parks and recreation facilities or substantially alters existing facilities.

Checklist Criteria

- a) No Impact – the project involves the annexation of land for heavy industrial use. The project will not increase the use of existing neighborhood and regional parks or other recreational facilities.
- b) No Impact - the project involves annexation of land for heavy industrial use and does not involve or require the construction or expansion of recreational facilities.

Conclusion: The project would have no impact on recreation.

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (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)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

Existing Functional Roadway Classification System

State Freeways and Highways

There are two State Facilities serving the Study Area, namely SR-198 and -43.

Arterial Roads

Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.

Collector Streets

Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.

Local Streets

Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

Existing Intersections

All of the study intersections are operating at acceptable levels of LOS.

Existing Roadway Segments

Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS.

Bicycle Facilities

The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travel ways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

Mass Transit

Kings Area Rural Transit

Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City and Avenal.

KART Dial-A-Ride Service

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots

Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
KART-Vanpool Program KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road. Rail Service Amtrak Passenger Service Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle. High Speed Rail In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the hgi voltage power lines between 7th and 8th Avenues. Freight Service Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system. Significance Criteria The project may result in significant transportation/circulation impact if it does the following: 1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards. 2. Creates traffic conditions which expose people to traffic hazards. 3. Substantially interferes or prevents emergency access to the site or surrounding properties. 4. Conflicts with adopted policies or plans for alternative transportation. a) Less than Significant Impact – Future development of the project area will be evaluated for consistency with the Circulation Element of the General Plan. Traffic improvements in the area will be analyzed at the time of physical development. The project will be evaluated for vehicle miles traveled (VMT) impact and conditioned accordingly. b) See a. c) Less than Significant – access to the sites is provided through 10th Avenue, which has already been constructed. Future development of the project sites will be evaluated and conditioned accordingly. d) Less than Significant Impact- Emergency access to the site will be provided by 10th Avenue. Future development of the project site will be reviewed and conditioned by the City Engineer and City Fire Department to ensure the project				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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includes adequate emergency access.

Conclusion

Future physical development will be subject to review and conditions will be applied, accordingly.

Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☐

Attachment: Attachment 3 - ISMND ANX 159 (Annexation 159)

Environmental Setting

Wastewater

The City's wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the entire City of Hanford (City). The wastewater system consists of a treatment plant and 21 sanitary sewer lift stations located throughout the City. The treatment facility has a capacity of 8.0 million gallons per day and is located south of Houston Avenue and east of 11th Avenue.

While the City is constantly working to improve and provide adequate services to the population demand, the Irwin Street trunk main has become a priority issue for the City's wastewater system. The Irwin Street trunk main is located south of the Downtown East Precise Plan area and may eventually be undergoing capacity issues. Sections of the trunk line are in poor condition, with adverse grades, inadequate pipe sizing, and near full capacity.

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater. Water Supply The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin. The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer. The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years. Storm Water Drainage The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding. There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company. The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins. The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities. Solid Waste Disposal The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals. Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills. The landfills at the Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day. The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers. Dry Utilities Gas and Electric Service The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines. Communication Systems AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access. <u>Consultation Received:</u> Consultation was received from Pacific Gas and Electric and is as follows: Thank you for submitting the ANX 157 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 851 filing 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. <u>Analysis:</u> At this time, physical development of the project area is not proposed. Future development projects will be forwarded to the utility companies for review. Thresholds of Significance The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities.				

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

- a) Less than significant - the City's Wastewater Treatment Facility is currently up-to-date with all wastewater treatment requirements set forth by the Central Valley Regional Water Quality Control Board. The City's WWTF would continue to comply with the requirements set forth by the Central Valley Regional Water Quality Control Board, as required by law.
- b) Less than Significant – Under the General Plan Update it was determined that planned improvements and expansion development through various goals and policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth for the foreseeable future.
- c) Less than Significant – future development of the project area will be reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval.
- d) **Less than Significant with Mitigation Measures** - Future development of the project area as industrial could create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tulare Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2045. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update.
- e) No Impact. The project will not require a determination by a wastewater agency.
- f) Less than Significant – the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility.
- g) **Less than Significant impact with Mitigation Measures** – that the future development of the project area be required to comply with all statutes and regulations related to solid waste.

Mitigation Measure:

Mitigation Measure Utilities 1: That the future development would be required to implement water conservation measures.

Mitigation Measure Utilities 2: that the future project be required to comply with all statutes and regulations related to solid waste.

Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with compliance with all statutes and regulations related to water usage and solid waste.

Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
a) Less than Significant - Based on the analysis provided in the initial study, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals. b) Less than Significant with Mitigation Incorporation- Based on the analysis provided, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects. c) Less than Significant with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.				



Gabrielle de Silva Myers
Senior Planner

July 19, 2022
Date

This section addresses the project's potential to contribute to cumulative impacts in the region, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.

Cumulative Setting

The cumulative setting for the proposed project area includes the annexation of this project area and existing industrial development within the surrounding area.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - All impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and past projects. Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. This project and former projects in the area will be held/have been held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics – therefore, the impact to aesthetics would be less than significant with mitigation incorporation.

Agriculture and Forest Resources

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

Air Quality

Less than Significant with Mitigation Incorporation – This project and the development of the previously approved projects in the area will not create or result in any significant air quality impacts, all projects are required to be developed consistent with the Air Quality Element.

Biological Resources

Less than Significant – the project area and surrounding project areas contains no natural and undisturbed areas that may be considered habitat.

Cultural Resources

Less than Significant with Mitigation Incorporation – the Tachi Yokut Tribe was consulted for this project and surrounding projects, in accordance with AB 52. Through concerns were cited in previous entitled projects, conditions of approval for all projects are in place to mitigate the effect on cultural resources. As a general condition of approval, mitigation measures, that the applicant enter into a burial treatment plan with the Tribe and that if sensitive resources are discovered, construction halt and the proper officials be contacted, will mitigate cultural resources impacts to a less than significant level.

Geology and Soils

Less than Impact with Mitigation Measures - This project and the development of the previously approved projects in the area on geology and soils would be mitigated by compliance with the California building code, a geotechnical and soil studies (if required), and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – the cumulative projects would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the

contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO₂ eq by 2020, the construction-related GHG emissions of the project would be considered less than significant. The operational emission from the projects would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant with mitigation incorporation.

Hazards and Hazardous Materials

Less than Significant – The projects are not expected to have a significant impact as a result of hazards or hazardous materials.

Hydrology/Water Quality

Less than Significant with Mitigation Incorporation – the projects will be developed in accordance with City requirements specific to hydrology and water quality. Mitigations have been required on a project by project basis.

Land Use Planning and Population

Less than Significant -The projects are being developed consistent with the General Plan policy. This project and existing projects in the area have been developed consistent with the General Plan.

Mineral Resources

No Impact - there are no known mineral resources in the City.

Noise

Less than Significant with Mitigation Incorporation- this project and future existing projects within the area are required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise would be mitigated through the limitation of hours construction is permitted (between 7 a.m. and 10 p.m.). Full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Population and Housing

No Impact

Public Services

Less than Significant with Payment of Impact Fees to Mitigate Effect -The projects in the vicinity are subject to impact fees to mitigate the effect on public services.

Recreation

No impact

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect – The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The projects will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required.

Utilities and Service Systems

Less than Significant with Mitigation Incorporation – Impacts to utilities and services are considered less than significant with compliance with existing State and local water conservation measures. This project and future projects in the area have been accounted for and can be served by the City's utilities and service systems.

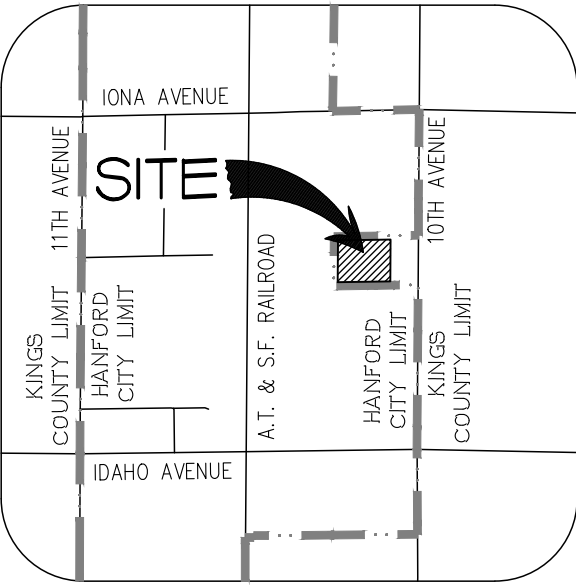
ATCHISON, TOPEKA & SANTA FE RAILROAD



MAP OF TERRITORY
ANNEXED TO THE
CITY OF HANFORD
AND DETACHED FROM KINGS RIVER CONSERVATION DISTRICT AND
THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT

ANNEXATION NO. 159

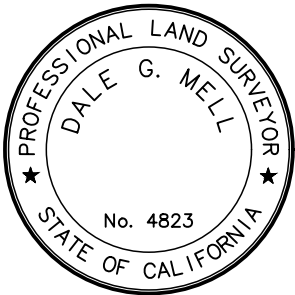
PLATTED IN JANUARY, 2022
BY DALE G. MELL & ASSOCIATES
CONSISTING OF ONE SHEET
SHEET 1 OF 1



VICINITY MAP
NOT TO SCALE

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION, AND IS BASED UPON RECORD DATA.



DALE G. MELL PLS 4823 DATE: _____

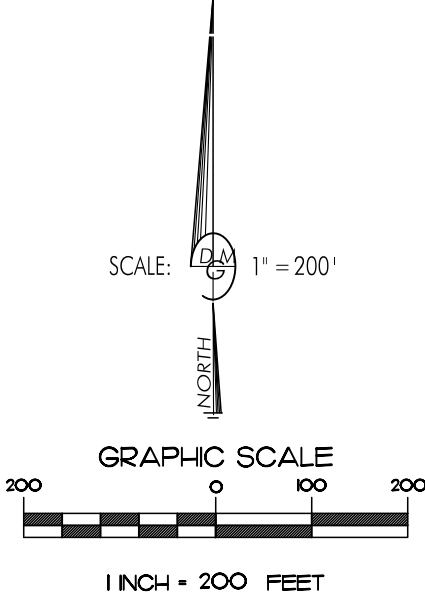
RECORDER'S CERTIFICATE

DOCUMENT NO. _____ FEE \$ _____
RECORDED AT THE REQUEST OF THE CITY OF HANFORD
AT _____ MINUTES PAST _____ O'CLOCK _____ M. _____, 20____. IN VOLUME _____
OF LICENSED SURVEYORS' PLATS, PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA

KRISTINE LEE
KINGS COUNTY RECORDER
BY: _____ DEPUTY COUNTY RECORDER

LEGEND

- EXISTING CITY OF HANFORD BOUNDARY
- Original annexation area request
- Updated annexation area request



PREPARED BY:
DALE G. MELL
& ASSOCIATES
ENGINEERING & SURVEYING SERVICES
2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703
(559) 292-4046 * FAX 251-9220 * EMAIL: STAFF@DALEMELL.COM

MARJAN ESLIMI ISFAHANI
14-051EX04.DWG
1/11/2022

**Annexation 159 and Prezone No. 2021-09
Mitigation Measures
Mitigated Negative Declaration 2022-62**

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That future development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AIR QUALITY			
MM Air Quality 1 -5	The project may conflict with or obstruct implementation of the applicable air quality plan?	MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan. MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts. MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors. MM Air Quality 4: That future development project operation and	City to Require

		construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations. MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectional odors, consistent with the Hanford Municipal Code Section 17.50.050. Recommendations of Future Development: 1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation. 2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) 3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities). 4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects 5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.	
CULTURAL RESOURCES			
MM Cultural Resources 1-4	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could	MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe

	potentially disturb human remains, including those interred outside of formal cemeteries?		
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	That the future physical development of the project comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides.	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area.	Building Official to require; developer to conduct study

	The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		
MM Geology 3	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project area comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1) Future development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 5	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	City to require; Developer to provide
NOISE			
MM Noise 1	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other	That future development of the project site complies with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce

	agencies?		
MM Noise 2 & 3	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	That future construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to fire impact fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to police impact fees.	Developer to pay
UTILITIES AND SERVICE SYSTEMS			

MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statutes related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide



July 14, 2022

Gabrielle Myers
City of Hanford
Planning Division
317 N. Douty Street
Hanford, CA, 93230

Project: Annexation 159 and Prezone No. 2021-09

District CEQA Reference No: 20220843

Dear Ms. Myers:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Annexation and Prezone from the City of Hanford (City). Per the project documentation, the project consists of the annexation of 12.64 acres into the City of Hanford and the pre-zoning of that property as I-H (Heavy Industrial), in accordance with the General Plan designation for the area (Project). The Project is located south of Iona Avenue and west of 10th Avenue, in Hanford, CA (APN 018-242-019).

The District offers the following comments regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, PM_{2.5} standards.

The annexation of property will not have an impact on air quality. However, if approved, future development projects will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.

Samir Sheikh

Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061
www.valleyair.org

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585
www.healthyairliving.com

1a) Recommended Model for Quantifying Air Emissions

For future development projects, project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects with emissions that exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website:
www.valleyair.org/ceqa.

4) Allowed Uses Not Requiring Project-Specific Discretionary Approval

In some cases, for future development projects, the City may determine that a project be approved as an allowed use not requiring a project-specific discretionary approval from the City. The District recommends the Annexation and Prezone include language supported by policy requiring such projects to prepare a technical assessment in consultation with the District, and recommending that a VERA be considered for development projects determined to result in a significant impact on air quality. For example, this requirement would apply to large development projects (e.g., large residential project, large distribution center, large warehouse, etc.) that would have the potential to significantly impact air quality and is determined by the City to be allowed by use, not requiring a project specific discretionary approval from the City.

5) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project will be zoned Heavy Industrial, there is potential for an increase in truck trips.

The District recommends the City evaluate HHD truck routing patterns for future development projects, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

6) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District's

CARB-approved 2018 PM_{2.5} Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NO_x/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NO_x established by CARB.

For future development projects, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhp-hr NO_x) technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

7) **Reduce Idling of Heavy-Duty Trucks**

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since future development projects are expected to result in HHD truck trips, the District recommends the Annexation and Prezone include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors.

8) **Electric On-Site Off-Road and On-Road Equipment**

Since the Project will be zoned Heavy Industrial, future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the Annexation and Prezone include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

9) **Vegetative Barriers and Urban Greening**

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider

incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

10)Clean Lawn and Garden Equipment in the Community

Since the Project consists of industrial development, gas-powered lawn and garden equipment have the potential to result in an increase of NO_x and PM_{2.5} emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

11)On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects.

12)Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City

and project proponents install electric vehicle chargers at future project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

13)Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

14)District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

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

14a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponents should submit to the District an application for an ATC.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888.

14b) District Rule 9510 - Indirect Source Review (ISR)

Future development projects within the Annexation and Prezone may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet

Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

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

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. It is preferable for the applicant to submit an AIA application as early as possible in the public agency's approval process so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

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

District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

14c) District Rule 9410 (Employer Based Trip Reduction)

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the

options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at:
www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

14d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at:
<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

14e) District Rule 4601 (Architectural Coatings)

Future development projects may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at:
<http://www.valleyair.org/rules/currnrules/r4601.pdf>

14f) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction,

Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:

<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:

http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

14g) Other District Rules and Regulations

Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

15) Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at:

<https://www.valleyair.org/transportation/GAMAQI.pdf>

16) District Comment Letter

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

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services

A handwritten signature in blue ink, appearing to read "Seth Lane".

For: Mark Montelongo
Program Manager