



Planning Commission Meeting Agenda

February 25, 2025
5:30 PM – Regular Meeting
Council Chambers
400 N. Douty St.

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

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.

- A. Community Development: Approval of the February 11, 2025 Minutes

PUBLIC HEARING:

- A. Community Development: Annexation 161: A request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 0005-23: A request to prezone the land proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the territory, Low-Density Residential. Vesting Tentative Tract 943 (Silicon Valley Ranch): A request, by Marc Frelie, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin. Focused Environmental Impact Report (EIR) State Clearinghouse Number (SCH) 2024060956: A request to certify the Final Focused Environmental Impact Report for the project and

adopt a Statement of Overriding Considerations for the project's significant impact to Transportation/Traffic. The Project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011-040-008, -010, and -027).

- B. Community Development: Tentative Parcel Map No. 0003-23: a request to divide a 72,673-square-foot parcel into four parcels (Parcel A: 12,001 sq. ft.; Parcel B: 9,000 sq. ft.; Parcel C: 12,014 sq. ft.; Parcel D: 21,020 sq. ft.) in the R-M Medium Density Residential zone district. The project is located at 715 S. Irwin Street (APN 012-231-028).
- C. Community Development: Tentative Parcel Map No. 0006-24: a request to divide a 3.94-acre parcel into two parcels (Parcel A: 0.26 acres; Parcel B: 3.68 acres) in the MX-C Corridor Mixed Use zone district. The project is located at 942 S. Harris Street (APN 012-231-036).

DIRECTOR'S COMMENTS:

COMMISSIONERS' ITEMS OF INTEREST:

At this time, any Commissioner may ask a question for clarification of matters within the Planning Commission's jurisdiction, make an announcement, or report briefly on activities in their role as a Planning Commissioner. In addition, subject to the Planning Commissioner's Handbook, Commissioners may request staff to report back to the Planning Commission at a subsequent meeting concerning any matter within the 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 \$1,100.00 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: 2/25/2025	AGENDA SECTION: CONSENT CALENDAR
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SUBJECT:

Approval of the February 11, 2025 Minutes

RECOMMENDATION:

Approve the minutes of the February 11, 2025 meeting.

ATTACHMENTS:

1. 02-11-25 Minutes



**Planning Commission Regular Meeting
Minutes**

**February 11, 2025 5:30 PM
Council Chambers
400 N. Douty St.**

ROLL CALL:

Present:	Absent:
Planning Commissioner Gunther Norris Planning Commissioner Jim Nelson Planning Commissioner Gary Curtis Planning Commissioner Richard Douglas Planning Commissioner Dennis Ham Alternate Planning Commissioner Bernard Marez	None

INVOCATION:

Pastor Abel Aguilar, New Hope Community Church

FLAG SALUTE:

Commissioner NORRIS led the flag salute.

PUBLIC COMMENT:

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

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.

A. Community Development: Approval of the Minutes of January 28, 2025 Meeting

Motion to approve the minutes of the January 28, 2025 meeting.

RESULT: (UNANIMOUS)

MOVER: CURTIS

SECONDER: NORRIS

AYES: CURTIS, NORRIS, NELSON, DOUGLAS, HAM

PUBLIC HEARING:

- A. Community Development: Tentative Parcel Map No. 0008-24: a request to divide a parcel approximately 6.54 acres in total size into two parcels (Parcel 1: 5.98 acres; Parcel 2: 0.56 acres) in the C-R Regional Commercial zone district. Planned Unit Development No. 0040-24: a request to amend the master site plan for Planned Unit Development No. 89-01 in order to create a new pad site with no street frontage for the construction of a shell quick service restaurant building and associated improvements in the C-R Regional Commercial zone district. The project is located at 1673 W. Lacey Blvd. (APN 011-060-037).

Chair HAM opened the public hearing and called for the staff report. Associate Planner Manha presented the staff report, recommended approval of the projects, and invited questions of staff.

Commissioner CURTIS asked how long it will take to complete the project. Mr. Manha replied that he did not know the timeframe but that there was someone in the audience who might be able to answer that question.

Chair HAM:

- Will there will be traffic directional signs for the drive-thru?
- Will there will be any building signage, or a monument sign, for this restaurant?
- How much seating is available in the restaurant, and will there be enough parking available?

Mr. Manha replied that signage would be a separate application, and seating will be determined with the building permits.

Chair HAM opened Public Comment:

IN FAVOR

Applicant Ken Vang, in reply to Commissioner CURTIS'S question, stated that they are not sure how long the project will take, as they are still negotiating. In response to Chair HAM's questions, he stated that they could add directional signage for the drive-thru. They are not proposing a monument sign. There will be building signs; and, if there is an existing pylon sign with space available, they will work with the mall and possibly add a sign to that.

Commissioner CURTIS asked the name of the restaurant. Mr. Vang replied that they still negotiating tenants.

OPPOSED

None.

Chair HAM closed Public Comment and called for a motion.

Motion to adopt Resolution No. 2025-09, approving Tentative Parcel Map No. 0008-24.

RESULT: (UNANIMOUS)
MOVER: NORRIS
SECONDER: DOUGLAS
AYES: NORRIS, DOUGLAS, NELSON, CURTIS, HAM

Motion to adopt Resolution No. 2025-10, approving Planned Unit Development No. 0040-24.

RESULT: (UNANIMOUS)
MOVER: CURTIS
SECONDER: NELSON
AYES: CURTIS, NELSON, NORRIS, DOUGLAS, HAM

DIRECTOR'S COMMENTS:

None.

COMMISSIONERS' ITEMS OF INTEREST:

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

None.

ADJOURNMENT:

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

Respectfully submitted,

Diana Black
Recording Secretary

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, February 25, 2025**

PROJECT: **Annexation 161:** A request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction.

Prezone No. 0005-23: A request to prezone the land proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the territory, Low-Density Residential.

Vesting Tentative Tract 943 (Silicon Valley Ranch): A request, by Marc Frelier, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin.

Focused Environmental Impact Report (EIR) State Clearinghouse Number (SCH) 2024060956: A request to certify the Final Focused Environmental Impact Report for the project and adopt a Statement of Overriding Considerations for the project's significant impact to Transportation/Traffic.

Location: The Project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011-040-008, -010, and -027).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-01, recommending certification of Focused EIR SCH #2024060956 to the City Council.
2. Adopt Resolution 2025-02, recommending approval of Prezone No. 0005-23 to the City Council.
3. Find that the proposed Annexation No. 161 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 161 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.
4. Adopt Resolution 2025-03, recommending approval of Vesting Tentative Tract 943 to the City Council.

RECOMMENDED MOTION

I move to:

1. Adopt Resolution No. 2025-01, recommending certification of Focused EIR SCH #2024060956 to the City Council.

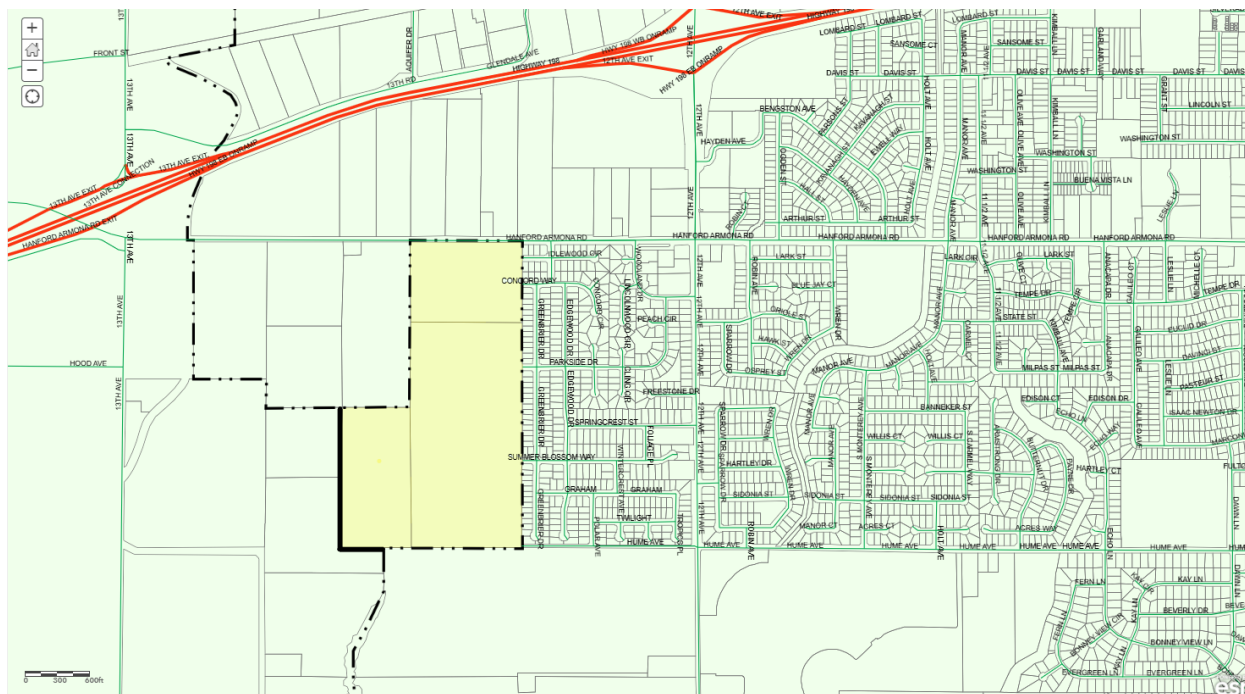
2. Adopt Resolution 2025-02, recommending approval of Prezone No. 0005-23 to the City Council.
3. Find that the proposed Annexation No. 161 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 161 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.
4. Adopt Resolution 2025-03, recommending approval of Vesting Tentative Tract 943 to the City Council.

PROJECT DESCRIPTION

Annexation 161

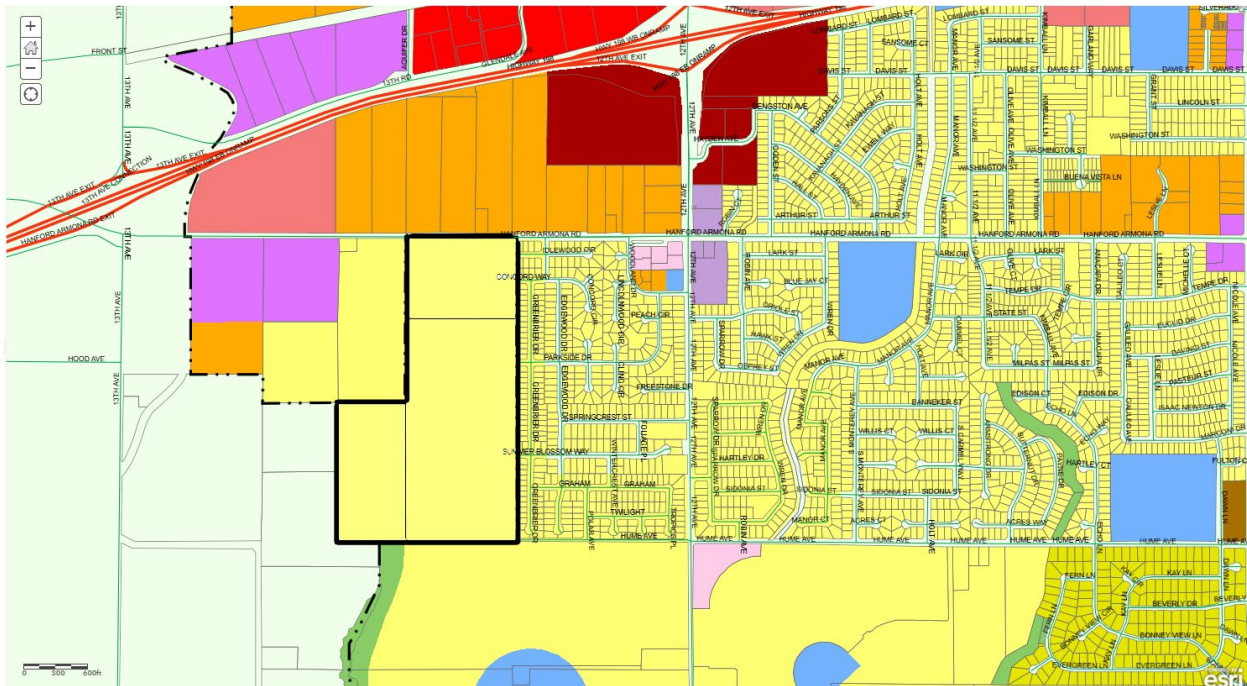
Annexation 161 is a request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction. See Figure 1 and **Attachment 1**.

Figure 1:
Proposed Annexation Area (shown in yellow)



Prezone No. 0005-23 is a request to prezone the land proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the territory, Low-Density Residential. See Figure 2, below.

Figure 2: Prezone No. 0005-23
R-L-5 Low-Density Residential (outlined in bold)



Tentative Tract 943 (Silicon Valley Ranch) is a request, by Marc Frelier, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin over three phases.

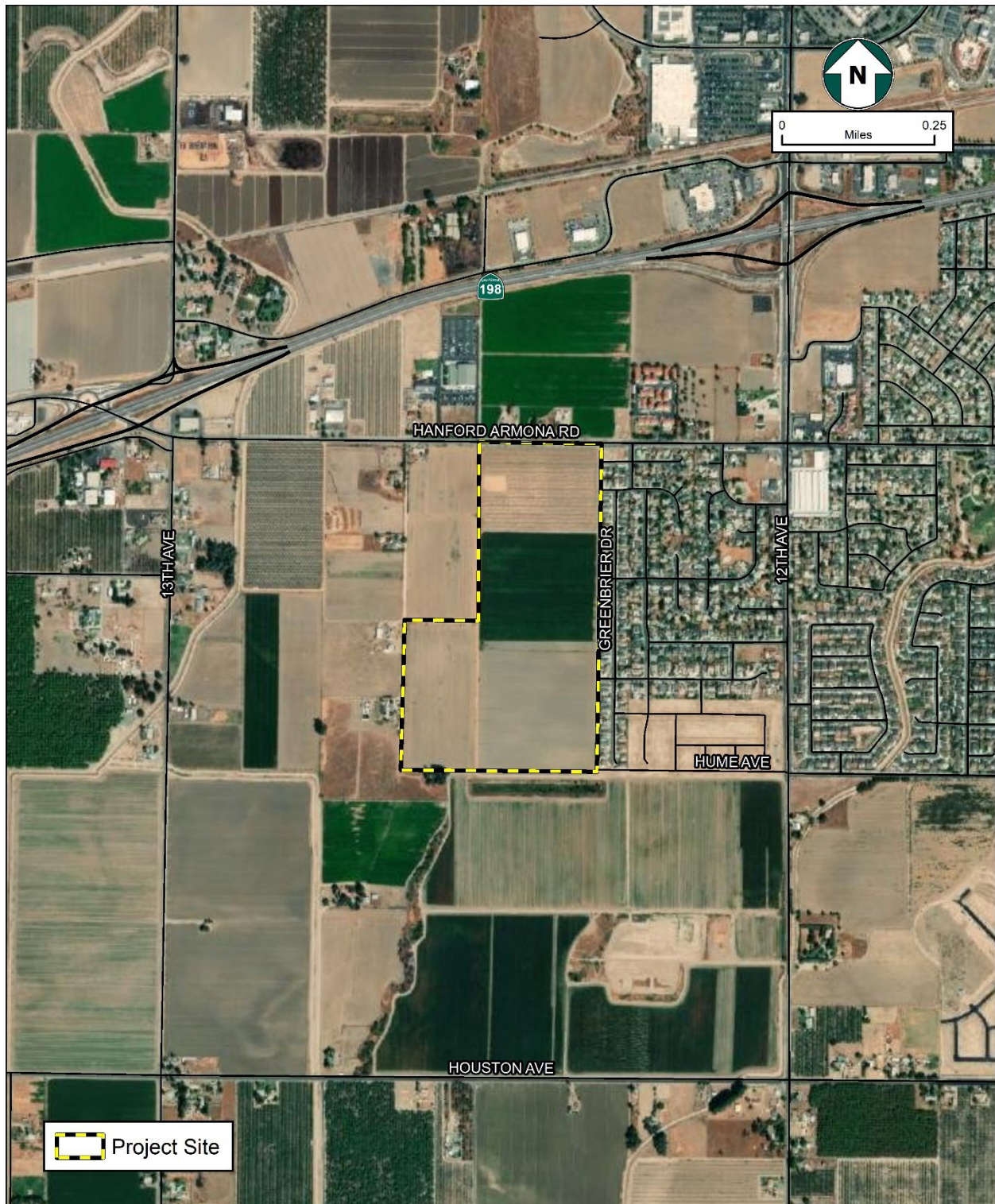
Vesting Tentative Tract 943 – Attached as **Attachment 2**.

BACKGROUND INFORMATION

Project Location

The Project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011 040-008, -010, and -027). See Figure 3, below.

Figure 3: Project Location



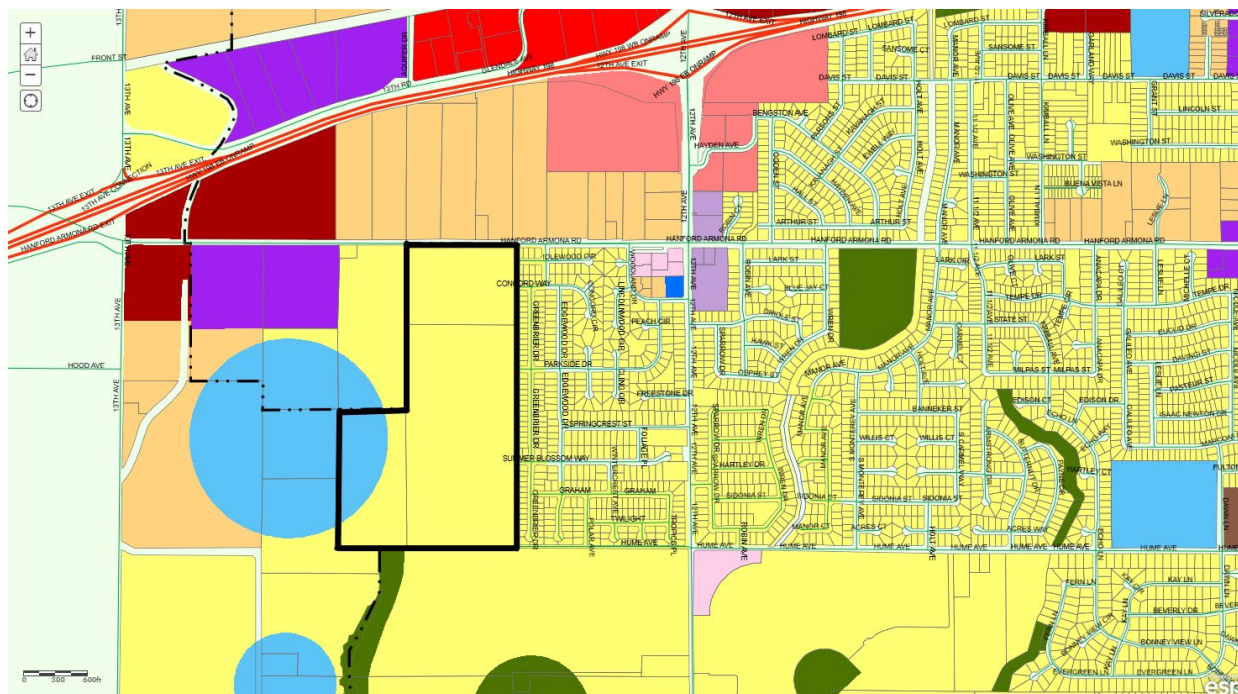
Existing Land Use

The lot is vacant.

General Plan and Zoning Designation

The site is designated by the General Plan as Low-Density Residential with a Future Educational Facility overlay.

Figure 4: General Plan Designation



Low-Density Residential Designation

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

“Floating” Educational Facility Designation

In accordance with the General Plan Policy L1000, where a site is not yet developed, the land use designation is allowed to “float” on the Land Use Map within the one-mile square section in which it is located. Locations along collector streets are preferred for new elementary schools.

During the consultation process, the local school districts were contacted and did not require use of this site as a school facility. The City’s role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting

and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area.

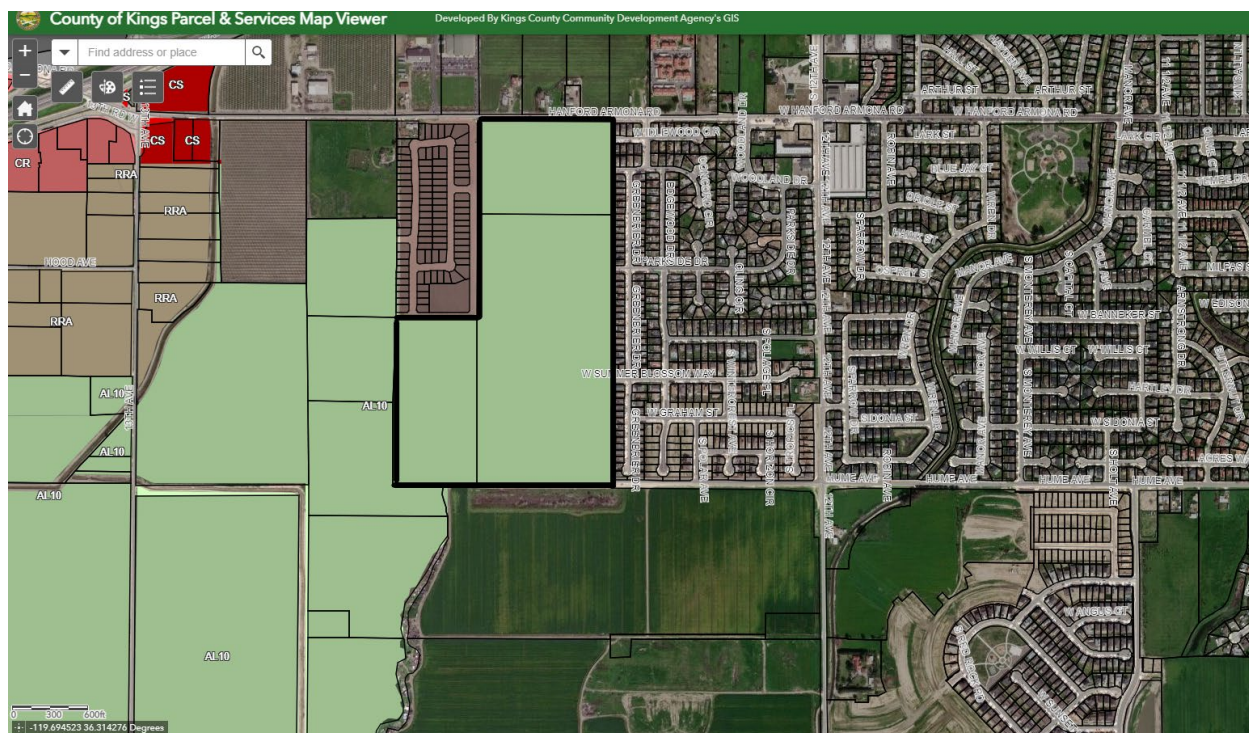
Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHS). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

Zoning

Current

The property is currently in the Kings County Jurisdiction and zoned AL-10 Limited Agriculture.

Figure 5: Current Zoning



The property is proposed to be rezoned R-L-5 Low-Density Residential, 5,000 square-foot minimum lot size, in accordance with the General Plan Designation for the property. See Figure 2.

Adjacent Land Use and Zoning

	Land Use	Zoning	General Plan Designation
North:	Large Lot Single-Family Residential	City R-M	Medium-Density Residential
South:	Vacant; Planned for future single-family residential (Tentative Tract 909 Live Oak West)	City R-L-5 and PF	Low-Density Residential and Open Space
East:	Single-Family Residential	R-L-5	Low-Density Residential
West:	Planned Single-Family Residential (Tract 927 and 940) and Vacant	County AL-10; City R-L-5	Low-Density Residential

PROJECT EVALUATION

Annexation No. 161

Annexation 161 is a request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction. See Figure 1 and **Attachment 1**.

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

The Hanford Planning Commission is charged with reviewing proposed annexation and making a finding of consistency with the Hanford General Plan to forward to the City Council. The Planning Commission will need to find that Annexation 161 is consistent with the Hanford General Plan Policy L15 and L17.

Policy L15 Initiation of Annexations

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

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

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

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

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

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

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

Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHS). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

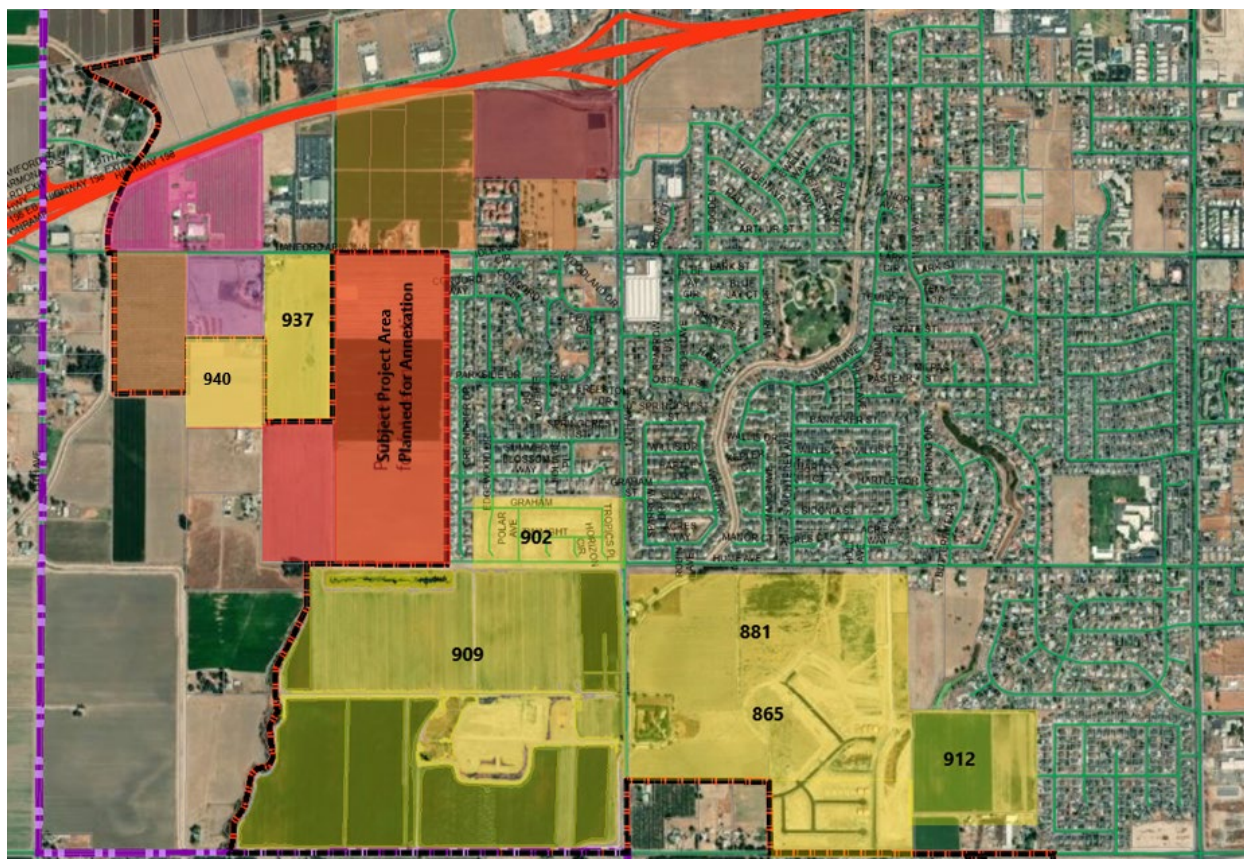
Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, "This area is within our most impacted school boundary."

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

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

Analysis: The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 6, below. The proposal is considered an implementation of the General Plan.

Figure 6: Entitled Properties



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, south, and east.

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

Favorable Factors for Annexation

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

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

Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The

annexation area is designated as Low-Density Residential by the General Plan and is necessary to accommodate growth within the City of Hanford. The development proposed for the annexation area is consistent with the General Plan.

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

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

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

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

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

Analysis: There are three parcels proposed to be annexed. The annexation comes with 100% consent the property owners. The signed annexation application is attached – **Attachment 5**.

Vesting Tentative Tract 943

Tentative Tract 943 (Silicon Valley Ranch) is a request, by Marc Frelie, to subdivide 75.02 acres proposed to be rezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin over three phases.

See proposed subdivision – **Attachment 2**.

APN(s): 011-040-008, 011-040-010, and 011-040-027

Total Area: 75.02 acres

Number of Dwelling Units: 326 single-family residential dwelling units

Units per acre: 4.35 units per gross acre

Potential population increase: 3.67 persons per household x 82 households = 1,196 persons

Conformance with the R-L-5 Low-Density Residential Zoning

17.10.030 Lot area.

Smallest	Largest	Required in R-L-5
5,000 sq. ft.	12,590	5,000 sq. ft.

In the R-L-5 Low-Density Residential zone district, the minimum lot size shall be 5,000 square feet, except as prescribed in Section 17.10.100, which allows lot area between 3,600 square feet and 4,999 square feet.

Analysis: The minimum lot size provided in Tentative Tract 943 is 5,000 square feet.

17.10.040. Lot dimensions

Lot Frontage

In the R-L-5 Low-Density Residential zone district, the minimum lot frontage shall be 40 feet.

Analysis: There is a minimum of 40 feet of lot frontage provided for all lots within the subdivision.

Lot Width

In the R-L-5 Low-Density Residential zone district, there shall be a minimum lot width of 50 feet for interior lots and 60 feet for corner lots.

Analysis: All interior lots are a minimum of 50 feet wide and each corner lot is a minimum of 60 feet wide, which is within the allowable minimum lot width.

Lot Depth

In the R-L-5 Low-Density Residential zone district, the lot depth shall be a minimum of 90 feet.

Analysis: The majority of lots in the subdivision are upward of 100 feet deep; no lot is less than 90 feet deep.

Lots developed adjacent to an arterial or collector street are to be designed as walled or fenced back-on or side-on lots with a minimum five and maximum 10 foot wide landscape easement continuous and adjacent to the street right-of-way line. The minimum lot dimensions are to be exclusive of the landscape easement area. The wall or fence shall be located in the landscape easement area adjacent to the easement line.

Analysis: Hume Avenue is an arterial road, which borders the proposed subdivision to the south. Aquifer and Springcrest Drives are designated collectors within the subdivision. Lots backing onto the adjacent arterial and collector streets are separated by a five- to 10-foot landscape lot, as required.

17.10.070 Building Setback Areas

In the R-L-5 Low-Density Residential zone district, no structure shall be placed within a building setback area.

Front

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

Rear

The rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one story high.

Side

The side building setback area shall be five feet from an interior side lot line and 10 feet from a street side property line. 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.

Analysis: As a condition of approval of the subdivision, all building setbacks requirements shall be observed. The setback requirements will be verified upon application for building permits of the single-family residences.

17.10.080. Distances between structures.

In the R-L-5 Low-Density Residential zone district the minimum distance between structures shall be 10 feet, except as provided by the building code.

Analysis: As a condition of approval of the subdivision, distance requirements between structures shall be observed. The separation requirements will be verified upon application for building permits.

17.10.090. Height of structures.

In the R-L-5 Low-Density Residential, the maximum structure height shall be 35 feet.

Analysis: As a condition of approval of the subdivision, height requirements shall be observed. Height limitations will be verified upon application for building permits.

17.10.110. Driveways.

In the R-L-5 Low-Density Residential zone district, the width of a driveway and any paved area shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways the paved area of these driveways shall not exceed 50% of the front building setback area. On key lots, the driveway shall be located on the side of the lot which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Analysis: As a condition of approval of the subdivision, driveway requirements shall be observed. Driveway locations and paved surface coverage will be verified upon application for building permits.

17.10.120 Accessory Structures

In the R-L-5 Low-Density Residential zone district, accessory structures may be located within a required rear or side building setback area, subject to all of the following requirements:

- A. The floor area shall be a maximum 120 square feet.
- B. The walls shall be at least three feet from rear and side lot lines.
- C. The roof eaves shall be at least two feet from rear and side lot lines.
- D. The accessory structure shall be separated from other structures by a minimum of 10 feet.
- E. The plate line height shall be a maximum seven feet high.
- F. The roof pitch shall be a maximum 4:12.
- G. The roof ridge peak height shall be a maximum of 10 feet.

Analysis: The requirements pertaining to accessory structures are communicated to the public, however, the majority of these structures are exempt from building permits and enforced through Code Compliance.

17.10.130 Other Setback Standards

In the R-L-5 Low-Density Residential zone district, the following setbacks shall also apply:

- A. Mechanical equipment shall be located a minimum of five feet from a side lot line that adjoins a neighboring side lot line.
- B. Garages or carports opening onto an alley shall be set back 25 feet from the far side of the alley, provided that the structure, including roof overhang, shall not extend into the alley right-of-way.
- C. Above or below ground swimming pools shall be set back five feet from all lot lines.
- D. Decks, balconies, and other types of platforms with a floor height over two feet high shall be set back five feet from the rear and interior side lot lines and 10 feet from the street side lot line.
- E. 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.

Analysis: As a condition of approval of the subdivision, all building setbacks requirements shall be observed. The setback requirements will be verified upon application for building permits.

17.10.140. Off-street parking.

Off-Street Parking Requirements:

Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 17.54.

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. Other uses shall provide parking as prescribed in Chapter 17.54. Required parking spaces may not be provided in any front, side, or rear building setback area. Except for driveways allowed in the front building setback area, all

additional parking for residential uses shall be to the rear or side of the dwelling. No parking shall occur in the front or street side building setback areas.

Recreational Vehicles:

No recreation vehicle, including without limitation camping trailer, boat trailer, utility trailer, boat, pickup camper, motor home, dune buggy, or similar vehicle/trailer shall be stored or parked, except within an enclosed side or rear yard or within a garage or carport except if a side or rear yard is not accessible due to existing legal permanent structures, a recreational vehicle or trailer may be parked in a driveway or adjacent to a driveway if it does not create a nuisance or safety problem as determined by the Community Development Director. All recreational vehicles or trailers parked in a location visible from the street are to be clean and maintained so as not to detract from the neighborhood. Also, see Chapter 10.76 of the Hanford Municipal Code. No recreational vehicle or trailer shall be used as a residence.

Vehicles Incapable of Movement Under Their Own Power

All motor vehicles incapable of movement under their own power, other than in cases of emergency, shall be stored in an entirely enclosed space, garage, or carport. Vehicles with custom fitted covers may be stored in an open area when it does not create a nuisance or safety problem as determined by the Community Development Director, cause complaints from neighbors or violate any section of this code.

Repair of vehicles owned by the resident of the property and storage of parts shall be within an enclosed garage or carport, if no garage exists. Repair of vehicles not owned by the resident of the property is prohibited. Vehicle repair and storage of parts are prohibited in a driveway and the front or street side building setback areas. I. Garages and carports are to be primarily used for the parking of four-wheeled vehicles. The use of garages or carports for general storage, recreation activities or other uses that prevent the use of the garage or carport for the parking of at least one four-wheeled vehicle is prohibited.

Analysis: The above requirements pertaining to off-street parking, recreational vehicles, vehicles incapable of movement under their own power, and repair of vehicles appear as conditions of approval of the resolution for the subdivision.

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.

Analysis: The required open space is generally provided within the required rear-yard setback area. As a condition of approval of the subdivision, open space requirements shall be observed. The open space requirements will be verified upon application for building permits for the single-family residence.

17.10.160. Landscaping.

In the R-L-5 Low-Density Residential zone district, the following landscape standards shall apply:

- A. Landscaping shall be provided for each use as prescribed in Chapter 17.52, Landscape Standards.

- B. 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.
- C. Required landscaping is to be installed within six months after occupancy of the residence, apartment or office and continually maintained pursuant to Chapter 17.52.
- D. Landscaped areas are not to be used or converted to parking areas or any other use which results in the damage or removal of the landscaping. However, the widening of an existing paved driveway perpendicular to the street is permitted if the total width of the existing paving and the new paving does not exceed 40% of the lot frontage along the street.
- E. In order to provide a tree lined street in the residential zone districts, the following requirements shall be provided in the required parkway:
 - 1. Two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two front yard trees must be planted 12 feet (no greater or no less) from the face of the front lot line street curb.
 - 2. One street tree, or two street trees on corner lots, a minimum 15 gallon size, shall be planted on all lots less than 6,000 square feet. The tree shall be planted in the parkway. If there is no parkway the tree shall be planted four feet behind the sidewalk, or if there is no sidewalk then four feet behind the street curb.
 - 3. There shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.
- F. Front yard landscaping. If front yard landscaping is provided by the builder, a prototype landscape plan is required when a building permit is requested to show that the trees will be planted as stated above. The front yard landscaping is to be installed within 30 days from final building inspection approval. If front yard landscaping is not provided by the builder a fee of \$50 for each required tree shall be collected when a building permit is requested. When the house is occupied, the builder, within 30 days, is required to plant one fifteen (15) gallon tree at the 12 foot setback line from the street curb. If the homeowner plants the remaining three trees as described above within one year of occupancy, the homeowner will be reimbursed the \$50 per tree up to three trees. The builder will be reimbursed the \$50 for the required tree at the 12 foot line.

Analysis: As a condition of approval of the subdivision, landscaping requirements shall be observed. The landscaping requirements will be verified upon application for landscape permits for the single-family residence.

17.10.170. Screening, Fences, and Walls.

Fences and walls shall be provided on the site for each use in accordance with Section 17.50.120.

Analysis: As a condition of approval of the subdivision, wall placement shall be observed and will be verified where a building permit is required.

17.10.180. Signs.

Signs placed in the R-L zones shall be subject to the requirements and standards prescribed in Chapter 17.56.

Analysis: Signage within single-family residential zones is generally limited to temporary signs (political signs), and subject to the requirements of Chapter 17.56.

17.10.190. General Provisions and Standards.

Structures and the use of structures or land shall be subject to the requirements and standards prescribed in Chapter 17.50.

Conclusion: All requirements of the R-L-5 Low-Density Residential zone district are satisfied in the proposed subdivision or will be satisfied by conditions of approval for future building permits.

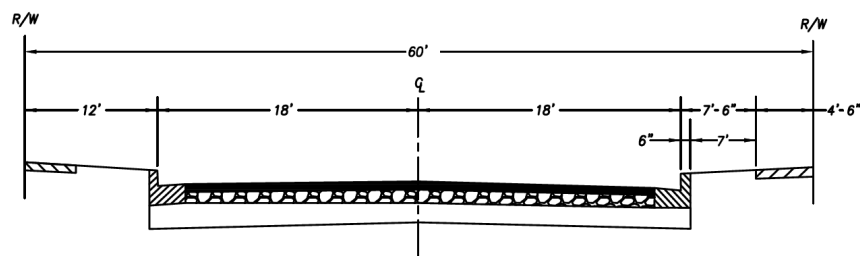
Subdivisions Improvements

Street Improvements:

All streets within the subdivision will be developed to residential street standards (City standard ST-33 cul-de-sacs and ST-32 residential through streets), except the following:

SECTION C-C INTERIOR STREETS

NOT TO SCALE
PER CITY STD. ST-32

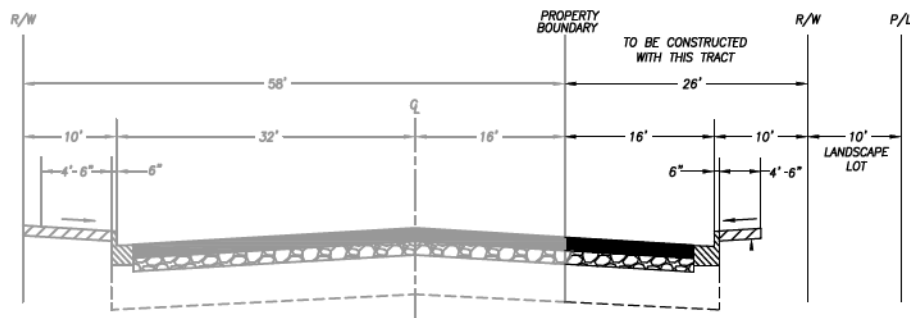


- a) Aquifer Drive will be developed as a Major Collector street with an 84-foot right-of-way width in conformance with City Std. ST-17 and ST-23 and a traffic index of 8. The Developer is required to construct the remaining width of right of way on the east side of Aquifer Drive from Spring Crest to Hanford Armona Road and along both east and west boundary of property being developed south of Spring Crest Drive to Hume Avenue. North of the project boundary, curb and gutter as well as the curb return at the southeast corner of Hanford Armona Road and Aquifer Drive, is required to be installed. Sidewalk is permitted to be deferred until such time as the "Not A Part" parcel is developed.

SECTION A-A AQUIFER DRIVE

NOT TO SCALE

PER CITY STD. ST-23 (REVISED)

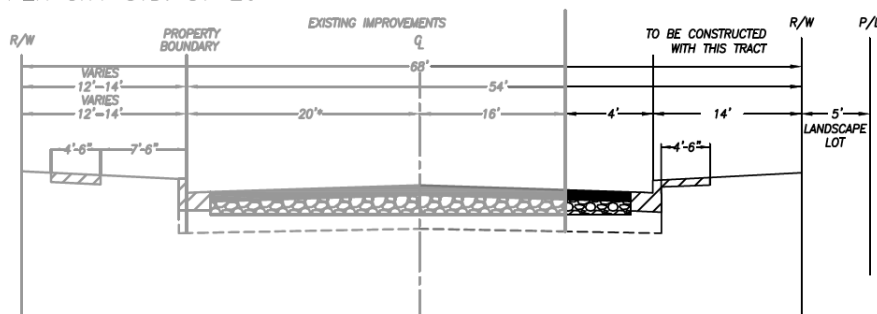


- b) Spring Crest Drive will be developed as a Minor Collector street with a 68-foot-width in conformance with City Standard Detail ST-17 and ST-26 with a traffic index of 6. The developer will be required to construct the remaining width of right of way on the south side of Spring Crest Drive from the west boundary of the development to Aquifer Drive.

SECTION B-B W SPRING CREST DRIVE

NOT TO SCALE

PER CITY STD. ST-26



- c) Hume Avenue will be developed as a Major Collector street with an 88-foot right-of-way width in conformance with City Standard Detail ST-17 and ST-23, modified to allow for additional park strip behind curb with a traffic index of 8. The Developer will only be required to construct two-thirds (2/3) road width along project frontage. The eastbound lane will include a 12-foot travel lane with a four-foot paved shoulder and a four-foot unpaved shoulder containing a swale. If Tract 943 develops prior to Live Oak North Tract 909, the striping for Hume Avenue shall consist of matching the centerline striping, as installed with Live Oak North Tract 902. If Live Oak North Tract 909 develops Hume Avenue prior to Tract 943, then striping shall be removed and a 14 foot continuous left turn lane shall be installed from Aquifer Drive to 12th Avenue.

3. The development is subject to a transportation mitigation impact fee, as required by City Ordinance No. 90-09 and any revisions thereof. The developer shall be entitled to a credit against subject development fee for improvements constructed by developer within Hume Avenue and Aquifer Drive, consisting of 22 feet of asphalt pavement section, as measured from centerline of road.

Backup Parkway Improvements

The developer will design and construct the following improvements along Hume Avenue, Spring Crest Drive and Aquifer Drive frontages of proposed subdivision.

- a) A six (6) ft. minimum high ornamental, masonry block fence with continuous footing. Wall shall be treated with an anti-graffiti repellent.
- b) A 4 ½ ft. wide sidewalk per City Standard Detail CO-14.
- c) Soil preparation, automatic irrigation and landscaping.
- d) Landscape plans for right-of-way and 12 ft. wide landscape easement area along Hume Avenue property frontage from the back of curb to the block wall.

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required

to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

Easements and Dedications

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

1. A 20-foot easement established south of the centerline of Hume Avenue is required to be dedicated to the city for the purposes of street right-of-way.
2. An easement for storm drainage purposes is required to be dedicated to the City, where necessary, to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.
3. All easements for irrigation ditches and/or irrigation pipelines will be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.
4. An easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main is required to be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.
5. All proposed landscape/public utility easements, as shown on the tentative map, are required to be dedicated to the City and be included on the subdivision final map.

Assessment District

The developer will enter into an agreement with the City for the formation of a community facilities district tax assessment district for the maintenance of landscaping, decorative block wall/ fencing, roadways, streetlights, curb and gutter, sidewalk, signage, storm drain system and basin and emergency services.

Neighborhood Park.

Goal O9: Parks provided at a combined ratio of 3.5 acres per 1,000 residents.

Utilizing Quimby Act, park space for new development shall be provided at a ratio of 3 acres per 1,000 residents.

In accordance with the Quimby Act, open space shall be provided at a ratio of three acres per 1,000 residents. Using the assumption that the average household is 3.67 persons (based on current census data for Kings County), the projected number of residents for the subdivision is 1,196 persons, a minimum of 3.8 acres of park space is required for the subdivision.

Calculation:

$$326 \text{ units} \times 3.67 \text{ persons per household} = 1196 \text{ persons}$$

$$1196 \text{ residents} \div 1,000 = 1.196$$

$$1.196 \times 3 \text{ acres} = 3.58 \text{ acres of park space required}$$

The applicant proposes a 3.58-acre park within Phase I of the subdivision. As a condition of approval of a final subdivision map or parcel map, the subdivider shall dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park or recreational purposes, at the time and according to the standards and formula contained in this title. The land, fees, or combinations thereof, are to be used only for the purpose of providing park or recreational facilities to serve the subdivision.

The park is a neighborhood park and features eyes-on-park development, as houses face the park from all sides, which is consistent with General Plan Policy O64.

Policy O64 Park Visibility:

Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are minimized and visibility of parks from public streets is maximized.

Analysis: There are residential streets surrounding the park. Visibility is achieved from lots facing and siding onto the streets surrounding the park.

**Figure 8:
Park Visibility**

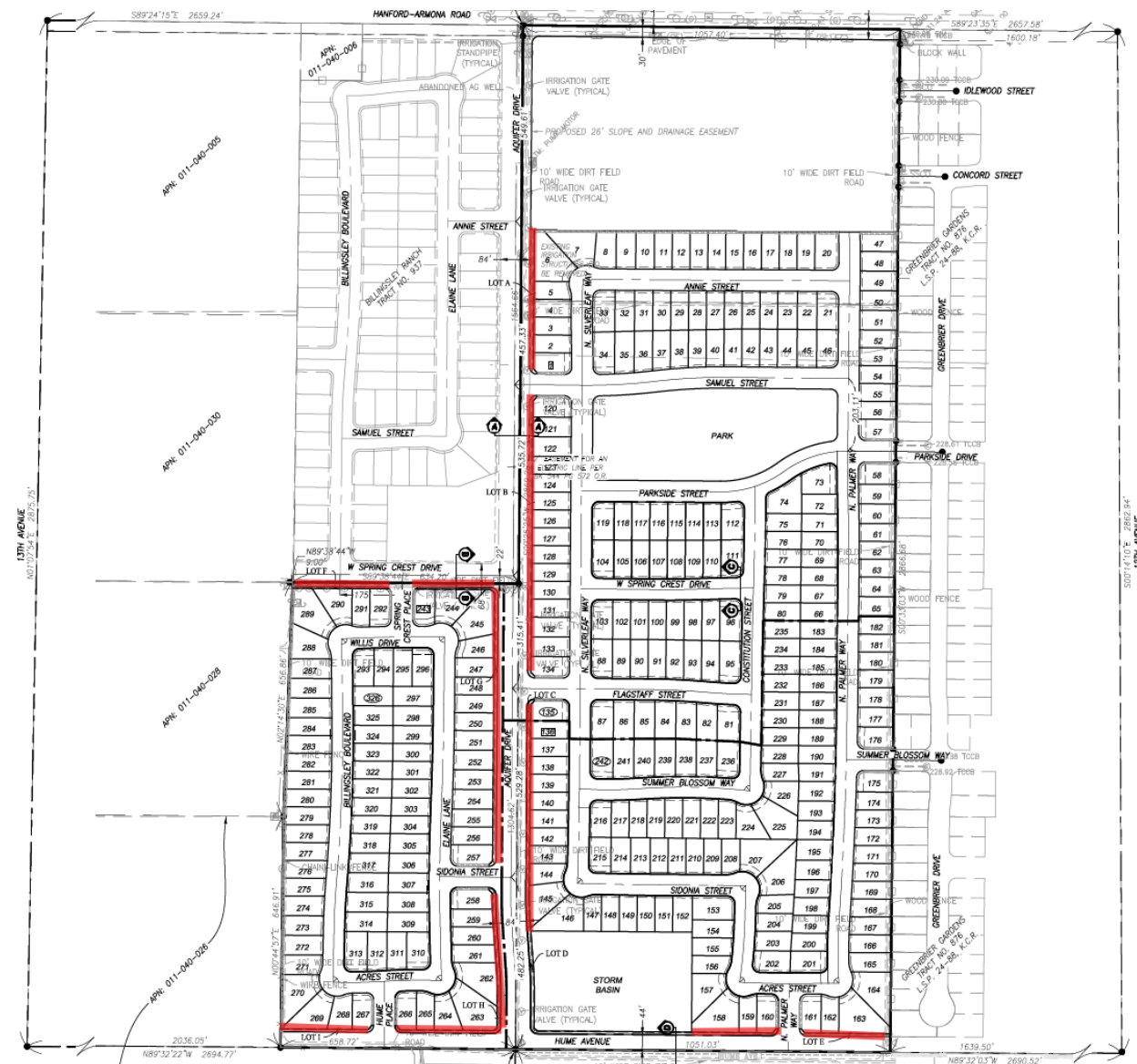


Green = Lots facing the park

Restricted Access:

A one-foot reservation strip will be established at the end or sides of the roads abutting unsubdivided property and indicated on the subdivision final map. All access will be restricted from the Hume Avenue, Aquifer Drive and Spring Crest Drive right-of-way for lots backing or siding onto said rights-of-way. A restricted access designation will be depicted on all recorded final maps. The developer is required to construct a barricade, to City standards, at the end of each future through streets.

Figure 9: Location of Restricted Access (shown in red)



FINDINGS FOR APPROVAL

Annexation No. 161

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

Annexation 161 is consistent with the Hanford General Plan Policy L15 and L17.

Policy L15 Initiation of Annexations

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

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

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

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: The capacity of water, sewer, fire, school, and police services is adequate to service the area to be annexed at the time development occurs.

A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage, based on the proposed development of the annexation area.

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

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

Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHS). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, "This area is within our most impacted school boundary."

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

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

Analysis: The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density

Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 6. The proposal is considered an implementation of the General Plan.

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

Analysis: The territory to be annexed is directly contiguous to the current City limits to the north, south, and east.

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, based on the proposed development of the annexation area - **Attachment 4**.

Favorable Factors for Annexation

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

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

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

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

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

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

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

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

Analysis: There are three parcels proposed to be annexed. The annexation comes with 100% consent the property owners. The signed annexation application is attached – **Attachment 5.**

Prezone No. 0005-23

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. 0005-23 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. The development proposed in the annexation area, under Vesting Tentative Tract 943, conforms with all regulations pertaining to the R-L-5 Low-Density Residential zone district.

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

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

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

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The prezone is considered an implementation of the General Plan, which designates the project site as Low-Density Residential with a “floating” Future Educational Facility designation, not required for this location.

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

Analysis: That the anticipated land uses on the subject site are low-density residential, as proposed under Tentative Tract 943, which is compatible with planned single-family residential developments in the surrounding area (see Figure 6).

Tentative Tract Map 943:

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

1. Consistency Finding:

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 943. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 4.35 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That a focused environmental impact report was prepared for the project. On the basis of the Focused EIR, the City of Hanford, as the Lead Agency, has determined the project described above would have a significant effect on the environment based relating to the project's transportation/traffic impacts and recommended a Statement of Overriding Considerations be adopted for the project's significant impact.

6. Public Health Finding:

ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent for Tentative Tract 943 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations

required for public health and safety were applied to the proposal and required in the conditions of approval and the mitigation monitoring and reporting program.

7. Improvements and Access Findings:

ANALYSIS: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. All easements will be designated on the final subdivision map, as required by the utility companies and where needed for providing service to streetlights and landscape improvements, as designated by the City Public Utilities and Engineering Division. Additional easements are required, as follows:

- a) A 20-foot easement established south of the centerline of Hume Avenue is required to be dedicated to the city for the purposes of street right-of-way.
- b) An easement for storm drainage purposes is required to be dedicated to the City, where necessary, to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.
- c) All easements for irrigation ditches and/or irrigation pipelines will be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.
- d) An easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main is required to be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.
- e) All proposed landscape/public utility easements, as shown on the tentative map, are required to be dedicated to the City and be included on the subdivision final map.

ENVIRONMENTAL ASSESSMENT

The City of Hanford is the Lead Agency for the purposes of compliance with the California Environmental Quality Act (CEQA). A focused environmental impact report has been prepared for the project, State Clearinghouse No. 2024060956, in accordance with the Guidelines for Implementation of the California Environmental Quality Act. The Final Focused EIR, herein incorporated by reference, have analyzed the potential impacts of the proposed project.

Initial Study – Attachment 6

An initial study was prepared for the project and determined there to be No Impact or a Less than Significant Impact to the following categories:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources

- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Potentially Significant and Unavoidable Impacts were identified for the project's Land Use and Transportation and Traffic Impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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LAND USE AND PLANNING

Would the Project:

- b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?



Impact #3.4.11b – Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Land Use and Planning section of the focused EIR will evaluate the consistency of the proposed project with City General Plan policies, zoning regulations, and LAFCo policies adopted for the purpose of avoiding or mitigating an environmental impact, pursuant to Appendix G of CEQA Guidelines in the EIR.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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TRANSPORTATION AND TRAFFIC

Would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	☒	☐	☐	☐

Discussion

Impact #3.4.17a – Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The subject Project site is located south of Hanford Armona Road between Greenbrier Driver to the east and 13th Avenue to the west. The Project could potentially significantly impact the local circulation system and level of service at nearby intersections. A Traffic Impact Analysis will be prepared and impacts to the circulation system will be analyzed in the EIR.

Impact #3.4.17b – Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

CEQA Guidelines Section 15064.3 subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts shift the focus from driver delay to a reduction of vehicular greenhouse gas emissions through the creation of multimodal vehicle trips. Vehicle miles traveled (VMT) is a measure of the total number of miles driven for various purposes and is sometimes expressed as an average per trip or per person.

In the case of this Project, the anticipated VMT impacts could potentially exceed established significance thresholds. As such, an in-depth VMT analysis is required and will be further analyzed in the EIR.

Notice of Preparation of Draft Focused Environmental Impact Report (30-day review period)

On June 21, 2024 the City of Hanford provided a Notice of Preparation of the Focused EIR, advising the public, interested parties and agencies that the City of Hanford, as lead agency, would be preparing a focused environmental impact report for the proposed Silicon Valley Ranch Residential Project. A 30-day comment period was open from June 21 through July 22, 2024.

See Notice of Preparation – **Attachment 7**.

During the Notice of Preparation Period, comments were received from:

1. The Department of Toxic Substances Control – Received July 9, 2024

Responses to the comments received are incorporated into the Draft Environmental Impact Report and attached – **Attachment 8**.

Scoping Meeting

A scoping session was held on July 8, 2024 at 5:00 p.m. in the the Training Room (319 N Douty Street, Hanford, CA 93230) of City Hall. No comments were received during that meeting.

Notice of Availability of Draft Focused Environmental Impact Report (45-day review period)

Following the initial 30-day comment period, a Draft Focused Environmental Impact was prepared and made available to the public, nearby residents, property owners, responsible agencies, and other interested parties for a 45-day review and comment period from November 25 to January 9, 2025.

See Notice of Availability – **Attachment 9**.

Internal staff comments were requested to be addressed regarding Vehicles Miles Traveled, Housing Opportunities assumptions, the Finding of Fact, and Statement of Overriding Considerations, as such, changes were made between the draft and final EIR and a notice of intent to certify the Final Environmental Impact Report was circulated for an additional 10-days from February 14 to February 24th. No additional comments were received.

See Notice of Intent to Certify – **Attachment 10**.

**Table 1-1
Summary of Significant Impacts of the Project**

Resources	Project Impacts	Cumulative Impacts
Land Use Impact 4.1	As evaluated in detail in Table 4.1-2, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. The Project is consistent with both Kings County and City of Hanford General Plan policy. Therefore, impacts are considered <i>less than significant</i>	Potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment. Other projects being proposed in the area would similarly be analyzed for consistency with the pertinent City General Plan and Kings County General Plan goals and policies. Therefore, as proposed the Project would be consistent with the goals and policies of the City's General Plan and would therefore not contribute to a cumulatively considerable impact regarding

Resources	Project Impacts	Cumulative Impacts
		land use. Cumulative impacts are <i>less than significant</i> .
Transportation and Traffic Impact 4.1	The Project will impact the 12 th Avenue and Hanford Armona Road intersection. It is recommended that the existing eastbound right turn lane will change to an eastbound through and right turn lane. Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to <i>less than significant</i> .	Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, they are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. Cumulative impacts related to LOS would be <i>less than significant with mitigation measures incorporated</i> .
Transportation and Traffic Impact 4.2	Due to the Project's location, it was determined that Vehicle Miles Travelled (VMT) would exceed the City of Hanford's adopted VMT per capita threshold. No applicable and feasible mitigation measures were identified to reduce VMT below thresholds. Therefore, impacts are considered <i>significant and unavoidable</i> .	Because the proposed Project is determined to have a significant and unavoidable impact by exceeding VMT thresholds on a project level, the cumulative impacts would also be considered <i>significant and unavoidable</i> .

As previously identified, impacts to Transportation and Traffic were found to be significant and unavoidable. As discussed in the Final Focused EIR, mitigation measures were considered to reduce the level of significance to the highest extent possible, however, impacts remain significant and unavoidable. A Statement of Overriding Considerations is required when impacts remain significant and unavoidable.

Therefore, included in the recommendation to adopt Resolution No. 2025-01, recommending certification of Focused EIR SCH #2024060956 to the City Council, is a request to recommend approval of the Findings of Fact, Section 15091 for the findings related to significant

environmental impacts – **Attachment 11**, and the Statement of Overriding Considerations, Section 15093 – **Attachment 12**.

PUBLIC COMMENTS

Notice of the public hearing and notice of the Focused Environmental Impact Report was noticed in the Hanford Sentinel on November 21, 2024 and mailed to property owners within 300 feet of the project site on November 20, 2024. No public comments were received during that period.

The Notice of Intent to Certify the Final EIR was noticed in the Hanford Sentinel for 10-days from February 14 to February 24, 2025 and mailed to property owners within 300 feet of the project site on February 13, 2025. No additional comments have been received as of the date of preparation of this staff report.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-01, recommending certification of Focused EIR SCH #2024060956 to the City Council.
2. Adopt Resolution 2025-02, recommending approval of Prezone No. 0005-23 to the City Council.
3. Find that the proposed Annexation No. 161 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 161 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.
4. Adopt Resolution 2025-03, recommending approval of Vesting Tentative Tract 943 to the City Council.

Owner:

Philip Boyce
Silicon Valley Ranch
20900 Boyce Lane
Saratoga, CA 95070

Applicant:

Marc Frelie – Silicon Valley Ranch, LLC
20900 Boyce Lane
Saratoga, CA 95070

Consulting Firm –Environmental

QK Inc. – Jaymie L. Brauer
5080 California Avenue, Suite 220
Bakersfield, CA 93309

Consulting Firm –Engineering

QK Inc. – Alex Dwiggin

609 N. Irwin Street
Hanford, CA 93230

RESOLUTION 2025-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING CERTIFICATION OF THE FINAL FOCUSED ENVIRONMENTAL IMPACT REPORT PREPARED FOR SILICON VALLEY RANCH RESIDENTIAL PROJECT TO THE CITY COUNCIL OF THE CITY OF HANFORD. THE PROJECT IS LOCATED SOUTH OF HANFORD-ARMONA ROAD, BETWEEN 12TH AND 13TH AVENUES (APN 011-040-008, -010, AND -027).

STATE CLEARINGHOUSE #2024060956

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on February 25, 2025, by motion of Commissioner , and seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA), the City of Hanford prepared an initial study for the Silicon Valley Ranch Residential Project, Annexation 161, Prezone No. 0005-23, and Vesting Tentative Tract 943; and

WHEREAS, pursuant to the requirements of CEQA, the City of Hanford prepared a Notice of Preparation (NOP), which was sent to the State Clearinghouse to solicit statewide agency participation in determining the scope of the Draft Focused Environmental Impact Report (Draft Focused EIR); and

WHEREAS, the NOP was released for a 30-day period, during which the NOP was also posted at the State Clearinghouse, CEQANet, and the City of Hanford's website; and

WHEREAS, the City of Hanford prepared written responses to all comments received during the Notice of Preparation Phase and prepared a Draft Focused EIR which was completed in accordance with CEQA and was distributed to the commenting agencies and individuals on November 22, 2024; and

WHEREAS, a Final Focused EIR was prepared, which addressed any comments received during the public review period of the Draft EIR, and a Notice of Intent to Certify the Final EIR was distributed publicly on February 14, 2025; and

WHEREAS, the Final Focused Environmental Impact Report consisted of the Initial Study, Draft Focused EIR and revisions of or additions to, the Draft Focused EIR, the written comments, responses to comments by the City of Hanford to significant environmental points raised in the review and consultation process, errata to the foregoing and other information added by the City of Hanford as specified in the EIR; and

WHEREAS, the Planning Commission held a public hearing on the proposed project and Final Focused EIR on February 25, 2025 and took public comment; and

WHEREAS, the Planning Commission of the City of Hanford has reviewed and considered the Final Focused EIR prepared for the Silicon Valley Ranch Residential Project, in its entirety, and has determined that it reflects the independent judgment of the City of Hanford; and

WHEREAS, the City of Hanford is required under CEQA to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant project related effects; and

WHEREAS, the Project's effect on Transportation and Traffic remains significant and unavoidable; and

WHEREAS, because mitigation measures were determined not to be feasible and would not substantially lessen the or avoid all significant effects on the environment that will result from the project, the Planning Commission must consider the alternatives set forth in the Final Focused EIR that will have a lessened impact on the environment than the proposed project; and

WHEREAS, the Planning Commission has determined that for the reasons set forth in the Final Focused EIR, the project is the preferred alternative and that the other alternatives considered are not feasible, do not lessen the impact, or they fail to meet the objectives of the project; and

WHEREAS, because the identified significant environmental effects that may result from the proposed project, CEQA requires that the Planning Commission recommend adoption of a Statement of Overriding Considerations for those unavoidable effects; and

WHEREAS, the Planning Commission of the City of Hanford determined that it is appropriate to recommend certification of the Final Focused EIR and to adopt the Findings of Fact (CEQA 15091) and Statement of Overriding Consideration (CEQA 15093), to the City Council, pursuant to the requirements of CEQA; and

WHEREAS, as required by CEQA, the Planning Commission recommends adoption of the Finding of Fact and Statement of Overriding Consideration, due to the Final Focused EIR's identification of significant and unavoidable effects to Transportation and Traffic; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds that the Silicon Valley Ranch Residential Project, Final Focused Environmental Impact Report, SCH# 2024060956, was prepared in compliance with the California Environmental Quality Act.

BE IT FURTHER RESOLVED, that the Planning Commission recommends certification of the Final Focused Environmental Impact Report, SCH# 2024060956, prepared for the Silicon Valley Ranch Residential Project, based on the Findings of Fact contained in **Exhibit A**, hereto, the following specific findings and the evidence in the record:

1. That full and fair public hearings have been held on the Final Focused Environmental Impact Report and the Planning Commission having considered all comments received thereon, said Final Focused Environmental Impact Report is hereby determined to be adequate and complete; and said Focused Environmental Impact Report, SCH#2024060956 is hereby incorporated herein by reference.
2. That the Planning Commission hereby determines that the Final Focused Environmental Impact Report, SCH SCH#2024060956 has been prepared in compliance with the California Environmental Quality Act (CEQA) and the state and local environmental guidelines and regulations, that is has independently reviewed and analyzed the information contained therein, including the written comments received during the EIR review period and the oral comments received at the public hearing; and that the Final Focused EIR represents the independent judgment of the City of Hanford, as the Lead Agency for the project.
3. That the Planning Commission does hereby make the following findings of fact attached to this resolution as **Exhibit A**, which includes a Statement of Overriding Considerations, attached as **Exhibit B**, with respect to the unavoidable significant effect on the environmental resulting from the project, as identified in the Final Focused Environmental Impact Report, SCH#2024060956 with the stipulation that all the information in these

findings is intended as a summary of the full administrative record supporting the Final Focused Environmental Impact Report.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hanford recommends adoption of the Statement of Overriding Considerations to the City Council for the project contained in **Exhibit B**. In recommending adoption of the Statement of Overriding Consideration, the Planning Commission hereby finds that the Project has eliminated, or substantially lessened all significant effects on the environment where feasible, and finds that the remaining significant unavoidable impacts resulting from the project are acceptable in light of the environmental, economic, social or other considerations set forth herein because the benefits of the project outweigh the significant and adverse effects to Transportation/Traffic as identified in the Final Focused Environmental Impact Report:

- 1. Accommodates the Need for Housing.** At buildout, the Project proposes to construct approximately 326 dwelling units. As discussed in EIR Section 4.1 Land Use and Planning Table 4,1-2 the Project is consistent with the applicable City General Plan Goals and Policies. As noted in Section 6.4- Alternatives Considered and Evaluated -, the Project would help the City achieve its need to accommodate residential growth. It would also (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

The Project aligns with the City's General Plan, specifically with the policies within the Urban Form, Land Use, and Design Element, such as Goal L1, to promote a well-planned community that grows in an organized fashion, Goal L3, limiting urban sprawl, Goal L4 Adequate land available to meet housing needs for all citizens through the year 2035, Goal L6 , which encourages the City to support development with a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels, L7 that promotes the City's SOI to be coterminous to the Planned Area Boundary, L18 that new development is compatible with existing and surrounding neighborhoods, L27 that encourages mixing of residential densities and lot sizes within neighborhoods . As noted, the Project would help fulfill the goals and housing objectives of the City and implement the projected population growth of the City and surrounding area .

- 2. Provides Orderly Expansion and Consistent with General Plan and Zoning Ordinance.** The proposed Project provides new development in an orderly manner and is coordinated with the General Plan Policy L15 regarding the criteria needed to initiate annexation of land into the City boundary, Policy L24 that ensures new residential developments have the sufficient urban infrastructure and public facilities needed, and Goal L32, to improve Hanford's quality of life through use of practical design principles and standards. The Project proposes to eliminate several dead end roads by the development of new through streets, and will connect the dead-end roads along the

eastern boundary so that residents have another access to Hanford Armona Road, which allows for a more efficient traffic flow in that area of the City. In addition, the proposed Project provides a safe and efficient street system that links all Project areas and allows for the movement of both vehicle and non-vehicle traffic. The Project will be required to use and expand upon the existing local road system and contribute to certain transportation improvements that will help to develop the orderly development of the roadway system in the area.

Further, per the 2016 Island Study prepared by LAFCO the Project would fill in an undeveloped island of county land surrounded by development and will build the infrastructure to connect to the City's existing infrastructure of roads, water, sewage and drainage. As analyzed in the EIR, the City concurs that it can support the proposed residential development without significant impacts to public services or facilities.

3. **Provides More Efficient Use of Land and Existing Resources.** The property was previously farmed with animal feed and fodder such as wheat, milo and corn. The last two years only had enough water for a portion of the property and the crops grown, corn and milo, which are considered low-income crops generating a small net income. Permanent crops such as almonds, pistachios, vineyard and olives were no longer viable due to reduced water availability. The property owner states that surface water supplied by the local water district can no longer reach the property due to adjacent developments. This left only underground water available for agriculture, which the property owner stated was too expensive.

The General Plan identifies the Project parcel as within the Planned Area Boundary and is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion."

4. **Will Provide Additional Economic Benefits.** Farming the site required less than two workers for the entire year, as noted by the property owner. The economic benefit and revenue were marginal to the City and County.

The Project will result in creating affordable housing at lower market rates, in addition to providing good paying construction jobs. According to available data, the median home price in the City is approximately \$217,260. The typical annual property tax rate is 1.08%, and tax bills run at approximately \$2,159 annually, which is below the national median of \$2,690.¹ To be conservative, using a median home cost of \$217,260 and a tax rate of

¹ Ownwell- Hanford California Property Taxes: <https://www.ownwell.com/trends/california/kings-county/hanford>

1.08% the tax revenue per home is anticipated to be \$2,346/year or \$760,236 of tax revenue paid annually at full buildout of the Project.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hanford hereby determines that the Focused EIR prepared for the Silicon Valley Ranch Project is adequate and complete, pursuant to the requirements of the California Environmental Quality Act and so recommends certification to the City Council.

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

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

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

I, **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 **25th day of February 2025**.

Jason Waters, Deputy City Manager
Secretary of the Planning Commission

Exhibit A
Findings of Fact

**FINDINGS OF FACT IN SUPPORT OF FINDINGS
RELATED TO SIGNIFICANT ENVIRONMENTAL IMPACTS**

State CEQA Guidelines Section 15091

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

**Final Environmental Impact Report
SCH# 2024060956**

Lead Agency: City of Hanford

SECTION I. INTRODUCTION

The following findings of fact are based in part on the information contained in the draft and final Environmental Impact Report (EIR) for the Silicon Valley Ranch Residential Development Project (Project) as well as additional facts found in the complete record of proceedings. The final focused EIR is hereby incorporated by reference and is available for review at the City of Hanford (City), City of Hanford Community Development Department, 317 N Douty St, Hanford, CA 93230.

SECTION II. FINDINGS REGARDING THE POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The City issued a notice of preparation of a draft focused EIR on June 21, 2024. Based on the initial study, technical studies and Notice of Preparation, a determination was made that the final focused EIR would contain a comprehensive analysis of environmental issues not screened out during the Notice of Preparation. With respect to all impacts identified as “less than significant” or as having “no impact” in the final focused EIR, the Planning Commission finds that those impacts have been described accurately and are less than significant or have no impact. Despite concluding that certain impacts would be less than significant or would have no impact, the final focused EIR nonetheless incorporates mitigation measures in the form of complying with the goals, policies, and implementation measures of the City of Hanford General Plan or other adopted regulations. The Planning Commission finds that these effects are less than significant or have no impact before and after implementation of these mitigation measures.

In addition, one impact in the final focused EIR was found to be “significant and unavoidable.” The Planning Commission finds that this impact has been described accurately and is significant and unavoidable.

LAND USE AND PLANNING

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

The Project could cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Impact 4.2-1)

The City of Hanford General Plan establishes land use policies and regulations that are applicable to the Project. In addition to the City of Hanford General Plan, applicable policies and regulations of the Kings County General Plan and Kings County LAFCo were identified as they pertain to annexations of land.

The Project site has a General Plan designation of Low Density Residential and would be rezoned R-L-5. Per the City General Plan zoning matrix, the R-L-5 zone district is compatible with the General Plan designation. Approval of the tentative map subject to the provisions of the City of Hanford municipal code would allow subdivision of the Project area into lot sizes consistent with the R-L-5 zone district. Pursuant to Table 17.08.020, the proposed development of single-family dwellings throughout the subdivided Project area is permitted uses under the R-L-5 zone district.

The Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. Therefore, the Project would not 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 mitigation an environmental effect. Impacts of the Project are less than significant, and no mitigation is required.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

The Project would not have any environmental effects on land use and planning that are potentially significant and that can be mitigated to less than significant levels.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

The Project would not have any environmental effects on land use and planning that cannot be mitigated to a less than significant level.

Findings

The proposed Project would not have any potentially significant environmental effects related to land use and planning. No mitigation would be required, and impacts are less than significant.

Level of Significance

Impacts would be less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, impacts related to land use and planning would be less than significant, and no mitigation measures are required.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

As discussed in the Cumulative Project List section of the draft EIR, 12 similar projects are proposed within a one and a half-mile radius of the proposed Project, the geographic scope being the City of Hanford General Plan planning area. The Project and future development are required to be consistent with the City of Hanford General Plan and other applicable planning documents. Cumulative projects requiring additional

consideration including rezones, General Plan Amendments, and annexation would require approval by the County. Consistency with the City's applicable General Plan policies and Zoning Ordinance (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Additionally, all cumulative projects are subject to environmental review and compliance with all federal, State, and local policies and plans. As such, the proposed Project's incremental contribution to the less than significant cumulative impacts would not be cumulatively considerable. Cumulative impacts related to land use and planning would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

The Project would not have any cumulative effects on land use and planning that would have a significant impact.

Findings

The proposed Project would not have any potentially cumulative significant environmental effects related to land use and planning. No mitigation would be required and impacts are less than significant.

Level of Significance

Impacts would be cumulatively less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, cumulative impacts would be less than significant, and no mitigation measures are required.

TRANSPORTATION AND TRAFFIC

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

The Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Impact 4.2-1).

The Hanford General Plan has policies related to traffic systems. The General Plan has established LOS E as the acceptable level on streets and intersections within the area bounded by State Route (SR) 198, 10th Avenue, 11th Avenue, and Florinda Avenue, and a peak hour LOS D on all other streets and intersections within the Planned Growth Boundary. The County of Kings has established LOS D as the acceptable level of traffic congestion on County roads. Since the study facilities for this Project lie outside of the SR 198, 10th Avenue, 11th Avenue, and Florinda Avenue boundary, the LOS D threshold was utilized to evaluate the potential significance of LOS impacts to the City of Hanford roadway facilities and the County of Kings facilities.

As noted in the Traffic Impact Study (TIS) prepared for the Project, signal warrant criteria was met for the 13th Avenue and Hanford Armona Road intersection, which is included in the City's traffic impact fee program. However, it is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. Pursuant to General Plan Policy T36, the Project proponent will be required to pay traffic development impact fees. The provision of an intersection signalization would be determined by the City of Hanford. Improvement costs for signalization are within the purview of traffic development impact fees as required in Policy T36, therefore eventual signalization of the intersection by the City would address the LOS deficiency caused by General Plan buildout (2044) and Project development (2044+Project).

For the 12th Avenue and Hanford Armona Road intersection, the TIS recommends improvements be made to the eastbound roadway to include changing the existing eastbound right turn lane (EBR) to an eastbound through and right turn lane (EBTR). The Project proponent would be required to pay their fair share cost for the needed improvement to ensure that the intersection by the year 2044, operates at an acceptable LOS (Ruetters and Schuler Civil Engineers, 2024). The inclusion of fair share cost payment as determined in the TIS is recommended as a Mitigation Measure and is included as MM 4.2-1. Implementation of MM 4.2-1 would allow the intersection studied to operate at an acceptable LOS under City LOS standards and reduce impacts to less than significant.

Mitigation Measures

MM 4.2-1: The Project proponent or developer shall be required to pay their fair share of costs for the improvements needed. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.

The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time

Level of Significance

Impacts would be *less than significant with implementation of mitigation measures*.

Finding

The proposed Project would not have any potentially significant environmental effects related to LOS and the impacts that the Project may have on the surrounding roadway network. With implementation of Mitigation Measure MM 4.2-1 would reduce impacts to less than significant.

Brief Explanation of the Rational for Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts related to General Plan policies related to LOS. Implementation of Mitigation Measure MM 4.2-1 as described above, would reduce impacts to a less than significant level.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) (Impact 4.2-2)

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The Project does not meet any of the screening criteria. Therefore, a detailed VMT analysis was prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024).

An analysis of Project VMT was conducted in accordance with the *VMT Thresholds and Implementation Guidelines*, City of Hanford, dated November 2022 (VMT Guidelines). The analysis involved comparing an estimate of VMT attributable to the project to a threshold VMT and assessing whether project VMT would result in a significant transportation impact under the California Environmental Quality Act (CEQA). For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. According to the VMT Guidelines, residential developments that generate more than 8.99 daily VMT for residential VMT per capita would be considered to have a significant transportation impact.

Based on the VMT analysis included in the TIS, the Project would result in 9.61 VMT per capita and exceeds the 8.99 VMT per capita threshold. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per capita. In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the project.

The VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction. Below are quantitative measures contained in the CAPCOA Handbook for residential projects in suburban areas. Measure identifiers are shown within parentheses, and italicized text addresses the applicability of each measure to the Project.

- Increase residential density to a level higher than the national average (T-1)
Applicable, but not feasible: The residential density for the project is 6.5 dwelling units/acre (326 single-family homes/50 acres of developable land). As stated in the CAPCOA Handbook, the national average is 9.1 dwelling units/acre and includes apartments, townhomes and condominiums in addition to detached single-family housing.

Below is the VMT reduction formula in the CAPCOA Handbook for this measure (-0.22 = VMT elasticity factor).

$$VMT\ reduction = [(project\ du/acre - 9.1\ du/acre) / 9.1\ du/acre] \times (-0.22)$$

Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less than significant level. Such an increase in project residential density (approximately 80 percent) would not be feasible.

Per the General Plan and the allowable density in the zone district, an increase in density is not feasible without a zone change and General Plan Amendment to increase residential density beyond what is allowed.

- Provide easy access to high-quality public transit (T-3)
Not applicable: Because the project does not meet implementation requirements. Project must be located within 0.5 miles of a high frequency transit station (either rail or bus rapid transit with headways of less than 15 minutes).
- Integrate affordable and below market rate housing (T-4)
Not applicable: Because the project does not meet implementation requirements. Project must be a multifamily residential development permanently dedicated as affordable housing for lower income families. This project is not a low income housing project, therefore it is not applicable and the VTM analysis applies
- Provide electric vehicle charging infrastructure (T-14)
Not applicable to single-family residential projects: Mitigation potential available only to developments with buildings that have designated parking areas (e.g., commercial, educational, retail and multifamily housing).
- Limit residential parking supply (T-15)
Not applicable: The measure is ineffective in locations where unrestricted street parking or other off-street parking is available and has adequate capacity to accommodate project-related vehicle parking demand.
- Unbundle residential parking costs from property costs (T-16)
Not applicable: There are no residential parking costs associated with the project.

As noted, the measures listed above are found to be infeasible (Ruettgers and Schuler Civil Engineers, 2024). There are no applicable and feasible mitigation measures available to reduce VMT below the adopted City and County thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Therefore, the Project is expected to result in a significant transportation impact under CEQA

Mitigation Measures

No mitigation measures

Level of Significance

Impacts would be ***significant and unavoidable***

Finding

As noted above, there are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Therefore, impacts are considered significant and unavoidable.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

There are no cumulative impacts related to transportation and traffic would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

Significant Effect

The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Description of Significant Impact

The Project's VMT would exceed the City's adopted VMT per capita thresholds.

Finding

There are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Measures such as purchasing bicycles for home buyers, adding bike lanes and new bus routes have either not been accepted by the City, or are shown to be an effective way to reduce VTM. Therefore, impacts are considered significant and unavoidable. This impact is overridden by Project benefits as set forth in the statement of overriding considerations. There are no other feasible mitigation measures or changes to the Project that would reduce this impact to a less than significant level

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

SECTION III. FINDINGS REGARDING CONSIDERATIONS, WHICH MAKE CERTAIN ALTERNATIVES, ANALYZED IN THE FINAL ENVIRONMENTAL IMPACT REPORT INFEASIBLE.

The following findings and brief explanation of the rationale for the findings regarding Project alternatives identified in the EIR are set forth to comply with the requirements of Section 15091(s)(3) of the *CEQA Guidelines*.

The consideration of alternatives is an integral component of the CEQA process. The selection and evaluation of a reasonable range of alternatives provides the public and decision-makers with information on ways to avoid or lessen environmental impacts created by a Project. When selecting alternatives for

evaluation, CEQA requires alternatives that meet most of the basic objectives of the Project, while avoiding or substantially lessening the Project's significant effects. Thus, the objective of the Project was considered by this board in evaluating the alternatives. This objective is to build and operate an economically viable and competitive development with a mix of commercial and residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible. Thus, objectives for the Project were considered in evaluating the alternatives.

The Project has the following objectives:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the housing needs of the area.
- Provide a residential development that assists the City in meeting its housing goals and objectives.

The alternatives considered in this EIR include two land use alternatives, a reduced construction alternative, and the No-Project Alternative. CEQA requires that alternatives that have been considered but rejected by the lead agency be addressed in the EIR. This portion of the EIR is also to determine which alternative is considered to be environmentally superior. This evaluation is to be based on which alternatives have the fewest unmitigated impacts and this comparison is to be made even for alternatives that may not completely fulfill all of the Project objectives. For the purpose of this evaluation, the following impacts were determined to be unmitigable after implementation of the mitigations recommended in the EIR.

Significant Impacts Listed

- Transportation and Traffic – The project and the project in conjunction with cumulative projects would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b).

All other impacts can be mitigated to a relative level of insignificance through the implementation of the mitigation measures. Mitigation measures that reduced these impacts to a level below the Thresholds of Significance are detailed in the EIR.

Alternative A- No Project Alternative

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would keep the site as agriculture and remain under the jurisdiction of Kings County. As no change would occur, the Project site would continue to be consistent with the Kings County General Plan land use designation and zoning of Limited Agriculture, 10 acres (AL10). The No Project Alternative would not: (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

With regard to transportation impacts, the No Project Alternative would result in no new trips generated. The No Project Alternative would reduce the significant and unavoidable impact relating to VMT; however, none of the General Plan goals and objectives for new housing in the City would be met.

Alternative B- Reduced Project Alternative

This alternative would decrease the number of single-family residential houses from 326 to 242. As described in this draft EIR, the proposal to approve the tentative tract map, annex the site into the City, and rezoning the site to R-L-5 would remain the same. A similar outcome to the proposed Project would occur with regard to County and City General Plan consistency. The annexation would meet County and LAFCo objectives in addition to providing planned City expansion within their SOI. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting the City's housing needs. Under this Alternative, overall VMT for the Project would decrease; however, per capita VMT impacts would remain *significant and unavoidable*.

With regard to City LOS thresholds, overall trip generation would be reduced, resulting in lessened impacts on studied intersections. However, this reduction is still likely to exceed LOS thresholds cumulatively, and require mitigation as indicated in this draft EIR to improve the impacted intersection of 12th Avenue and Hanford Armona Road. Impacts regarding LOS would continue to be *less than significant with mitigation incorporated*.

Alternative C- Multi-Family Alternative

This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Project site is currently designated by the General Plan for low-density residential and rezoned R-L-5. The proposed Project request would be modified to include a General Plan Amendment and a Zone Change to Medium Density Residential (R-M) to allow multi-family apartments. With regard to the addition of a General Plan Amendment, consistency findings with General Plan goals and policies would be necessary to determine if the proposed Medium Density Residential land use would comply. Although it is not guaranteed that the multifamily housing would be rented at rates to meet the criteria as very low or low income housing, if such units were constructed and rented at those rates, they would help the City meet the housing requirements for new very low or low income housing in the City under the Housing Element of the City General Plan.

Under Alternative C, the overall density increase could result in higher trips generated, which in turn, may cause impacts to LOS and VMT. It has been theorized that residents who live in very low or low income housing tend to utilize mass transit. Although it is unknown, if the multifamily housing met the criteria for very low or low income housing, LOS might not increase with the use in mass transit. However, if the multifamily units were considered as moderate or above moderate income units, the Project could generate a rise in vehicle trips due to an increased number of residents originating from the Project site, and would result in higher utilization of intersections in the vicinity of the site. Therefore, depending on the income category of the multifamily housing units, Alternative C could decrease LOS impacts or could negatively impact LOS for the studied intersections and would potentially require additional mitigation/improvements to intersections to meet LOS standards.

In regard to VMT, the City of Hanford has adopted VMT Thresholds and Implementation Guidelines, which was utilized for the proposed Project to determine impacts, as noted in the TIS prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024). With regard to the adopted screening criteria and VMT thresholds, Alternative C does not meet the screening criteria and could generate more than 1,000 average daily trips, is not located within 0.5 miles of a transit priority area and is not located within an area where existing VMT per capita is low. The City's VMT Guidelines cite the Handbook for Analyzing Greenhouse

Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for measures with quantitative methods for estimating VMT reduction.

It was found in CAPCOA Handbook that an increase in density over the national average (9.1 dwelling units per acre) can result in a VMT reduction. Assuming no change in the amount of developable land, the Project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less-than-significant level. (Ruetters and Schuler Civil Engineers, 2024). As Alternative C proposes a density larger than the national average, it can be seen that a reduction in Project VMT would occur. Therefore, VMT under Alternative C would result in a less than significant impact.

Alternative D- Different Site Alternative

This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to be located closer to major transit corridors. This alternative would place the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, SR 43 to the west, and Grangeville Boulevard to the north. This alternative will meet all Project objectives and would assist the City in meeting its housing needs.

Additionally, Alternative D would result in similar conditions as the proposed Project, consistency findings with Kings County and LAFCo for annexation, and General Plan conformity with the City can be made. With regard to LOS standards, the alternative site would require an analysis of intersections in the vicinity of the site and the comparisons of future conditions at the chosen intersections. It can be assumed that under Alternative D, impacts to LOS at intersections could occur similar to the proposed Project. Dependent on the LOS grade found as a result of Project implementation, mitigation measures for intersection improvements and the use of transportation impact fees per General Plan policy would be applicable to Alternative D and therefore result in similar impacts as the proposed Project.

Under Alternative D, overall VMT per capita for the Project would still exceed City VMT thresholds as the majority of the site is located within a high VMT area and cannot be screened out using the City's screening thresholds, the VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruetters and Schuler Civil Engineers, 2024), in addition to no changes made to the Project lot count. Therefore, per capita, VMT would remain similar to the proposed Project as there are no other factors including proximity to high-quality transit corridors that could provide VMT reductions. Impacts would continue to be significant and unavoidable. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties. As noted, available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4.1-1, below. The proposed Project is considered implementation of the General Plan..

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the CEQA Guidelines requires that an

environmentally superior alternative be designated, and states, “[I]f the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” In Chapter 6-Alternatives, Table 6-1 displays the environmental impacts of alternatives to the Project in terms of the impact areas that were analyzed in this Draft EIR in Chapter 4, Environmental Impact Analysis. As shown, No Project is environmentally superior, but does not meet any of the objectives of the Project or the City. The Multi-Family Alternative could be considered the environmentally superior alternative if the criteria for very low or low income units was met, LOS impacts would not increase with the increased density of units. while fulfilling most of the objectives of the proposed Project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Project on a comparison of the remaining environmental impacts of each alternative. In conducting this comparative evaluation, it can be difficult to make a determination of relative significance because some categories are relatively more or less important and cannot be simply summed. In some cases, these categories do not create a picture of the nuances of the alternatives.

Finding: The Planning Commission finds that the No Project alternative is the environmentally superior alternative, but that the No Project Alternative would be less desirable than the Project because it would not achieve any of the City General Plan policies or goals for new housing or any Project objectives.

Facts Supporting the Finding: The EIR contains facts and analyses supporting the Finding, some of which are set forth here. The No Project Alternative would not help the City to meet General Plan goals and policies for new housing in the City. The Alternative would not fulfill the objectives of the Project. Demand for residential development would be met by other projects that may have greater impacts than the proposed Project. Moreover, employment opportunities would not be generated for construction workers in Handford or Kings County. In short, the No Project Alternative does not meet overall Project objectives.

Environmentally Superior” Build Alternative”

Where, as here, the environmentally superior alternative is the” No Project Alternative”, the State CEQA Guidelines require the identification of an environmentally superior alternative from among the remaining alternatives. (CEQA Guidelines, Section 15126.6(e)(2).)

Finding: The Planning Commission evaluated the Project and Alternatives A, B, C and D to the Project, and finds that Alternative C is the environmentally superior alternative. Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project. However, as discussed in the Section 6.4- Alternatives Considered and Evaluated of the EIR, while Alternative C could incrementally reduce LOS and VMT impacts of the Project, it possibly would not reduce significant and unavoidable impacts of the Project to below a level of significance. Moreover, it may not be economically feasible to implement, thereby impeding the ability to meet the Project objectives set forth by the applicant.

Exhibit B

Statement of Overriding Considerations

STATEMENT OF OVERRIDING CONSIDERATIONS

State CEQA Guidelines Section 15093

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

Final Environmental Impact Report (SCH# 2024060956)

Lead Agency: City of Hanford

The California Environmental Quality Act (CEQA) allows a public agency to balance the benefits of a proposed Project against its significant unavoidable adverse impacts in determining whether to approve the Project. Section 15093 of the CEQA Guidelines states:

CEQA requires the decision making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological, or other benefits of a proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

As discussed in more detail in the final EIR and CEQA Findings of Fact (Section 15091), the Project will result in environmental impacts related to Vehicle Miles Traveled (VMT), which cannot be feasibly mitigated by the implementation of mitigation measures, will remain significant and unavoidable adverse impacts. These significant unavoidable impacts are summarized below and constitute those impacts for which this Statement of Overriding Considerations is made. These impacts are summarized below and constitute those impacts for which this statement of overriding considerations is made.

Significant and Unavoidable Impacts

1. Transportation and Traffic The Project’s Vehicle Miles Travelled (VMT) and Cumulative VMT would exceed the City’s VMT thresholds and is considered significant and unavoidable.

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds. The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In addition, in combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Findings

The City Planning Commission (Commission) finds and determines in recommending approval of the development of the Project that it has considered the identified means of lessening or avoiding the Project’s significant effects. The Commission further finds and determines that the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of the project, as discussed below, outweigh its unavoidable adverse environmental effects. Therefore, this Commission

finds and determines in recommending approval that such benefits override, outweigh, and make “acceptable” any such remaining environmental impacts of the project (CEQA Guidelines Section 15092 (a) and (b)).

The following benefits and considerations outweigh such significant and unavoidable adverse environmental impacts. All of these benefits and considerations are based on the facts set forth in the findings, the final focused EIR, and the record of proceedings for the project. Each of these benefits and considerations constitutes a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit or consideration justifies project approval, the Commission would stand by its determination that the remaining benefits or considerations are sufficient to justify and substantiate project approval.

Facts in Support of Statement of Overriding Considerations

The objective of the Project is to build and operate an economically viable and competitive development with residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible.

Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, and the City Council determines that the adverse environmental impacts of the project are “acceptable” if any of these benefits would be realized. The project would provide benefits as follows:

- 1. Accommodates the Need for Housing.** At buildout, the Project proposes to construct approximately 326 dwelling units. As discussed in EIR Section 4.1 Land Use and Planning Table 4.1-2 the Project is consistent with the applicable City General Plan Goals and Policies. As noted in Section 6.4- Alternatives Considered and Evaluated -, the Project would help the City achieve its need to accommodate residential growth. It would also (a) address the City’s current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

The Project aligns with the City's General Plan, specifically with the policies within the Urban Form, Land Use, and Design Element, such as Goal L1, to promote a well-planned community that grows in an organized fashion, Goal L3, limiting urban sprawl, Goal L4 Adequate land available to meet housing needs for all citizens through the year 2035, Goal L6 , which encourages the City to support development with a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels, L7 that promotes the City’s SOI to be coterminous to the Planned Area Boundary, L18 that new development is compatible with existing and surrounding neighborhoods, L27 that encourages mixing of residential densities and lot sizes within neighborhoods . As noted, the Project would help fulfill the goals and housing objectives of the City and implement the projected population growth of the City and surrounding area .

- 2. Provides Orderly Expansion and Consistent with General Plan and Zoning Ordinance.** The proposed Project provides new development in an orderly manner and is coordinated with the

General Plan Policy L15 regarding the criteria needed to initiate annexation of land into the City boundary, Policy L24 that ensures new residential developments have the sufficient urban infrastructure and public facilities needed, and Goal L32, to improve Hanford's quality of life through use of practical design principles and standards. The Project proposes to eliminate several dead end roads by the development of new through streets, and will connect the dead-end roads along the eastern boundary so that residents have another access to Hanford Armona Road, which allows for a more efficient traffic flow in that area of the City. In addition, the proposed Project provides a safe and efficient street system that links all Project areas and allows for the movement of both vehicle and non-vehicle traffic. The Project will be required to use and expand upon the existing local road system and contribute to certain transportation improvements that will help to develop the orderly development of the roadway system in the area.

Further, per the 2016 Island Study prepared by LAFCO the Project would fill in an undeveloped island of county land surrounded by development and will build the infrastructure to connect to the City's existing infrastructure of roads, water, sewage and drainage. As analyzed in the EIR, the City concurs that it can support the proposed residential development without significant impacts to public services or facilities.

3. **Provides More Efficient Use of Land and Existing Resources.** The property was previously farmed with animal feed and fodder such as wheat, milo and corn. The last two years only had enough water for a portion of the property and the crops grown, corn and milo, which are considered low-income crops generating a small net income. Permanent crops such as almonds, pistachios, vineyard and olives were no longer viable due to reduced water availability. The property owner states that surface water supplied by the local water district can no longer reach the property due to adjacent developments. This left only underground water available for agriculture, which the property owner stated was too expensive.

The General Plan identifies the Project parcel as within the Planned Area Boundary and is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion."

4. **Will Provide Additional Economic Benefits.** Farming the site required less than two workers for the entire year, as noted by the property owner. The economic benefit and revenue were marginal to the City and County.

The Project will result in creating affordable housing at lower market rates, in addition to providing good paying construction jobs. According to available data, the median home price in the City is approximately \$217,260. The typical annual property tax rate is 1.08%, and tax bills run at approximately \$2,159 annually, which is below the national median of \$2,690.¹ To be conservative, using a median home cost of \$217,260 and a tax rate of 1.08% the tax revenue per home is anticipated to be \$2,346/year or \$760,236 of tax revenue paid annually at full buildout of the Project.

¹ Ownwell- Hanford California Property Taxes: <https://www.ownwell.com/trends/california/kings-county/hanford>

Conclusion

As the CEQA Lead Agency for the proposed action, the City has reviewed the project description for the Project and the FEIR and fully understands the Project proposed by the applicant. Based on the entire record before the Commission, and having considered the unavoidable adverse impacts of the Project, the Commission hereby determines that all feasible mitigation has been adopted to reduce the potentially significant impacts identified in the FEIR, and that no additional feasible mitigation is available to further reduce significant impacts.

The Commission finds that economic, social, technological, and other considerations of the Project outweigh the unavoidable adverse impacts described above. Further the Commission finds that each of the separate benefits of the Project is hereby determined to be, in itself and independent of the other Project benefits, a basis for overriding all unavoidable environmental impacts identified in the FEIR and in the CEQA Findings. In making this finding, the Commission has balanced the benefits of the Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks

RESOLUTION NO. 2025-02

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF PREZONE NO. 0005-23 PREZONING REAL PROPERTY AS R-L-5 LOW-DENSITY RESIDENTIAL, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA, LOW-DENSITY RESIDENTIAL. THE PROJECT IS LOCATED SOUTH OF HANFORD-ARMONA ROAD, BETWEEN 12TH AND 13TH AVENUES (APN 011-040-008, -010, AND -027).

At a regular meeting of the City of Hanford Planning Commission duly called and held on February 25, 2025, on motion of Commissioner _____, seconded by Commissioner _____

, and duly carried, the following resolution was adopted:

WHEREAS, Marc Frelie, Silicon Valley Ranch, LLC, initiated the prezone from County zoning "AL-10" Limited Agriculture to City zoning R-L-5 Low-Density Residential on approximately 88.89 acres generally located south of Hanford-Armona Road, east of 13th 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 February 25, 2025; 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 Focused Final EIR 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 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. 0005-23, 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. 0005-23 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. The development proposed in the annexation area, under Vesting Tentative Tract 943, conforms with all regulations pertaining to the R-L-5 Low-Density Residential zone district.

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

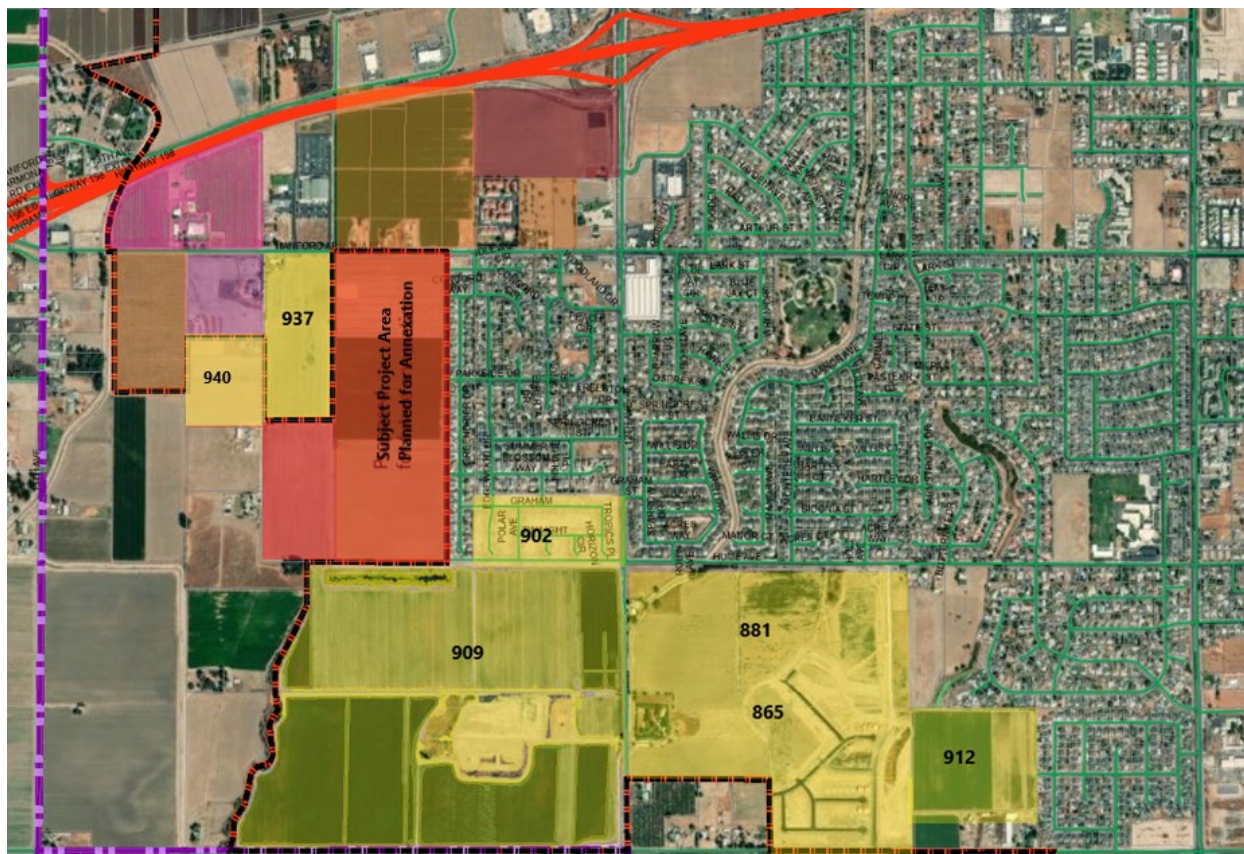
ANALYSIS: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting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

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

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The prezone is considered an implementation of the General Plan, which designates the project site as Low-Density Residential with a “floating” Future Educational Facility designation, not required for this location.

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

Analysis: That the anticipated land uses on the subject site are low-density residential, as proposed under Tentative Tract 943, which is compatible with planned single-family residential developments in the surrounding area.



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

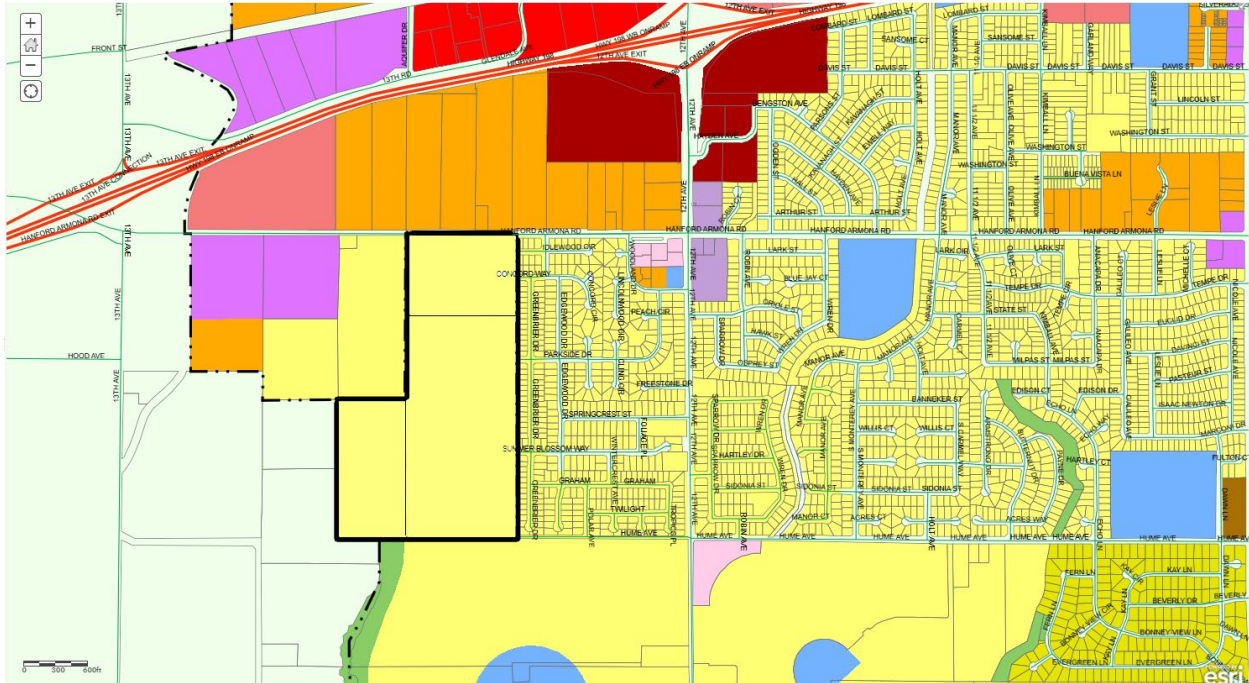
AYES:	Commissioners
NOES:	Commissioners
ABSTAIN:	Commissioners
ABSENT:	Commissioners

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

I, **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 25th day of February 2025.

Jason Waters

Prezone No. 0005-23
R-L-5 Low-Density Residential (outlined in bold)



RESOLUTION 2025-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL TO THE CITY COUNCIL OF VESTING TENTATIVE TRACT 943, A REQUEST BY SILICON VALLEY RANCH, LLC, TO SUBDIVIDE 75.02 ACRES INTO 326 SINGLE-FAMILY RESIDENTIAL LOTS, A 3.58-ACRE PARK, AND THREE-ACRE STORM BASIN IN AN AREA PREZONED R-L-5 LOW-DENSITY RESIDENTIAL. THE PROJECT IS LOCATED SOUTH OF HANFORD ARMONA ROAD, BETWEEN 12TH AND 13TH AVENUES (APN 011-040-008, -010, AND -027).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on February 25, 2025, by motion of Commissioner , and seconded by Commissioner , and duly carried, the following resolution was adopted:

WHEREAS, Tentative Subdivision Map No. 943, **Exhibit A**, a request, by Marc Frelie, to subdivide 75.02 acres proposed to be rezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin, has been reviewed by the Planning Commission of the City of Hanford, in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, The project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011-040-008, -010, and -027); and

WHEREAS, all notices related to conducting public hearings were prepared and published in compliance with State Government Code; and

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

WHEREAS, the Final Focused EIR all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

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

1. Consistency Finding:

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 943. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 4.35 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That a focused environmental impact report was prepared for the project. On the basis of the Focused EIR, the City of Hanford, as the Lead Agency, has determined the project described above would have a significant effect on the environment based relating to the project's transportation/traffic impacts and recommended a Statement of Overriding Considerations be adopted for the project's significant impact.

6. Public Health Finding:

ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent for Tentative Tract 943 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval and the mitigation monitoring and reporting program.

7. Improvements and Access Findings:

ANALYSIS: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. All easements will be designated on the final subdivision map, as required by the utility companies and where needed for providing service to streetlights and landscape improvements, as designated by the City Public Utilities and Engineering Division. Additional easements are required, as follows:

- a) A 20-foot easement established south of the centerline of Hume Avenue is required to be dedicated to the city for the purposes of street right-of-way.
- b) An easement for storm drainage purposes is required to be dedicated to the City, where necessary, to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.
- c) All easements for irrigation ditches and/or irrigation pipelines will be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.
- d) An easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main is required to be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.
- e) All proposed landscape/public utility easements, as shown on the tentative map, are required to be dedicated to the City and be included on the subdivision final map.

THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Hanford hereby recommends approval of Tentative Tract 943 to the City Council, subject to the conditions of approval, attached as **Exhibit B**, and the following:

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

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

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

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

I, **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 **25th** day of **February 2025**.

Jason Waters, Deputy City Manager
Secretary of the Planning Commission

VESTING TENTATIVE
SUBDIVISION MAP TRACT #943
SILICON VALLEY RANCH

A PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER & A PORTION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA.

APPLICANT/OWNER:
SILICON VALLEY RANCH, LLC
PHIL R. BOYCE
20900 BOYCE LANE
SARATOGA, CA 95070
408-867-3737

ZUMWALT
HANSEN &
A Company
609 N. IRWIN STREET
HANFORD, CA 93230
TEL: (559) 582-8898
WWW.ZKINC.COM

LEGAL DESCRIPTION

PARCEL 1: 011-040-008 AND 011-040-010
ALL THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH ALONG THE WEST LINE THEREOF A DISTANCE OF 43.26 CHAINS, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID QUARTER SECTION; 15.64 CHAINS TO THE CENTER OF A WATER DITCH; THENCE NORTHERLY ALONG THE CENTER LINE OF SAID WATER DITCH 43.26 CHAINS TO A POINT IN THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE WEST ALONG SAID NORTH LINE A DISTANCE OF 16.25 CHAINS, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL 2: 011-040-027
THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS PARCEL 2 OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72, OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72 OF PARCEL MAPS, KINGS COUNTY RECORDS.

LEGEND

AC	ASPHALT PAVING	EM	ELECTRIC METER
BW	BACK OF WALK	ES	EXISTING STREET LIGHT
CRN	ASPHALT CROWN	EP	FIRE HYDRANT
EP	EDGE OF PAVEMENT	FL	GATE POST
FL	FLOW LINE	GDP	GUY POLE
GDP	GUARD POST	GV	IRRIGATION AG WELL
GV	GAS VALVE	INV	IRRIGATION STANDPIPE
INV	INVERT	OG	IRRIGATION VALVE
OG	ORIGINAL GROUND	SSCO	TOPO
SSCO	SANITARY SEWER CLEANOUT	TC	SANITARY SEWER CLEANOUT
SW	SIDEWALK	TP	SANITARY SEWER MANHOLE
TC	TOP OF CURB	WBO	SIGN
TP	TELEPHONE POLE		S.D. CATCH BASIN MANHOLE
WBO	WATER BLOW-OFF		STORM DRAIN MANHOLE
	EXISTING ELECTRIC LINE (OVERHEAD)		EXISTING CHAINLINK FENCE
	EXISTING GAS LINE		EXISTING POST & WIRE FENCE
	EXISTING WOOD FENCE		EXISTING AC SURFACING
	EXISTING CHAINLINK FENCE		EXISTING CONCRETE SURFACE
	EXISTING POST & WIRE FENCE		NO REAR OR SIDE ACCESS
	EXISTING AC SURFACING		BENCHMARK
	EXISTING CONCRETE SURFACE		DOWN GUY
	NO REAR OR SIDE ACCESS		
	BENCHMARK		
	DOWN GUY		

LOT INFORMATION

PHASE I LOTS:	135
PHASE II LOTS:	107
PHASE III LOTS:	84
TOTAL LOTS:	326

AREA

PHASE I GROSS:	31.84±AC
PHASE II GROSS:	24.85±AC
PHASE III GROSS:	18.33±AC
TOTAL SITE:	75.02±AC

INTERIOR STREET DEDICATION:	17.48±AC
PHASE I:	8.85±AC
PHASE II:	4.58±AC
PHASE III:	4.05±AC
EXTERIOR STREET DEDICATION:	4.91±AC
PHASE I:	1.19±AC
PHASE II:	2.46±AC
PHASE III:	1.26±AC
TOTAL STREET DEDICATION:	22.39±AC

STORM BASIN DEDICATION:	3.00AC
PARK:	3.58AC

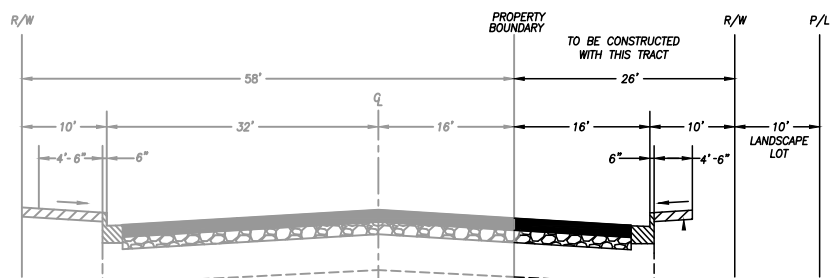
LANDSCAPE DEDICATION:	
PHASE I: LOTS A-C	0.28±AC
PHASE II: LOTS D-E	0.38±AC
PHASE III: LOTS F-I	0.43±AC
TOTAL LANDSCAPE DEDICATION:	1.09±AC

NOTES

- DATE OF PREPARATION: MARCH 21, 2024
- GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL
- CITY ZONING: R-L-5
- ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE
- OFFSITE STREETS = 4.91 AC; ONSITE STREETS = 17.48 AC; LOTS = 46.06 AC; PARK & BASIN = 6.58 AC
- EXISTING LAND USE: AG
- PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (100% OF SITE)
- NATURAL GAS BY: THE GAS COMPANY
- TELEPHONE BY: AT&T
- POWER BY: SOUTHERN CALIFORNIA EDISON CO
- CABLE T.V. BY: COMCAST
- DOMESTIC WATER BY: CITY OF HANFORD
- SEWAGE DISPOSAL BY: CITY OF HANFORD
- REFUSE COLLECTION BY: CITY OF HANFORD
- DRAINAGE: SITE BASIN
- STORM DRAIN BASIN (PHASE I)

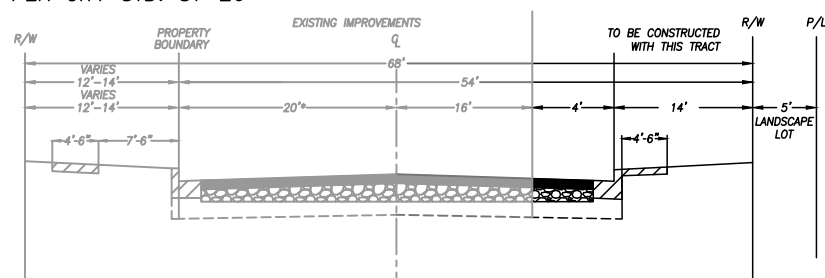
SECTION A-A
AQUIFER DRIVE

NOT TO SCALE
PER CITY STD. ST-23 (REVISED)



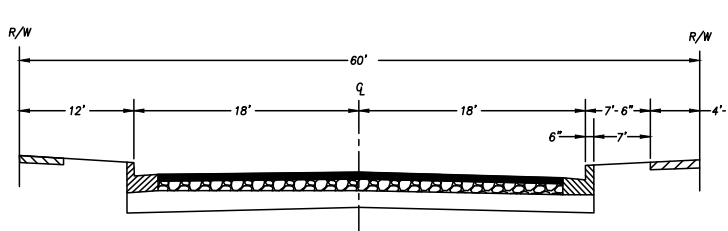
SECTION B-B
W SPRING CREST DRIVE

NOT TO SCALE
PER CITY STD. ST-26



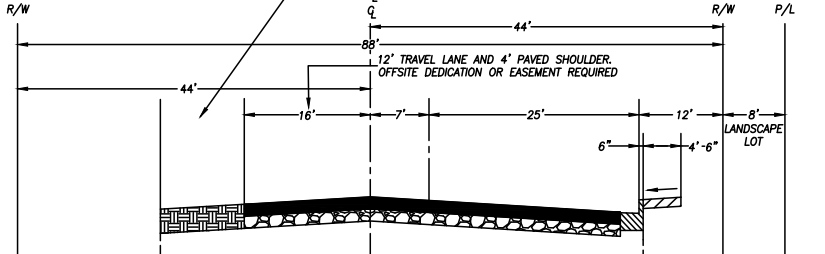
SECTION C-C
INTERIOR STREETS

NOT TO SCALE
PER CITY STD. ST-32



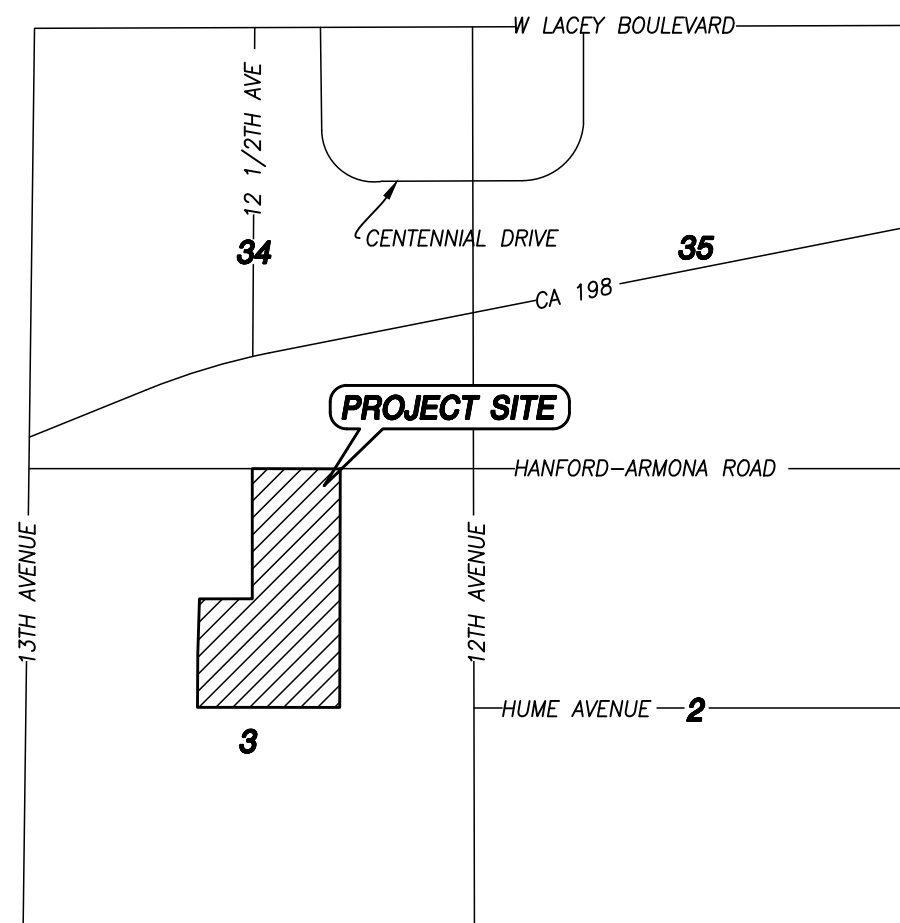
SECTION D-D
HUME AVENUE

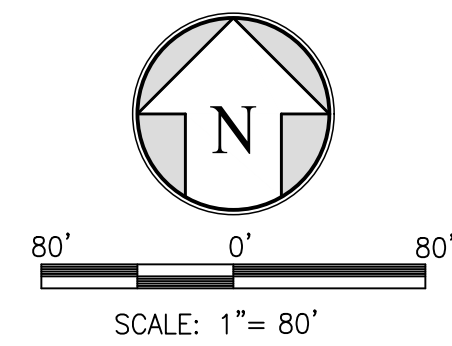
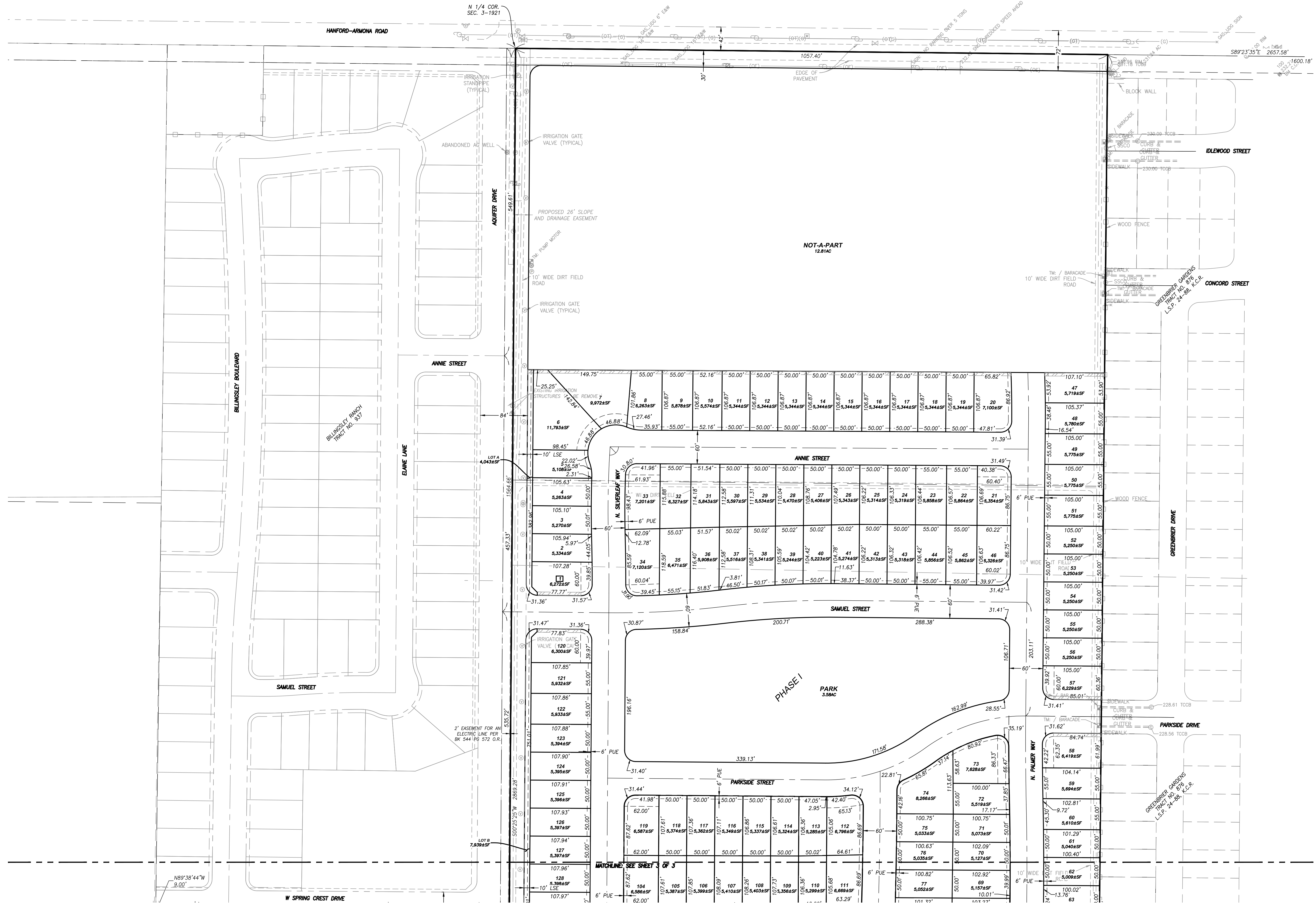
NOT TO SCALE
PER CITY STD. ST-23



LOCATION MAP

NOT TO SCALE





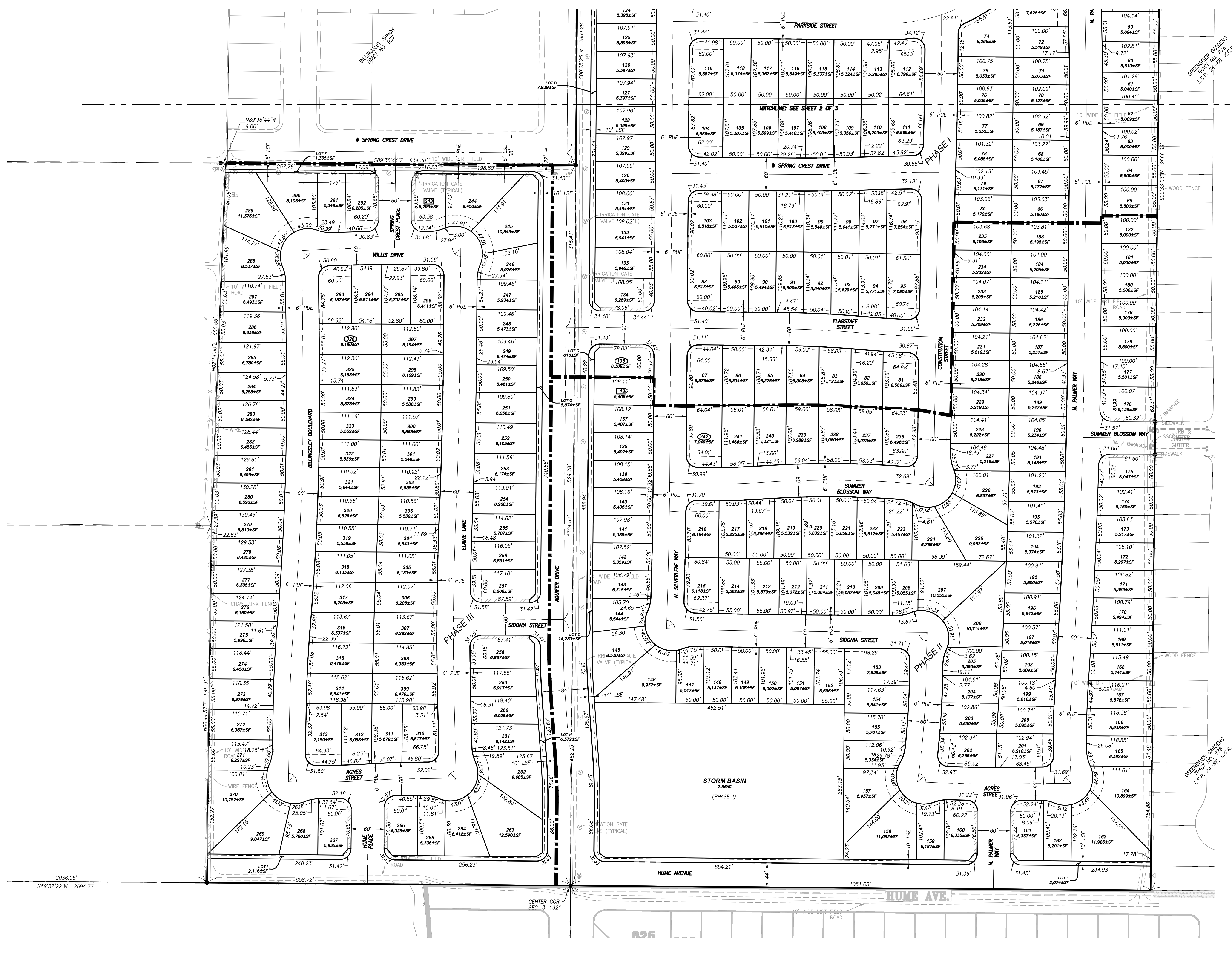


Exhibit B
Conditions of Approval

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 943

CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Low-Density Residential

Zoning: R-L-5 Low-Density Residential

Other Special Districts: N/A

Entitlements Required:

1. Annexation – the property is currently in the Kings County Jurisdiction
2. Prezone – the property is designated as Low-Density Residential in the General Plan, prezone proposed R-L-5 Low-Density Residential

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

General Requirements:

- ☒ That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
- ☒ That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.
- ☒ That the final map be submitted to the City Engineer and Community Development Department for compliance with the Tentative Subdivision Map approval prior to recording the final map.
- ☒ That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
- ☒ That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
- ☒ That Vesting Tentative Tract 943 be developed consistent with the approved tentative tract map, attached as **Exhibit A**.
- ☒ That the tentative tract is subject to the mitigations cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B**.

Right-to-Farm:

- ☒ Notwithstanding any other provision in this Chapter, agricultural operations are the principal and favored use of land in the areas of Kings County designated “Agricultural” in the Kings County General Plan and included in the agricultural zone districts of the Kings County zoning ordinance. In order to implement Policy LU 8.2 and Program LU 8.2-A of the city of Hanford General Plan, there is hereby adopted in the city of Hanford a policy to (1) protect agricultural land, operations, and facilities from conflicting use due to the encroachment of incompatible, non-agricultural uses of the land in agricultural areas of the county, and (2) to advise developers, owners, and subsequent purchasers of property in the city of Hanford within one (1) mile of the city’s urban limit line of the inherent potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limited to, equipment and animal noise; farming activities conducted on a 24-hour a day, 7-days a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from agriculture operations.
- ☒ That no lawfully established and otherwise lawful agricultural activity, operation, or facility, or appurtenances thereto, conducted or maintained for commercial agricultural purposes in a manner consistent with proper and accepted customs and standards as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, including, but not limited to, the encroachment of non-agricultural uses such as residences.
- ☒ In order to carry out the goals and policies of the city of Hanford General Plan, and the provisions of this chapter, the following notices and disclosures shall be required:
- ☒ All approvals for improvement or development of property including without limitation application for rezonings, land divisions, zoning permits, and residential building permits, on property in the city of Hanford within one (1) mile of the city’s urban limit line, shall include a condition that notice and disclosure of this agricultural land use policy be given by the applicant, or the owner if different from the applicant. The applicant, or owner if different from the applicant, shall also acknowledge the contents of the notice and disclosure, which includes a description of the property the notice and disclosure pertains to, in the Official Records of the Kings County Recorder, and recorded at the applicant’s own expense.

Zoning:

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

Dwelling Units per Lot (Section 17.10.050)

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

Coverage (Section 17.10.060)

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

Building Setback Area (Section 17.10.070)

- ☒ That no structure shall be placed within a building setback area.
- ☒ The front building setback area shall be 15 feet from the front lot line for livable space and 20 feet for garages, carports, and other non-livable building space.
- ☒ That the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet.
 - ☒ The rear building setback area shall be increased by 10 feet for buildings over one-story high.
- ☒ That where there is a landscape easement with a wall or fence on the street side of the lot the side yard setback area shall be measured from the easement area instead of the side lot line.

Distance between Structures (Section 17.10.080)

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

Height of Structures (Section 17.10.090)

- ☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

- ☒ That the width of a driveway and any paved area shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways, the paved area of these driveways shall not exceed 50% of the front building setback area.
- ☒ That on corner lots, the driveway shall be located on the side of the lot adjacent to the interior lot line.
- ☒ That on key lots, the driveway shall be located on the side of the lot, which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Usable Open Space (Section 17.10.150)

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

Landscaping (Section 17.10.160)

- ☒ That landscaping be provided in accordance with Section 17.52 Landscape Standards of the Hanford Municipal Code.
- ☒ That except for driveways and approved parking areas all yard areas and setback areas visible from the street shall be landscaped with live plant materials and ornamentation common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.
- ☒ That two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two shall be planted 12 feet (no greater or no less) from the face of the front lot line street curb.
- ☒ That one street tree, a minimum 15 gallon size, shall be planted on all lots less than 6,000 square feet. The tree shall be planted in the parkway. If there is no parkway, the tree shall be planted four feet behind the sidewalk.
- ☒ That there shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.
- ☒ That all species of trees shall be selected from a list approved by the City Parks and Recreation Commission.
- ☒ That each lot owner within Tentative Tract 943 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s).
- ☒ For corner lots, the lot owner shall care for and maintain the parkway trees and land area along the street-side of their lot. The parkway is defined as that land area located between the street curb and the public sidewalk.

Noise:

- ☒ That construction equipment is muffled and construction activities be limited to the hours between 7:00 a.m. to 10:00 p.m., Monday through Friday, unless the construction is within the enclosed structure or approved by the Community Development Department.
- ☒ That noise from fixed mechanical equipment, when measured at the property line, meets the standard of the Hanford Noise Element.

Rooftop Equipment HMC Section 17.50.100

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

Outdoor Lighting Standards HMC Section 17.50.140

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.
- ☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.
- ☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

- ☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:
 - ☒ Standard window and door awnings
 - ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

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

BUILDING DIVISION

TT 943

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retains the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.
4. That all landscaping requires permits and must meet requirements at time of installation.
5. That a map must be provided to show existing streets names of surrounding subdivisions that have City maintained streets.



City of Hanford Fire Department

Fire Prevention and Community Risk Reduction Division

Fire Marshal

Nikkie Chamberland

City Of Hanford Fire Department Plan Review

Approval of all projects does not exempt compliance with all applicable sections of the adopted Fire Codes and local city ordinances. All fire protection systems must be installed and operational prior to occupying the building. All permits shall be issued and paid for prior to scheduling any inspections with the fire department. Please contact the building department for the submittal process. To schedule an inspection please contact the building department at 559-585-2580

The scope of work shall be clearly stated on all the plans submitted for the permit. All deferred submittals shall be listed on the building plan page. All deferred submittals are required to be submitted within 30 days of building permit issuance.

Plan review number: TSM0009-23

Address: 12405 Hanford Armona Road, Hanford, CA 93230

Plan Reviewer: Nikkie Chamberland

Date: 9-30-2024

The following are comments that are applicable and pertain to the plans submitted: This project must comply with the latest California Fire Code.

- Project shall meet the minimum fire flow requirements per Appendix B & C of the CFC 2022; Provide the fire flows within one year
- New and existing residences that have an automatic sprinkler system, proposed accessory dwelling units shall have an automatic sprinkler system. A separate fire department permit will be required.
- Fire Riser Room:
 1. a separate room that contains the Fire Riser shall contain one man door, the room shall be a 2-hour rated room with adequate spacing to perform

maintenance, riser room shall be properly labeled with 4" lettering with contrasting background and a knox box shall be installed to contain the riser room key, fire sprinkler coverage required, emergency lighting and illuminated lighting required. The riser shall be interconnected with the fire alarm

- When a sprinkler system is required with more than 21 heads, the system shall be monitored by a central monitoring station. Fire alarm and fire detection systems required by Chapter 9 of CFC, CBC, shall be installed per NFPA 72.
- Knox FDC Locking Caps are required on all Fire Department Connections. A fire department access road is required for facilities that are protected by fire sprinklers and are more than 400 feet away; on-site fire hydrants and mains shall be provided where required by the AHJ. Provide a letter of certification from a licensed soil engineer on non-paved all-weather roads that provide fire access, which shall support a 40,000-lb fire apparatus at a minimum.
- All dead-end access roads of more than 150 must provide an approved turnaround or hammerhead and comply with city standards.
- All access roads shall not be less than 20 ft wide and 13 ft 6 inches
- Access road turning radius for fire apparatus/
 1. Inside turn: 20ft 10 inch
 2. Curb to Curb: 37 ft 3 inches
 3. Wall to Wal: 42 ft
- Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.
- Additional Hydrants may be required, all hydrants shall be installed and accepted prior to combustibles being dropped on site. All hydrants shall be protected by bollards Hydrant spacing shall be as follows CFC 2022 Appendix C;
 1. Residential area- 500ft
 2. Commercial area-300ft
 3. A hydrant will be required within 50' of the Fire Department connection.
 4. Provide a turning template on Plan Review
- No traffic calming devices shall be installed without the Fire Department's approval
- Areas identified as "**Fire lanes**" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
 1. **Access roads 20-26 feet in width:** Fire lanes shall be on both sides of the fire apparatus access roads.
 2. **Access roads 26 to less than 32 feet in width:** Fire lanes shall be on one side of the fire apparatus access roads.
 3. **Access roads 32 feet in width or more:** No fire lanes required.
 4. **Markings shall include "No Parking- Fire Lane"**
- Locked gates installed across fire department access roads:

1. **Manual gates** with a chain lock require a **Knox Padlock** to be installed on them, or a **Knox Box** shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box. (See www.knoxbox.com for current models)
 2. **Electric Gates** shall be equipped with an electric **Knox Key Switch**, at the gate location.
 3. In case of a loss of power, electrically operated gates shall have a means of backup power or shall default in the open position for immediate fire department access.
 4. At no time shall the width of the fire department access road be reduced below **20 feet wide through or at any gates** along the fire department's emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
 5. Provide a Knox Box for all structures and gates. In accordance with the 2019 CFC 506.1. Hanford Fire Department shall approve the location.
 6. Ordering Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.
- All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.

Size of Address Numbers:

- | | |
|--|-----------------|
| 1. Downtown area (existing buildings): | 4 inch numbers |
| 2. Buildings 20 ft. or less from the street: | 6-inch numbers |
| 3. Buildings 21- to 40-ft. from the street: | 8-inch numbers |
| 4. Buildings more than 40 ft. from the street: | 12-inch numbers |
- Operational Fire Permit is Required
 - Fire permits are required for all underground fire lines, overhead sprinklers, and fire alarms. These are all separate permits and will be charged accordingly. All deferred submittals shall be submitted, stamped, and approved prior to combustible on site.
 - Refer to the 2022 California Fire Code in governing codes

PUBLIC WORKS DEPARTMENT

Contact Assistant Engineers: Steve Coodey or Robert Buchanan
Concerning questions that you may have on the conditions listed below:

Tentative Tract 943- Silicon Valley Ranch

Maps and Plans:

1. That the developer submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer, and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry wall, street improvements and other infrastructure required for development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That the developer shall submit to the City Engineer a set of construction plans on 24" X 36" size sheets for all required improvements. The plans shall be prepared by a licensed civil engineer and shall include a site plan showing all on-site and off-site improvements, including but not limited to, sanitary sewer, storm drainage, and water system infrastructure, refuse enclosure locations, public street & parking lot improvements, landscape & irrigation systems and all other improvements as required by the project conditions of approval and the City of Hanford Standards and Specifications. Improvement plans shall include all City of Hanford Construction Standard Detail's pertinent to the project. Plans must be approved by the City of Hanford and any other affected agencies before issuance of building or encroachment permits.

Easements:

1. That easements be designated on the recorded final map as required by the utility companies and where needed for providing service to streetlights as designated by the City of Hanford Engineering Department.
2. That a 20 foot easement established south of the centerline of Hume Avenue shall be dedicated to the city for the purposes of street right of way.
3. That an easement for storm drainage purposes be dedicated to the City where necessary to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.
4. That all easements for irrigation ditches and/or irrigation pipelines be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.

5. That an easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main shall be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.
6. That all proposed landscape/public utility easements as shown on the tentative map be dedicated to the City and be included on the subdivision final map.

Dedications:

1. That all proposed streets and street extensions as shown on the tentative map be dedicated to the City, as public right-of-way, and any alterations of existing utilities be the responsibility of the developer.
2. That developer dedicate to the City, additional street right of way along the east side of Aquifer Drive, between Hanford Armona Road and the southerly ultimate alignment of W. Spring Crest Drive property frontage to facilitate an overall street right of way width of 84 feet in conformance with City Standard Detail ST-23 ("Major Collector Street").
3. That the developer dedicate to the City, full right of way between the southerly ultimate alignment of W. Spring Crest Drive and Hume Avenue, a width of 84 feet to establish the extension of Aquifer Drive in conformance with City Standard Detail ST-23 ("Major Collector Street"). Aquifer shall include offset as shown on the tentative map to align with the approved tentative map for Live Oak West Tract 909.
4. That the developer dedicate to the City, additional street right of way along the south alignment of W. Spring Crest Drive property frontage to facilitate an overall street right of way width of 68 feet in conformance with City Standard Detail ST-26 ("Minor Collector Street").
5. That the developer dedicate to the City, street right of way along the Hume Avenue property frontage to facilitate an overall street right of way width of 88 feet in conformance with City Standard Detail ST-23 modified for additional parkway strip equaling 12 feet for a total street right of way of 88 feet.
6. That developer dedicate to the City, the proposed onsite drainage basin for Tract 943 drainage purposes.

Park Improvements:

1. As a condition of approval of a final subdivision map or parcel map, the subdivider shall dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park or recreational purposes, at the time and according to the standards and formula contained in this title. The land, fees, or combinations thereof, are to be used only for the purpose of providing park or recreational facilities to serve the subdivision.

Utilizing Quimby Act, park space for new development shall be provided at a ratio of 3 acres per 1,000 residents.

Calculation:

$326 \text{ units} \times 3.67 \text{ persons per household} = 1196 \text{ persons}$

$1196 \text{ residents} \div 1,000 = 1.196$

$1.196 \times 3 \text{ acres} = 3.58 \text{ acres of park space required}$

The applicant proposes a 3.58-acre park which shall be fully developed with Phase I of the subdivision.

Street Improvements:

1. That the improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, street subgrading and surfacing, signage and striping and all other improvements be installed in accordance with Chapter 16.24 "Improvements" of the Hanford Municipal Code, and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative map.
2. That all streets within the subdivision shall be developed to residential street standards (City standard ST-33 cul-de-sacs and ST-32 residential through streets), except the following:
 - a) Aquifer Drive shall be developed as a Major Collector street with an 84 foot right of way width in conformance with City Std. ST-17 and ST-23 and a traffic index of 8. Developer shall be required to construct the remaining width of right of way on the east side of Aquifer Drive from Spring Crest to Hanford Armona Road. North of the project boundary, curb and gutter as well as the curb return at the southeast corner of Hanford Armona Road and Aquifer Drive shall be installed. Sidewalk can be deferred until such time as the Not A Part parcel is developed.
 - b) Develop Aquifer Drive full width right of way (84 feet) street improvements in conformance with City Standard ST-17 and ST-23 along both east and west boundary of property being developed south of Spring Crest Drive to Hume Avenue. With a traffic index of 8.
 - c) Spring Crest Drive shall be developed as a Minor Collector street with a 68 foot width in conformance with City Standard Detail ST-17 and ST-26 with a traffic index of 6. Developer shall be required to construct the remaining width of right of way on the south side of Spring Crest Drive from the west boundary of the development to Aquifer Drive.
 - d) Hume Avenue shall be developed as a Major Collector street with an 88 foot right of way width in conformance with City Standard Detail ST-17 and ST-23, modified to allow for additional park strip behind curb with a traffic index of 8. Developer will only be required to construct two-thirds (2/3) road width along project frontage. The eastbound lane shall include a 12 foot

travel lane with a 4 foot paved shoulder and a 4 foot unpaved shoulder containing a swale. If Tract 943 develops prior to Live Oak North Tract 909, the striping for Hume Avenue shall consist of matching the centerline striping as installed with Live Oak North Tract 902. If Live Oak North Tract 909 develops Hume Avenue prior to Tract 943, then striping shall be removed and a 14 foot continuous left turn lane shall be installed from Aquifer Drive to 12th Avenue.

3. That streetlights be installed throughout subdivision in conformance with City standard GE-56. Streetlights shall be located as designated by City Engineer.
4. That the development is subject to a transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Developer shall be entitled to a credit against subject development fee for improvements constructed by developer within Hume Avenue and Aquifer Drive, consisting of 22 feet of asphalt pavement section as measured from centerline of road. Reimbursement are paid according to the City of Hanford Development Impact Fee Study dated September 2019.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along Hume Avenue, Spring Crest Drive and Aquifer Drive frontages of proposed subdivision.
 - a. A six (6) ft. minimum high ornamental, masonry block fence with continuous footing. Wall shall be treated with an anti-graffiti repellent.
 - b. A 4 ½ ft. wide sidewalk per City Standard Detail CO-14.
 - c. Soil preparation, automatic irrigation and landscaping.
 - d. Landscape plans for right-of-way and 12 ft. wide landscape easement area along Hume Avenue property frontage from the back of curb to the block wall.
2. The species of tree and plants are to be selected from a list approved by the City Street Tree Commission.
3. That the design location of the masonry wall and landscape plans shall be approved by the Community Development Department and City Engineering Department prior to recording a subdivision final map. And the approval of block wall and landscape improvements shall be submitted with initial submittal of project improvement plans.
4. All above ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall/fence.

Existing Wells:

1. That all existing wells on the property be abandoned in accordance with State of California standards.

Restricted Access:

1. That a one-foot reservation strip be established at the end or sides of the roads abutting unsubdivided property and indicated on the subdivision final map.
2. That all access be restricted from the Hume Avenue, Aquifer Drive and Spring Crest Drive right-of-way for lots backing or siding onto said rights-of-way. A restricted access designation shall be depicted on all recorded final maps.
3. That the developer construct a barricade to City standards at the end of each future through streets.

Sewer Improvements:

1. That the developer's engineer provide a sanitary sewer master plan complete with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.
2. That a minimum 15-inch diameter sanitary sewer main be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue. Applicant shall be entitled to a reimbursement agreement for over sizing in accordance with City Municipal Code Section 13.08, or any revisions thereof.
3. That developer install a sanitary sewer lift station per the Live Oak West Sanitary Sewer Master Plan, located at the southwest corner of Hume Avenue and Aquifer Drive.
4. That a 6-inch diameter sanitary sewer force main be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary. Applicant shall be entitled to a reimbursement agreement for over sizing in accordance with City Municipal Code Section 13.08, or any revisions thereof.

Storm Drainage Improvements:

1. That the developer's engineer provide a storm drainage master plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development.

2. That the developer is required to complete construction of the storm drain basin with the first phase of the subdivision. The basin shall be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and shall include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries.
3. That developer is required to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan.
2. That a minimum 18 inch diameter water main and appurtenances, be extended along property frontage within Aquifer Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.
3. That a minimum 12 inch diameter water main and appurtenances, be extended along property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.
4. That all existing water wells be abandoned in conformance with State of California Department of Health Standards.
5. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.08 for sanitary sewer main improvements constructed within Hume Avenue, which also provides a benefit to others. Costs for sanitary sewer main improvements installed within Hume Avenue, if applicable, shall be per the City of Hanford Development Impact Fee Study document dated September of 2019. Reimbursement cost shall be per the Fee Study at time of acceptance.

Assessment District:

1. That the developer enters into an agreement for the formation of a Community Facilities District (CFD) for the maintenance of landscaping, decorative block wall/

fencing, roadways, streetlights, curb and gutter, sidewalk, signage, storm drain system and basin and emergency services.

2. That prior to funds of the tax assessment district being obtained, the developer will be responsible for the maintenance of all items listed above.

Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof. Fee payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Fee payable with each building permit.
5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
6. That development is subject to a Storm Drainage Development Impact fee, as required by City Ordinance No. 98-14, and any revisions thereof. Fee shall be paid prior to recording of subdivision final map for each phase of development.
7. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14 or any revisions thereof. Fee payable with each building permit.
8. That development is subject to a Sanitary Sewer area of benefit assessment fee in accordance with City Ordinance No. 92-03 and any revisions thereof. Subject fee shall be paid prior to recording a subdivision final map.

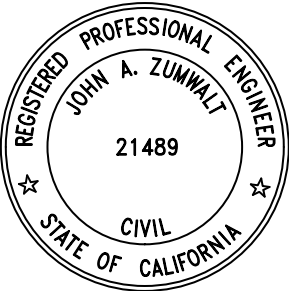
MAP OF TERRITORY
ANNEXED TO THE
CITY OF HANFORD

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

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

PRELIMINARY

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



LEGEND

- | — CITY LIMITS
--- BOUNDARY OF PROPERTIES TO BE ANNEXED
① COURSE SEGMENT NUMBER

CERTIFICATION OF COMPLETION

RECORDED AS DOCUMENT NO. _____

FEE _____

DOCUMENT NO. _____

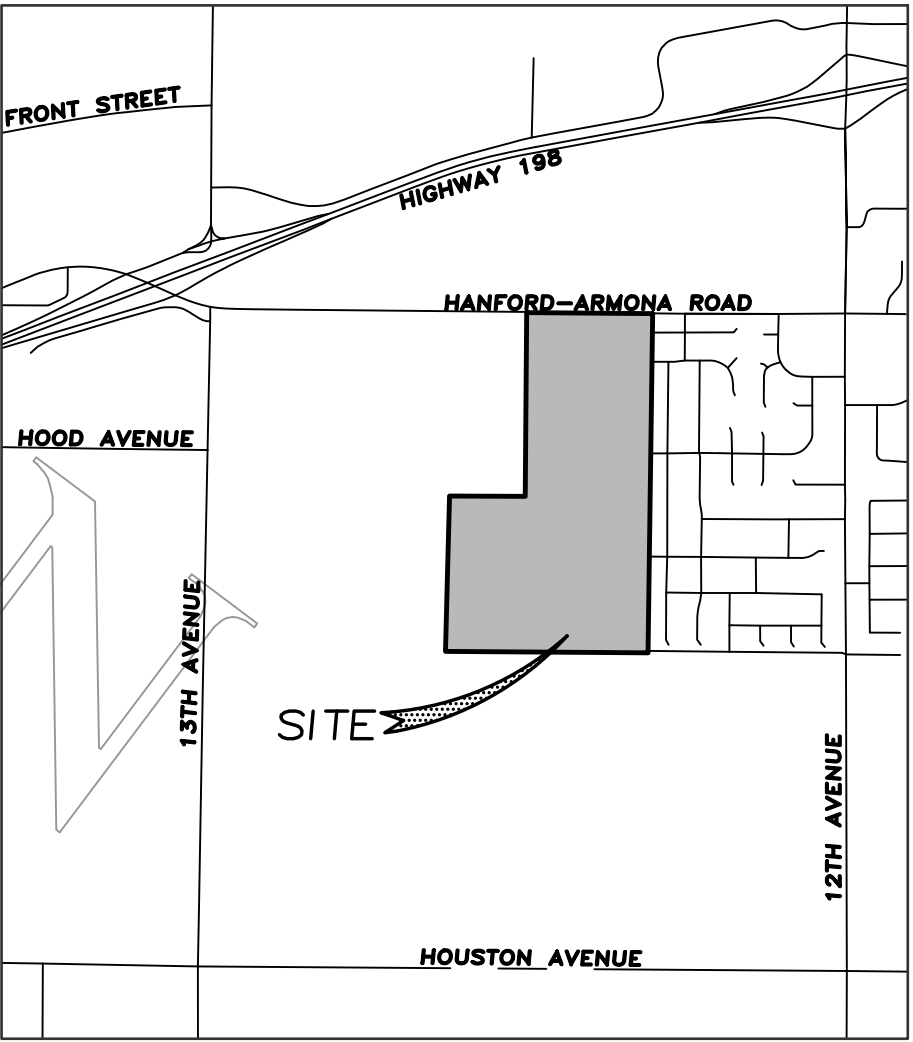
RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION
COMMISSION OF KINGS COUNTY.

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

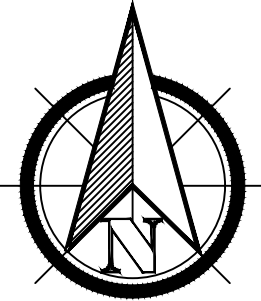
KRISTINE LEE
COUNTY RECORDER

BY: _____
DEPUTY

VICINITY MAP
Not to Scale



APPROVED BY L.A.F.C.O.
RESOLUTION NO. 04-04
L.S.P. 20-60, K.C.R.



SCALE: 1"=300'



APN. NO.
011-010-024

APN. NO.
011-040-023

APN. NO.
011-010-028

APN. NO.
011-010-027

APN. NO.
011-010-026

APN. NO.
011-010-022

NW COR.
SEC. 3-19/21

S89° 24' 15"E 2659.24'

HANFORD-ARMONA ROAD

CITY LIMITS (IN)

S89° 23' 35"E 2657.58'

NE COR.
SEC. 3-19/21

N 1/4 COR.
SEC. 3-19/21
POINT OF BEGINNING

APN. NO. 011-490-005
APPROVED BY L.A.F.C.O.
RESOLUTION NO. 96-04
L.S.P. 17-61, K.C.R.

APN. NO. 011-490-012
APPROVED BY L.A.F.C.O.
RESOLUTION NO. 96-04

APN. NO. 011-490-013
APN. NO. 011-490-014
APN. NO. 011-490-015
APN. NO. 011-490-016
APN. NO. 011-490-017
APN. NO. 011-490-018
APN. NO. 011-490-019

APN. NO. 011-490-020
APN. NO. 011-490-021
APN. NO. 011-490-022
APN. NO. 011-500-001
APN. NO. 011-500-002
APN. NO. 011-500-003
APN. NO. 011-500-004

APN. NO. 011-500-005
APN. NO. 011-500-006
APN. NO. 011-500-007
APN. NO. 011-500-008
APN. NO. 011-500-009
APN. NO. 011-500-010
APN. NO. 011-500-011
APN. NO. 011-500-012
APN. NO. 011-500-013
APN. NO. 011-500-014
APN. NO. 011-500-015
APN. NO. 011-500-016
APN. NO. 011-500-017
APN. NO. 011-500-018

APN. NO. 011-510-002
APN. NO. 011-510-003
APN. NO. 011-510-004
APN. NO. 011-510-005
APN. NO. 011-510-006
APN. NO. 011-510-007
APN. NO. 011-510-008
APN. NO. 011-510-009
APN. NO. 011-510-010
APN. NO. 011-510-011
APN. NO. 011-510-012
APN. NO. 011-510-013
APN. NO. 011-510-014
APN. NO. 011-510-015
APN. NO. 011-510-016

APN. NO. 011-040-030

CITY LIMITS (IN)
CITY LIMITS (OUT)

APN. NO. 011-040-008
18.71 AC. GR.

APN. NO. 011-040-010
50.70 AC. GR.

APN. NO. 011-040-027
19.48 AC. GR.

WEST LINE OF THE
NORTHEAST QUARTER
SEC. 3-19/21

SOUTH LINE OF
THE NORTH HALF
SEC. 3-19/21

APN. NO. 011-040-026

N89° 32' 22"W 2694.77'

W 1/4 COR.
SEC. 3-19/21

13TH AVENUE
N01° 07' 54"E 2875.75'

12TH AVENUE
S00° 14' 10"E 2862.94'

CONCORD CIRCLE

PARKSIDE DRIVE

GREENBRIER DRIVE

W SUMMER BLOSSOM WAY

HUME AVENUE ALIGNMENT

APN. NO. 011-040-017
APPROVED BY L.A.F.C.O.
RESOLUTION NO. 05-17
L.S.P. 21-66, K.C.R.

APN. NO. 011-490-013 THROUGH 011-490-022
& 011-500-001 THROUGH 011-500-004
APPROVED BY L.A.F.C.O. RESOLUTION NO. 96-04
L.S.P. 17-61, K.C.R.

APN. NO. 011-500-005
THROUGH 011-500-018
APPROVED BY L.A.F.C.O.
RESOLUTION NO. 96-04
L.S.P. 17-61, K.C.R.

CONTAINING 88.89± ACRES

ANNEXATION NO. 161
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHICAL DESCRIPTION

Portions of the Northeast and Northwest Quarters of Section 3, Township 19 South, Range 21 East, MDB&M, in the State of California, County of Kings described as follows:

Beginning at the Northwest corner of said Northeast Quarter being a point on the existing city limits of the City of Hanford;

Thence along the existing city limits the following courses:

1. South $89^{\circ}23'35''$ East along the North line of last said Quarter, a distance of 1,057.40 feet to the Northwest corner of County Tract 876 as depicted on a map recorded in Book 24 at Page 88 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
2. South $00^{\circ}33'03''$ West, along the West line of last said Tract, a distance of 2,866.68 feet to a point on the South line of said Northeast Quarter;
3. North $89^{\circ}32'03''$ West along said South line of said Northeast Quarter, a distance of 1051.03 feet to the Center Quarter Corner of said Section 3;
4. North $89^{\circ}32'22''$ West along the South line of said Northwest Quarter a distance of 261.40 feet to an angle point in the city limits of the City of Hanford per LAFCO Resolution No. 05-17 as depicted on a map recorded in Book 21, at page 66 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;

Thence leaving the existing city limits of the City of Hanford the following courses:

5. Continuing along said South line of the Northwest Quarter, North $89^{\circ}32'22''$ West a distance of 397.32 feet to the southwest corner of Parcel 2 as shown on a map recorded in Book 5 at Page 72 of Parcel Maps of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
6. North $00^{\circ}44'57''$ East, along the west line of last said Parcel 2 a distance of 646.91 feet to and angle point in said west line of said Parcel 2;
7. Continuing along the West line of said Parcel 2, North $02^{\circ}14'30''$ East, a distance of 656.86 feet to the Northwest corner of said Parcel 2, also being a point on the existing city limits of the City of Hanford;

Thence along the existing city limits the following courses:

8. South $89^{\circ}38'44''$ East along the North line of said Parcel 2 a distance of 634.20 feet to the Northeast corner of said Parcel 2, also being a point on the west line of said Northeast Quarter;
9. Thence North $00^{\circ}25'25''$ East, along last said West line, a distance of 1,564.66 feet to the Point of Beginning

Containing 88.89 Acres more or less.

DRAFT

VESTING TENTATIVE
SUBDIVISION MAP TRACT #943
SILICON VALLEY RANCH

A PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER & A PORTION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA.

APPLICANT/OWNER:
SILICON VALLEY RANCH, LLC
PHIL R. BOYCE
20900 BOYCE LANE
SARATOGA, CA 95070
408-867-3737

ZUMWALT
HANSEN &
Company
609 N. IRWIN STREET
HANFORD, CA 93230
TEL: (559) 582-8898
WWW.ZKINC.COM

LEGAL DESCRIPTION

PARCEL 1: 011-040-008 AND 011-040-010
ALL THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH ALONG THE WEST LINE THEREOF A DISTANCE OF 43.26 CHAINS, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID QUARTER SECTION; 15.64 CHAINS TO THE CENTER OF A WATER DITCH; THENCE NORTHERLY ALONG THE CENTER LINE OF SAID WATER DITCH 43.26 CHAINS TO A POINT IN THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE WEST ALONG SAID NORTH LINE A DISTANCE OF 16.25 CHAINS, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL 2: 011-040-027
THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS PARCEL 2 OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72, OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72 OF PARCEL MAPS, KINGS COUNTY RECORDS.

LEGEND

AC	ASPHALT PAVING	EM	ELECTRIC METER
BW	BACK OF WALK	ES	EXISTING STREET LIGHT
CRN	ASPHALT CROWN	EP	FIRE HYDRANT
EP	EDGE OF PAVEMENT	FL	GATE POST
FL	FLOW LINE	GDP	GUY POLE
GDP	GUARD POST	GV	IRRIGATION AG WELL
GV	GAS VALVE	INV	IRRIGATION STANDPIPE
OG	ORIGINAL GROUND	OG	IRRIGATION VALVE
SSCO	SANITARY SEWER CLEANOUT	SSCO	TOPO
SW	SIDEWALK	TP	SANITARY SEWER CLEANOUT
TC	TOP OF CURB	TP	SANITARY SEWER MANHOLE
TP	TELEPHONE POLE	WBO	SIGN
WBO	WATER BLOW-OFF		S.D. CATCH BASIN MANHOLE
	EXISTING ELECTRIC LINE (OVERHEAD)		STORM DRAIN MANHOLE
	EXISTING GAS LINE		TELEPHONE CHRISTY BOX
	EXISTING WOOD FENCE		TELEPHONE PEDESTAL
	EXISTING CHAINLINK FENCE		TRANSFORMER POLE
	EXISTING POST & WIRE FENCE		UTILITY POLE
	EXISTING AC SURFACING		WATER METER
	EXISTING CONCRETE SURFACE		WATER VALVE
	NO REAR OR SIDE ACCESS		
	BENCHMARK		
	DOWN GUY		

LOT INFORMATION

PHASE I LOTS:	135
PHASE II LOTS:	107
PHASE III LOTS:	84
TOTAL LOTS:	326

AREA

PHASE I GROSS:	31.84±AC
PHASE II GROSS:	24.85±AC
PHASE III GROSS:	18.33±AC
TOTAL SITE:	75.02±AC

INTERIOR STREET DEDICATION:	17.48±AC
PHASE I:	8.85±AC
PHASE II:	4.58±AC
PHASE III:	4.05±AC
EXTERIOR STREET DEDICATION:	4.91±AC
PHASE I:	1.19±AC
PHASE II:	2.46±AC
PHASE III:	1.26±AC
TOTAL STREET DEDICATION:	22.39±AC

STORM BASIN DEDICATION:	3.00AC
PARK:	3.58AC

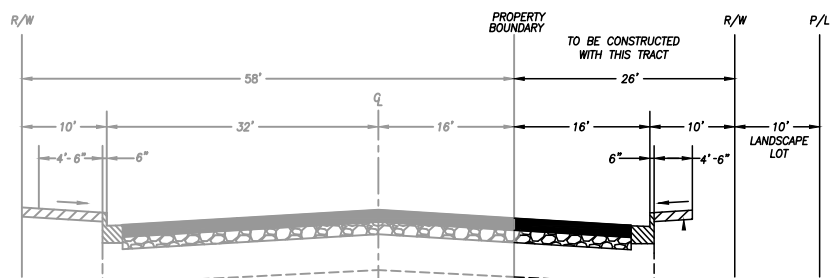
LANDSCAPE DEDICATION:	
PHASE I: LOTS A-C	0.28±AC
PHASE II: LOTS D-E	0.38±AC
PHASE III: LOTS F-I	0.43±AC
TOTAL LANDSCAPE DEDICATION:	1.09±AC

NOTES

- DATE OF PREPARATION: MARCH 21, 2024
- GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL
- CITY ZONING: R-1.5
- ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE
- OFFSITE STREETS = 4.91 AC; ONSITE STREETS = 17.48 AC; LOTS = 46.06 AC; PARK & BASIN = 6.58 AC
- EXISTING LAND USE: AG
- PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (100% OF SITE)
- NATURAL GAS BY: THE GAS COMPANY
- TELEPHONE BY: AT&T
- POWER BY: SOUTHERN CALIFORNIA EDISON CO
- CABLE T.V. BY: COMCAST
- DOMESTIC WATER BY: CITY OF HANFORD
- SEWAGE DISPOSAL BY: CITY OF HANFORD
- REFUSE COLLECTION BY: CITY OF HANFORD
- DRAINAGE: SITE BASIN
- STORM DRAIN BASIN (PHASE I)

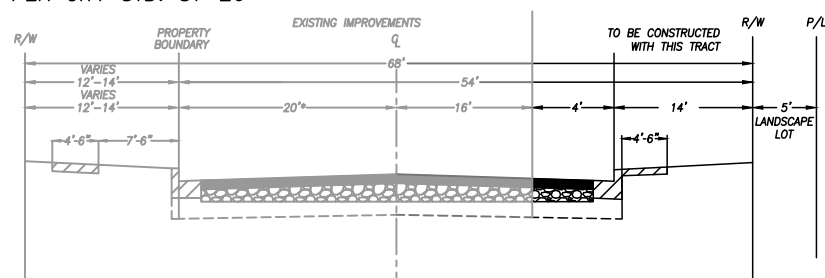
SECTION A-A
AQUIFER DRIVE

NOT TO SCALE
PER CITY STD. ST-23 (REVISED)



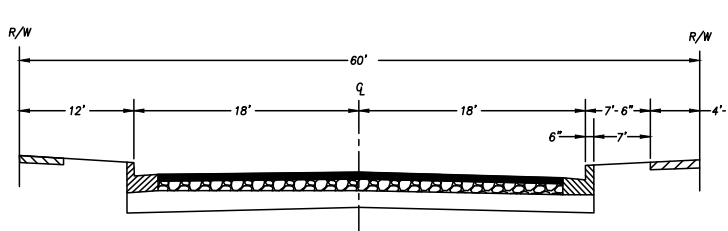
SECTION B-B
W SPRING CREST DRIVE

NOT TO SCALE
PER CITY STD. ST-26



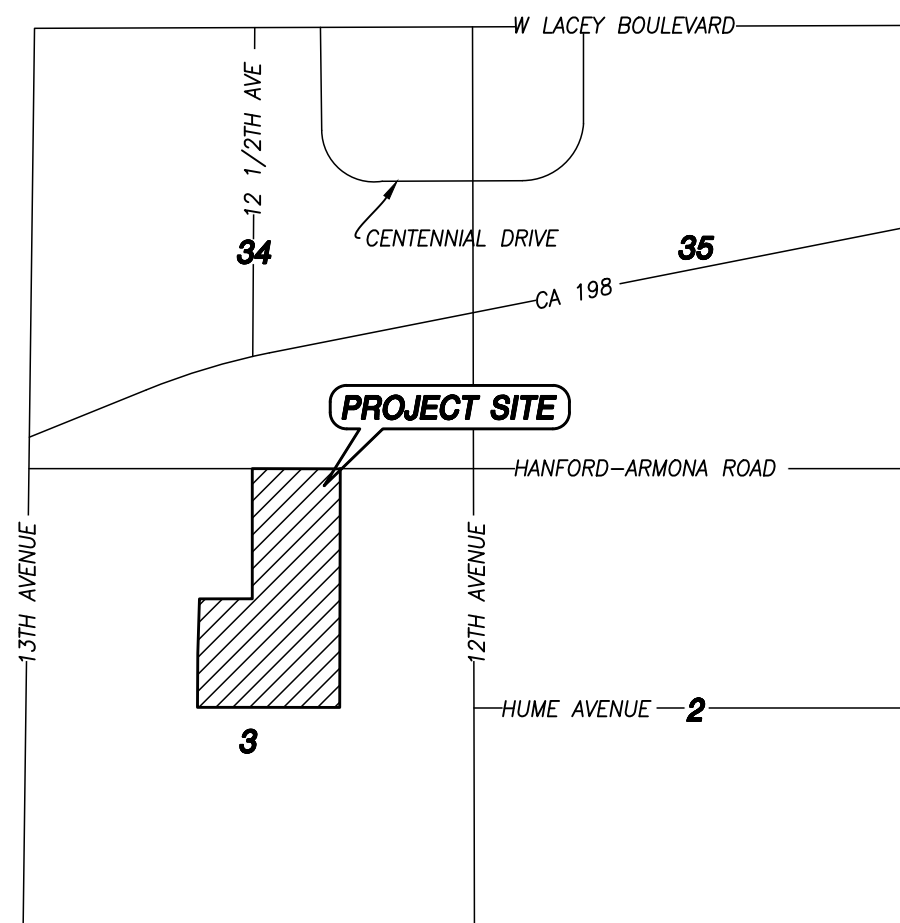
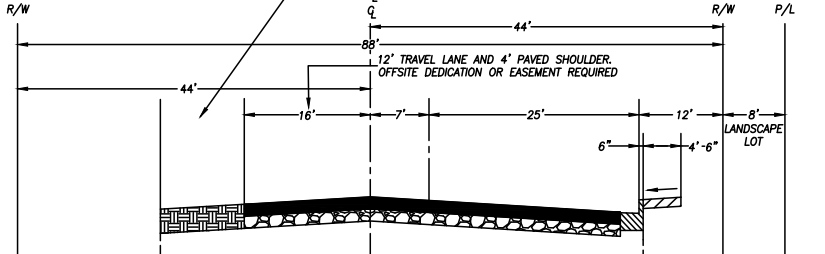
SECTION C-C
INTERIOR STREETS

NOT TO SCALE
PER CITY STD. ST-32

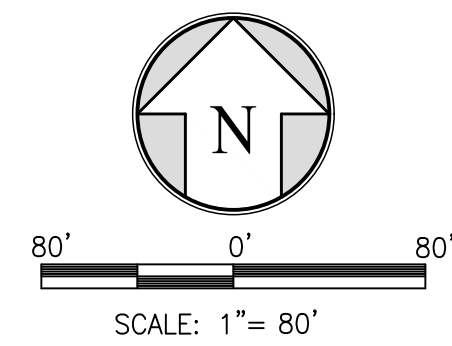


SECTION D-D
HUME AVENUE

NOT TO SCALE
PER CITY STD. ST-23



LOCATION MAP
NOT TO SCALE

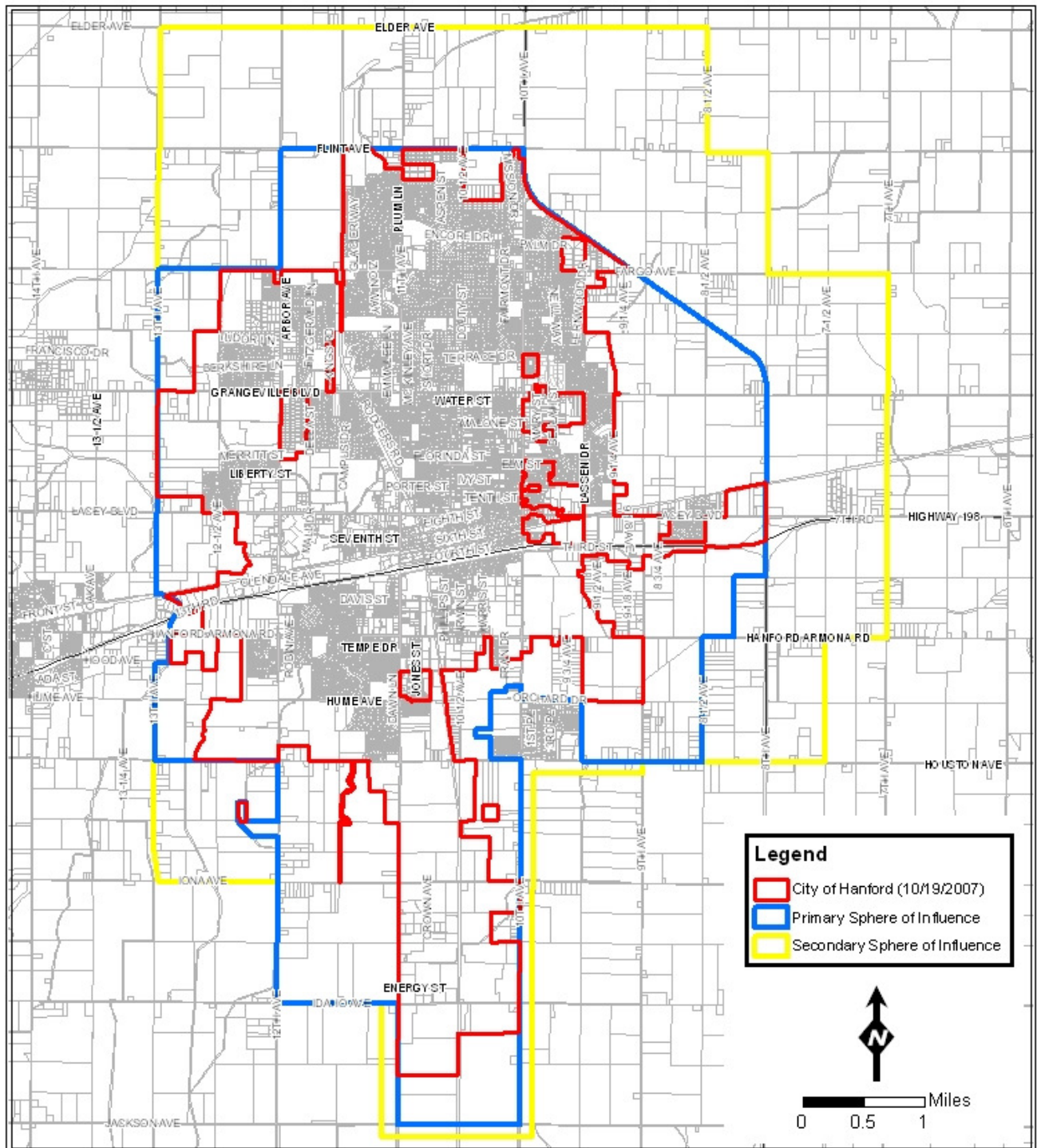


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Exhibit C CITY OF HANFORD 2008 SPHERE OF INFLUENCE



Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

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

Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHS). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, "This area is within our most impacted school boundary."

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

City of Hanford

Community Development Department

317 North Douty Street

Hanford, CA 93230

Office (559) 585-2580

FAX (559) 583-1633

Website: www.cityofhanfordca.com

TDD/TYY, Dial 711



CONSENT FOR ANNEXATION INTO THE CITY OF HANFORD

Attach one form per property

The undersigned hereby consents to have the property identified below annexed to the City of Hanford, without notice and hearing. Use additional pages if necessary.

1. Phillip R. Boyce

Name (printed)

Phil R. Boyce

Signature

2. Silicon Valley Ranch, LLC

Name (printed)

Signature

Address of Property

Assessor's Parcel Number

I have signed this consent as:

- (a) ☐ the owner of the subject property **and** a registered voter residing therein;
- (b) ☐ a registered voter residing therein;
- (c) ☒ the owner of subject property

1/2/2025

Date Signed

**DRAFT NOTICE OF PREPARATION/INITIAL STUDY FOR
A FOCUSED ENVIRONMENTAL IMPACT REPORT**

CITY OF HANFORD

**SILICON VALLEY RANCH RESIDENTIAL
SUBDIVISION PROJECT**



JUNE 2024



DRAFT NOTICE OF PREPARATION/INITIAL STUDY FOR A FOCUSED ENVIRONMENTAL IMPACT REPORT

SILICON VALLEY RANCH RESIDENTIAL SUBDIVISION PROJECT

Prepared for:



City of Hanford - Community Development Department
317 N. Douty Street
Hanford, CA 93230
Contact Person: Gabrielle de Silva Myers
Phone: (559) 585-2500

Consultant:



5080 California Avenue, Suite 220
Bakersfield, CA 93309
Contact: Jaymie L. Brauer
Phone: (661) 616-2600

April 2024

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NOTICE OF PREPARATION/INITIAL STUDY FOR A FOCUSED ENVIRONMENTAL IMPACT REPORT

Notice is hereby given that the City of Hanford will be the Lead Agency and will prepare a focused Environmental Impact Report (EIR) for the proposed Silicon Valley Ranch Residential Subdivision Project (Project). An Initial Study has been prepared along with this Notice of Preparation (NOP), which scopes out environmental topics for further review. The focused EIR will address the potential physical environmental effects of the proposed projects that have not been scoped out, as outlined in the California Environmental Quality Act (CEQA). The City is requesting comments on the scope and content of this focused EIR.

A scoping session will be held on July 8, 2024 at City Hall, in the Training Room, 319 N. Douty Street, Hanford, CA 93230. The scoping session, which is part of the focused EIR process, is the time when the City solicits input from the public and agencies on specific topics they believe should be addressed in the environmental analysis. The scoping process is designed to enable the City to determine the scope and content of the focused EIR, identify the range of actions, and identify potentially significant environmental effects, alternatives, and mitigation measures to be analyzed in the focused EIR.

Project Location

The Project is located within the Sphere of Influence for the City of Hanford and is anticipated for annexation. The Project is adjacent to Hanford Armona Road to the north, between Greenbrier Drive to the east and 13th Avenue to the west, and encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027). The Project site is located within the Hanford USGS Quad, Section 3, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

Project Description

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence. The Project will be annexed into the City under separate application. An approximately 12.5-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a three-acre retention basin. Lots will range between 5,000 to 6,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map #943

- Prezoning – Because the project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The project site would be prezoned to the R-L-5 zone.
- Site Plan Review – The Project will require approval of an SPR
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo)

Construction:

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks of flat beds)
- Small tools (generators, light plants, compactors, air compressors)

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 30 days (CEQA Section 15073[b]). The public review period began on June 21, 2024 and ended on July 22, 2024. For further information, please contact Gabrielle de Silva Myers, 317 N. Douty Street, Hanford, CA 93230, (559) 585-2500.

Mailing Address and Phone Number of Contact Person

Gabrielle de Silva Myers, Senior Planner
City Hall
317 N. Douty Street
Hanford, CA 93230
(559) 585-2500

Findings

As Lead Agency, the City of Hanford finds that the Project will have a significant effect on the environment. The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 - Environmental Checklist*) has identified one or more potentially significant effects on the environment. Pursuant to CEQA Guidelines Section 115064 (a)(1), an Environmental Impact Report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less-than-significant levels.

Notice of Preparation/Initial Study for a Focused Environmental Impact Report

The City of Hanford has determined that preparation of a focused Environmental Impact Report for the Project is necessary.

SECTION 1 - INTRODUCTION

1.1 - Overview

Silicon Valley Ranch, LLC. (the Applicant) proposes to develop approximately 88.9 acres to create residential lots and appurtenant infrastructure consistent with the City of Hanford General Plan Designation Low Density Residential and prezone District R-L-5.

1.2 - California Environmental Quality Act

The City of Hanford is the Lead Agency for this Project pursuant to the CEQA Guidelines (Public Resources Code Section 15000 et seq.). The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 – Initial Study*) provides an analysis that examines the potential environmental effects of the construction and operation of the Project. Section 15063 of the CEQA Guidelines requires the Lead Agency to prepare an IS to determine whether a discretionary project will have a significant effect on the environment. A Mitigated Negative Declaration (MND) is appropriate when an IS has been prepared, and a determination can be made that no significant environmental effects will occur because revisions to the Project have been made or mitigation measures will be implemented that reduce all potentially significant impacts to less-than-significant levels. Section 15064 (a)(1) states that an Environmental Impact Report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less-than-significant levels. A Negative Declaration (ND) may be prepared instead if the Lead Agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why the proposed Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, an ND or MND shall be prepared for a project subject to CEQA when either:

- The IS shows there is no substantial evidence in light of the whole record before the agency that the proposed Project may have a significant effect on the environment; or
- The IS identified potentially significant effects, but:
 - Revisions in the project plans or proposals made by or agreed to by the Applicant before the proposed MND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and
 - 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.

Based on the IS, the Lead Agency has determined that the environmental review for the proposed application can potentially result in a significant impact and requires that a focused EIR be prepared.

1.3 - Impact Terminology

The following terminology is used to describe the level of significance of impacts.

- A finding of “no impact” is appropriate if the analysis concludes that the Project would not affect a topic area in any way.
- An impact is considered “less than significant” if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered “less than significant with mitigation incorporated” if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the Applicant.
- An impact is considered “potentially significant” if the analysis concludes that it could have a substantial adverse effect on the environment.

1.4 - Document Organization and Contents

The content and format of this IS/MND is designed to meet the requirements of CEQA. The report contains the following sections:

- *Section 1 – Introduction:* This section provides an overview of CEQA requirements, intended uses of the IS/MND, document organization, and a list of regulations that have been incorporated by reference.
- *Section 2 – Project Description:* This section describes the Project and provides data on the site’s location.
- *Section 3 – Environmental Checklist:* This section contains the evaluation of 21 different environmental resource factors contained in Appendix G of the CEQA Guidelines. Each environmental resource factor is analyzed to determine whether the proposed Project would have an impact. One of four findings is made: no impact, less-than-significant impact, less than significant with mitigation, or significant and unavoidable. If the evaluation results in a finding of significant and unavoidable for any of the 21 environmental resource factors, then an Environmental Impact Report will be required.
- *Section 4 – List of Preparers:* This section identifies the individuals who prepared the IS.
- *Section 5 – Bibliography:* This section contains a full list of references that were used in the preparation of this IS.

1.5 - Incorporated by Reference

The following documents and/or regulations are incorporated into this IS/MND by reference:

- City of Hanford 2035 General Plan (2017)
- City of Hanford 2016-2024 Adopted Housing Element
- City of Hanford Urban Water Management Plan
- City of Hanford Water Information (2021)
- City of Hanford Recycling & Green Waste
- Cal Recycle (2022)
- Hanford Emergency Management Plan
- Kings County Airport Land Use Compatibility Plan
- Hanford Municipal Code
- California Building Code Title 24
- Kings County Safety Element

SECTION 2 - PROJECT DESCRIPTION

2.1 - Introduction

Silicon Valley Ranch, LLC (the Applicant) proposes to develop approximately 88.9 acres to create a 326-lot residential subdivision and the associated appurtenant infrastructure consistent with the City of Hanford General Plan Designation Low Density Residential and prezone District R-L-5.

2.2 - Project Location

The Project is located in the Hanford city limits in the City's southwestern portion. south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027) and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. Township 19 South, Section 3, Range 21 East MDB&M (see Figure 3-1 and 3-2).

2.3 - Surrounding Land Uses

The Project is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east.

2.4 - Proposed Project

PROJECT DESCRIPTION

The Project proposes to develop a 326-unit residential subdivision within the City of Hanford. An approximately 8-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence but will be annexed into the City.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 3-acre retention basin. Lots will range between 5,000 to 7,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map 943
- Prezoning – Because the project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The project site would be prezoned to the R-L-5 zone.
- Site Plan Review – The Project will require approval of an SPR

- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo)

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flat beds)
- Small tools (generators, light plants, compactors, air compressors)

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 30 days (CEQA Section 15073[b]). The public review period began on June 21, 2024 and ended on July 22, 2024. For further information, please contact Gabrielle de Silva Myers, 317 N. Douty Street, Hanford, CA 93230, (559) 585-2500.

SECTION 3 - INITIAL STUDY

3.1 - Environmental Checklist

1. Project Title:

Silicon Valley Ranch Residential Development Project

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

Gabrielle de Silva Myers – (559) 585-2578

4. Project Location:

The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027 and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. Township 19 South, Section 3, Range 21 East MDB&M.

5. Project Sponsor's Name and Address:

Marc Frelier
Silicon Valley Ranch, LLC
20900 Boyce Lane
Saratoga, CA 95070

6. General Plan Designation:

Existing: City of Hanford – Low Density Residential

7. Zoning:

Existing: City of Hanford – Residential Low Density (R-L-5, 5,000 square feet)

8. Description of Project:

The Project proposes to develop a 326-unit residential subdivision within the City of Hanford. An approximately 8-acre portion of the site at the northeast corner of the property

is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence, but will be annexed into the City.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 3-acre retention basin. Lots will range between 5,000 to 7,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

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- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flat beds)
- Small tools (generators, light plants, compactors, air compressors)

9. Surrounding Land Uses and Setting:

The Project is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east.

10. Other Public Agencies Whose Approval is Required:

- San Joaquin Valley Air Pollution Control District
- Kings County LAFCo

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the Lead Agency shall begin consultation with the California Native American tribe that is

traditionally and culturally affiliated with the geographical area of the proposed Project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or the Lead Agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or rancherias. Kings County has a number of tribal groups in the area.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.





3.2 - 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 | ☐ Tribal Cultural Resources |
| ☐ Utilities and Service Systems | ☐ Wildfire | ☒ Mandatory Findings of Significance |

3.3 - Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT 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 (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT 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.

Signature

Date

Printed Name

For

3.4 - 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 "Earlier Analyses," as described in (5) below, 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.
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.1 - AESTHETICS

Except as provided in Public Resources Code Section 21099, 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.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

Impact #3.4.1a – Would the Project have a substantial adverse effect on a scenic vista?

A scenic vista is an area identified or known for high scenic quality. Scenic vistas may be designated by a federal, State, or local agency and may also include an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. The City of Hanford does not designate any scenic vistas within its jurisdiction. There are very few scenic vistas within the Central Valley. The Coastal Range Mountains and the Sierra Nevada can be considered scenic vistas. The proposed Project is located approximately 40 miles from the Coastal Range and approximately 45 miles from the Sierra Nevada. Since there are no scenic vistas in the immediate proximity of the proposed Project site, there would be no impacts related to a scenic vista. Since there are no scenic vistas in the immediate proximity of the proposed Project site, there would be no impacts related to a scenic vista. Therefore, no impacts are anticipated, and no further analysis in the EIR is warranted.

Impact #3.4.1b - Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed Project is not in the vicinity of a scenic highway as identified by the City of Hanford or Caltrans. The closest eligible scenic highway is a portion of SR 198 that runs from SR 99 east through Visalia (California Department of Transportation, 2022). This portion of SR 198 is approximately 15 miles east of the Project site. The site is flat with little topography and no trees or rock outcroppings. There would be no impacts related to these types of scenic resources.

Downtown Hanford is identified as the historic center of the City (City of Hanford, 2017). Three buildings are listed on the National Registry of Historic Places and the State Register of Historic Places. The Kings County Courthouse, the Carnegie Library, and the Taoist Temple are located more than two miles to the northeast. Therefore, the Project would not have an impact on any of these historic buildings. There will be no impact, and no further analysis in the EIR is warranted.

Impact #3.4.1c - Would the Project in non-urbanized areas substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

The Project is within an area that is becoming more urbanized with the spread of residential development as the City grows. The surrounding area consists of agricultural land and rural residential homes, and an existing subdivision easterly adjacent to the Project site. Additionally, a recently approved 97-lot residential subdivision will be located westerly adjacent to the Project site. The General Plan identifies the parcels to the north of the Project site as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City intends future development in this area. The westward expansion of residential homes from 12th Avenue provides a template for the future of the area to be completely urbanized.

Several sections of the Hanford Municipal Code regulate physical development by controlling the appearance of new development and the placement of new development with consideration for surrounding uses. The Project development will comply with the General Plan, as the Project area is proposed to be rezoned R-L-5- Low Density Residential.

There are no scenic vistas within the surrounding area and existing urban areas near the Project site; therefore, the proposed Project will not substantially degrade the existing characteristics of the area. Therefore, impacts from the Project are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.1d - Except as provided in Public Resources Code Section 21099, would the Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Construction of the proposed Project would generally occur during daytime hours, typically from 7:00 a.m. to 8:00 p.m. All lighting, if needed, would be directed downward and shielded to focus illumination on the desired work areas and prevent light spillage onto adjacent properties. As required by GP 9.10.060 A.10, the lighting used to illuminate work areas would be shielded, focused downward, and turned off by 8:00 p.m.; therefore, the potential for lighting to affect any residents adversely is minimal. Increased truck traffic and the transport of construction materials to the Project site would temporarily increase glare conditions during construction. However, this increase in glare would be minimal. Construction activity would focus on specific areas on the sites, and any sources of glare would not be stationary for a prolonged period. Therefore, the proposed Project's construction would not create a new source of substantial glare that would affect daytime views in the area.

Operational impacts would be limited to residential lighting, including homes and streetlights. The Project's exterior streetlights and residential lighting will be designed to minimize reflective glare and light scatter. The Project will comply with the applicable provisions of the Hanford Municipal Code Development Standards, such as Section 17.50.140 – Outdoor Lighting Standards (City of Hanford, 2022). Additionally, the California Building Code Title 24 contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. These requirements would substantially reduce potential nuisances from light or glare. Therefore, impacts resulting from the Project are considered to be less than significant, and no further analysis in the EIR is warranted.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.2 - AGRICULTURE AND FORESTRY 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	☐	☐	☒	☐

Discussion

Impact #3.4.2a – Would the Project 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?

CEQA uses the California Department of Conservation Division of Land Resource Protection's Farmland Mapping Project (FMMP) categories of "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland" to define "agricultural land" for the purposes of assessing environmental impacts (PRC Section 21060.1(a)) related to the conversion of these farmlands to non-agricultural uses. According to the California Department of Conservation Important Farmland Finder, the Project site is designated as being Prime Farmland and Farmland of Statewide Importance (California Department of Conservation, 2023).

Prime Farmland is irrigated land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. Farmland of Statewide Importance is irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops with minor shortcomings, such as greater slopes or less ability to store soil moisture. Historical aerial images of the Project site indicate that the site has been utilized for agricultural operations.

Although the FMMP designates the Project property as Prime Farmland and Farmland of Statewide Importance, the General Plan identifies the Project parcel as within the Planned Area Boundary, is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.

Although the Project proposes to convert Prime Farmland and Farmland of Statewide Importance, the subject parcels and surrounding area have been planned for development with General Plan goals and policies for the City of Hanford supporting logical development within its adopted Planned Area Boundary. A Statement of Overriding Consideration was made for the significant impact of General Plan Buildout on Agricultural Resources. Therefore, although development of the Project site would result in the conversion of Farmland to non-agricultural use, this conversion would result in a less than significant impact, as it is consistent with the General Plan. Pursuant to Section 16.40.110 of the City of Hanford Municipal Code, the applicant will be required to record an acknowledgement of the Right-to-Farm notice. Therefore, in consideration of the Project's small conversion of agricultural land to a non-agricultural use and the current land use designation of residential development, impacts resulting from this conversion would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.2b – Would the Project conflict with existing zoning for agricultural use or a Williamson Act contract?

The Project area is zoned Low Density Residential by the City of Hanford Zoning Ordinance and is anticipated to have a non-agricultural land use. Additionally, the Project site is not subject to a Williamson Act Land Use contract. Therefore, there is no impact, and no further analysis in the EIR is warranted.

Impact #3.4.2c – Would the Project 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))?

Pursuant to Public Resources Code Section 4526, “Timberland” means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Pursuant to Public Resources Code Section 51104, Timberland zoned Timberland Production means privately owned land or land acquired for State Forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre. The Project site does not have any forest land or timberland resources, nor is it zoned for timber production. Therefore, the Project will have no impact, and no further analysis in the EIR is warranted.

Impact #3.4.2d – Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

See Impacts #3.4.2a-c. There will be no impact on forest land, and no further analysis in the EIR is warranted.

Impact #3.4.2e – Would the Project 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?

The General Plan designates the Project site as Low Density Residential and rezoning for the R-L-5 Zone District is consistent with the designation. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states “retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion. The eventual conversion and development of the Project and surrounding parcels would occur as they are located within the Planned Area Boundary of the City of Hanford. Although the Project would not directly convert surrounding Farmland to non-agricultural uses, as discussed, the Project site and surrounding area are designated for non-agricultural development at some point in time.

Therefore, the Project's conversion of Farmland is considered less than significant with consideration of the City General Plan's goals and policies for agricultural land within the Planned Area Boundary. As such, no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.3 - AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district 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.	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

This section is based on an Air Quality Impact Analysis (AQIA) prepared for the Project (Trinity Consultants, 2023). The AQIA analysis of the Project was calculated using a higher residential lot count than what is currently proposed. Therefore, it can be presumed that air quality estimates resulting from the Project would be less than those estimates in the AQIA and discussed in this NOP. The study is included as Appendix A of this document.

Discussion

The Project is located within the San Joaquin Valley Air Basin (SJVAB) in Kings County and is included among the eight counties that comprise the San Joaquin Valley Air Pollution Control District (SJVAPCD or District). The SJVAPCD acts as the regulatory agency for air pollution control in the basin and is the local agency empowered to regulate air pollutant emissions for the plan area. Protection of the public health is maintained through the attainment and maintenance of ambient air quality standards for various atmospheric compounds and the enforcement of emissions limits for individual stationary sources. The Federal Clean Air Act requires that the U.S. Environmental Protection Agency establish National Ambient Air Quality Standards (NAAQS) to protect the health, safety, and welfare of the public. California has also adopted ambient air quality standards (CAAQS) for criteria pollutants. CAAQA are more stringent than the corresponding NAAQS.

Table 3.4.3-1 provides the NAAQS and CAAQS criteria pollutant thresholds of significance. The Project would include compliance with the SJVAPCD's Regulation VIII (Fugitive PM₁₀ Prohibitions), Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), and other applicable regulations.

**Table 3.4.3-1
Federal and California Air Quality Standards**

Pollutant	Averaging Time	NAAQS	CAAQS
		Concentration	
O ₃	8-hour	0.070 ppm (137 µg/m ³) ^a	0.070 ppm (137 µg/m ³)
	1-hour	-	0.09 ppm (180 µg/m ³)
CO	8-hour	9 ppm (10 µg/m ³)	9 ppm (10 µg/m ³)
	1-hour	35 ppm (40 µg/m ³)	20 ppm (23 µg/m ³)
NO ₂	Annual Average	53 ppb (100 µg/m ³)	0.030 ppm (57 µg/m ³)
	1-hour	100 ppb (188.68 µg/m ³)	0.18 ppm (339 µg/m ³)
SO ₂	3-hour	0.5 ppm (1,300 µg/m ³)	-
	24 hour	0.14 ppm (365 µg/m ³)	0.04 ppm (105 µg/m ³)
	1-hour	75 ppb (196 µg/m ³)	0.25 ppm (655 µg/m ³)
Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	-	20 µg/m ³
	24-hour	150 µg/m ³	50 µg/m ³
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
	24-hour	35 µg/m ³	-
Sulfates	24-hour	-	25 µg/m ³
PB _{1-d}	Rolling Three-Month Average	0.15 µg/m ³	-
	30 Day Average	-	1.5 µg/m ³
H ₂ S	1-hour	-	0.03 ppm (42 µg/m ³)
Vinyl Chloride (chloroethene)	24-hour	-	0.010 ppm (26 µg/m ³)
Visibility Reducing particles	8-hour (1000 to 1800 PST)	-	b

a. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

b. In 1989, CARB converted both the general statewide 10-mile visibility standards and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: (Trinity Consultants, 2023)

Impact #3.4.3a – Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The Project is located within the San Joaquin Valley Air Basin (SJVAB), which is under the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). The SJVAB is designated non-attainment of State and federal health-based air quality standards for ozone and particulate matter less than 2.5 microns (PM_{2.5}). The SJVAB is designated attainment for federal particulate matter less than 10 microns (PM₁₀) standards and non-attainment of the State PM₁₀ threshold. To meet federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- 2008 Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard.
- 2007 Ozone Plan for attainment of the 8-hour ozone standard.
- 2007 PM₁₀ Maintenance Plan and Request for Redesignation.
- 2008 PM_{2.5} Plan.

Because of the region's federal non-attainment status for ozone and PM_{2.5}, and State non-attainment status for ozone, PM_{2.5}, and PM₁₀, if the Project-generated emissions of either the ozone precursor pollutants (reactive organic gases [ROG] or oxides of nitrogen [NO_x]), PM₁₀, or PM_{2.5} were to exceed the SJVAPCD's significance thresholds, then the Project uses would be considered to conflict with the attainment plans. In addition, if the Project uses were to result in a change in land use, and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

The Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) states that the SJVAPCD's established thresholds of significance for criteria pollutant emissions require offsets for stationary sources. "Emission reductions achieved through implementation of District offset requirements are a major component of the District's air quality plans. Thus, projects with emissions below the thresholds of significance for criteria pollutants would be determined to 'Not conflict or obstruct implementation of the District's air quality plan' (SJVAPCD, 2015).

As discussed in Impact #3.4.3b, below, predicted construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. As a result, the Project would not conflict with emissions inventories contained in regional AQAPs. It would not result in a significant contribution to the region's air quality non-attainment status.

The SJVAB is designated non-attainment of State and federal health-based air quality standards for ozone and PM_{2.5}. The SJVAB is designated non-attainment of State PM₁₀. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- 2016 Ozone Plan.
- 2007 PM₁₀ Maintenance Plan and Request for Redesignation.
- 2016 PM_{2.5} Plan.

Air quality impacts from proposed projects within Kings County are controlled through policies and provisions of the SJVAPCD and the 2035 City of Hanford General Plan (City of Hanford, 2017). To demonstrate that a proposed project would not cause further air quality degradation in either of the SJVAPCD's plans 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 O₃ and PM₁₀. The California Clean Air Act (CCAA) requires air pollution control districts with severe or extreme air quality problems to provide for a five percent reduction in non-attainment emissions per year.

The Kings County Association of Governments (KCAG) Air Quality Conformity Analysis demonstrates that the 2019 Federal Transportation Improvement Program (2019 FTIP) and 2022 Regional Transportation Plan (2022 RTP) in Kings County would not hinder the efforts set out in the CARB's SIP for each area's non-attainment pollutants (CO, O₃, PM₁₀, and PM_{2.5}).

The CCAA and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions, such as reductions in vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, and traffic congestion, to reduce vehicular emissions, can be implemented as control measures under the CCAA as well. The proposed Project is not anticipated to exceed SJVAPCD thresholds for criteria pollutants during construction or operations, and impacts are considered less than significant.

No employment or population growth is anticipated as a result of the Project that would conflict with the provisions of the AQAP; conclusions may be drawn from the following criteria:

The findings of the analysis show that the Project's lack of permanent employee increases does not contribute to any unplanned growth in the area. By definition, the proposed emissions from the Project are below the SJVAPCD's established emissions impact thresholds.

Based on the above analysis presented, the Project is anticipated to be consistent with the AQAP, RTP, and KCAG Air Quality Conformity Analysis. As such, impacts would be less than significant.

The Project will not conflict with the San Joaquin Valley Air Pollution Control District Air Quality Plan. Compliance with Air Districts Air Quality Plan is a requirement of development within the City. Additionally, the developer will be required to obtain any necessary permits through the SJVAPCD. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct the implementation of any air quality plans. Therefore, no mitigation is needed. The impacts of the Project would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.3b – Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?

The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, and PM_{2.5}. Reduction of these pollutants during any future development construction activities as a result of the approved Project will be required.

Ozone is a secondary pollutant that can be formed miles from the source of emissions through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed, ozone precursors. The Air Basin often exceeds the State and national ozone standards. Therefore, if the Project emits a substantial quantity of ozone precursors, the Project may contribute to an exceedance of the ozone standard. The Air Basin also exceeds air quality standards for PM₁₀ and PM_{2.5}; therefore, substantial Project emissions may contribute to an exceedance of these pollutants. The District's annual emission significance thresholds used for the Project define the substantial contribution of both operational and construction emissions and are depicted in Tables 3.4.3-2 and 3.4.3-3, below.

Short-Term Impacts

As a result of the Project, short-term emissions would result from the construction phase of the proposed Project. Construction is anticipated to have an approximate 12-month total construction window. The main source of short-term emissions would be the exhaust from construction vehicles and equipment; however, these emissions would be temporary and are not expected to result in the exceedance of any applicable thresholds or regulations. SJVAPCD's required measures for all projects were applied and include watering exposed areas three times per day and reducing vehicle speeds to less than 15 miles per hour. As shown in Table 3.4.3-2, the Project's emissions during temporary construction activities would not exceed thresholds. Therefore, construction emissions were found to be less than significant.

**Table 3.4.3-2
Short-Term Project Emissions**

Emissions Source	ROG	NOx	Pollutant		PM ₁₀	PM _{2.5}
			CO	SOx		
(tons/year)						
Unmitigated						
2023 Construction Emissions	0.18	1.51	1.66	0.00	0.59	0.19
2024 Construction Emissions	2.02	0.73	0.97	0.00	0.10	0.05
Mitigated						
2023 Construction Emissions	0.18	1.51	1.66	0.00	0.33	0.13
2024 Construction Emissions	2.02	0.73	0.97	0.00	0.10	0.05
Significance Threshold	10	10	100	27	15	15
Is Threshold Exceeded after Mitigation?	No	No	No	No	No	No

Source: (Trinity Consultants, 2023)

Long-Term Impacts

Long-term operational emissions are generally caused by operational mobile, area, and energy sources. Operation of the Project would also create additional criteria pollutants, particularly as a result of increased mobile emissions in the Project area. However, these emissions would not exceed thresholds, as shown in Table 3.4.3-3.

**Table 3.4.3-3
Project Operational Emissions**

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
(tons/year)						
Unmitigated Operational Emissions						
Area Emissions	3.07	0.16	2.59	0.00	0.02	0.02
Energy Emissions	0.04	0.38	0.16	0.00	0.03	0.03
Mobile Emissions	0.94	1.79	11.37	0.03	3.44	0.93
Total	4.06	2.33	14.12	0.04	3.50	0.99
Mitigated Operational Emissions						
Mobile Emissions	3.06	0.03	2.52	0.00	0.01	0.01
Area Emissions	0.04	0.38	0.16	0.00	0.03	0.03
Energy Emissions	0.93	1.66	10.53	0.03	3.10	0.84
Total	4.03	2.07	13.21	0.03	3.14	0.88
SJVAPCD Threshold	10	10	100	27	15	15
Is Threshold Exceeded After Mitigation?	No	No	No	No	No	No

Source: (Trinity Consultants, 2023)

Operation of the site at full build-out is not expected to present a substantial source of fugitive dust (PM₁₀). The Project will comply with SJVAPCD's Regulation VIII and establishes required controls to reduce and minimize fugitive dust emissions as required under Policy AQ 4.7. Additionally, under the City of Hanford Air Quality Element, the following SJVPACD Rules and Regulations applies to all projects and includes the proposed Project as recommended in the City of Hanford Air Quality including, but not limited to Policy AQ 4.1, 4.5 4.6, and 4.7 and Program AQ 4.4:

- Rule 4102 – Nuisance – prohibits a facility from posing as a nuisance to surrounding receptors and can impose penalties for nuisance issues such as dust, smoke, excess emissions, etc. Compliance with this rule ensures that the area around the Project site will not be adversely impacted by such issues.
- Regulation VIII – Fugitive PM₁₀ Prohibitions – A series of regulations to reduce and/or eliminate generation of particulate matter (PM) that can adversely impact visibility as well as the health and safety of people on-site or in the vicinity of the Project.

- Rule 8011 – General Requirements – This rule is to reduce ambient concentrations of fine particulate matter by requiring actions to prevent, reduce or mitigate anthropogenic (human-caused) fugitive dust emissions.
- Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities – Restricts generation of airborne dust and visibility impacts from these activities. Places limits on opacity and equipment operation under certain adverse weather conditions.
- Rule 8041 – Carryout and Trackout – Require that equipment and vehicles leaving the construction site control the amount of dirt, soil or mud that is tracked offsite and onto public roadways. This helps eliminate or minimize dust generation and opacity degradation.
- Rule 8051 – Open Areas – Limits fugitive dust from open areas, i.e., areas on a construction site that are not actively being constructed upon but may generate wind-blown dust.

In addition to SJVAPCD Rules and Regulations, regulatory compliance with Title 24 of the Uniform Building Code for energy consumption would reduce criteria pollutant generation. The long-term operational emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, not significantly impact criteria air pollutants.

The Project-specific long-term emissions of criteria pollutants are not expected to exceed the following District significance thresholds. Therefore, it is concluded that the Project would have a less-than-significant impact on air quality.

Impact #3.4.3c – Would the Project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside. The following locations are where several sensitive receptors are likely to reside and be affected by substantial pollutant concentrations: schools, hospitals, nursing homes, and daycare centers. There are 16 known non-residential sensitive receptors within two miles of the Project site (Trinity Consultants, 2023). The closest schools are Future Hope Preschool approximately 0.1 miles north, and Martin Luther King Elementary School, approximately 1.3 miles to the east. The closest daycare facility is the Manitas de Amor Daycare and Childcare Center, approximately 0.98 miles east of the Project site. The closest healthcare facility is Chester Care Home approximately 0.16 miles to the east.

As noted in Tables 3.4.3-2 and 3.4.3-3 above, the results of the analysis show that emissions generated from temporary construction and long-term operational activities, are well below the SJVAPCD emission thresholds and are not expected to affect sensitive receptors. It is not expected to have any adverse impacts on any known sensitive receptors.

Because of its residential nature, once constructed the proposed Project, is not expected to result in the generation of odors or other hazardous air pollutants. During the construction of the Project, activities and equipment may generate emissions from construction equipment exhaust. However, construction will be completed over a period of 12 months and will not create substantial pollutant concentrations. These impacts are localized and temporary and therefore are considered less than significant. As discussed below, the Project would not expose sensitive receptors to substantial concentrations of localized PM₁₀, CO, diesel particulate matter, hazardous air pollutants, or naturally occurring asbestos.

Hazardous Pollutants or Odors

The GAMAQI guidelines introduce two types of projects that should be assessed when considering hazardous air pollutants (HAPs) that includes: (1) placing a toxic land use in an area where it may have an adverse health impact on existing sensitive land use and (2) placing a sensitive land use in an area where an adverse health impact may occur from existing toxic land use. Some examples of projects that may include HAPs are:

- Agricultural products processing.
- Bulk material handling.
- Chemical blending, mixing, manufacturing, storage, etc.
- Combustion equipment (boilers, engines, heaters, incinerators, etc.).
- Metals etching, melting, plating, refining, etc.
- Plastics & fiberglass forming and manufacturing.
- Petroleum production, manufacturing, storage, and distribution.
- Rock & mineral mining and processing.

The proposed Project is located on a site that is currently undeveloped land. The proposed Project consists of constructing 326 single-family homes. Some odors could result from vehicles and equipment using diesel fuels during the construction period. However, vehicles and equipment using diesel fuels at the proposed Project would comply with the California Air Resources Board (CARB) guidelines, limiting idling time to five minutes with the Airborne Toxic Control Measure (ATCM) (California Code of Regulations Title 13, Section 2485). All construction would be temporary.

The SJVAPC has set the level of significance for carcinogenic risk at 20 in one million, which is understood as the possibility of causing twenty additional cancer cases in a population of one million people. The level of significance for chronic and acute non-cancer risk is a hazard index of 1.0. Modeling of the potential health risks associated with HAPs were determined to be at 4.18E-06 (0.00000418) for maximum predicted cancer risk and 4.70E-03 (0.00470) for the maximum chronic non-cancer hazard index (Trinity Consultants, 2023). As concluded in the AQIA, the Project would not have any adverse effect on the surrounding community. Residential neighborhoods are not known to be a source of substantial pollutant concentrations. Therefore, the Project is not expected to expose sensitive receptors to substantial pollutant concentrations. Construction impacts will be temporary and will not produce substantial pollutant concentrations. Once development has been completed,

everyday residential emissions are foreseen to have less-than-significant pollutant concentrations. Based on the analysis presented, impacts are anticipated to be less than significant with implementation of the Project. However, further analysis is not warranted in the EIR.

Impact #3.4.3d – Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As discussed in Impact #3.4.3c above, the residential nature of this Project is not expected to result in the generation of odors or hazardous air pollutants that would affect a substantial number of people. The emissions associated with the construction of the Project would be temporary and are not anticipated to result in the generation of a substantial amount of hazardous air pollutants. Therefore, the Project will have a less-than-significant impact. Long-term potential odors in the area would be limited to vehicular and lawn equipment emissions once the Project site is operational. Therefore, the Project will have a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
3.4.4 - BIOLOGICAL RESOURCES				
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The impact analysis in this section is based on a Biological Resource Evaluation (BRE) prepared for the Project (QK, 2023a), included in Appendix B.

Discussion

Impact #3.4.4a – Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

A reconnaissance survey of the Project site and a 50-foot buffer (also called the Biological Survey Area, or BSA) was conducted on January 17, 2023. The survey consisted of walking meandering pedestrian transects spaced 50 to 100 feet apart on the Project site and BSA, where feasible. Areas with suitable habitat that could not be accessed were surveyed using high-power binoculars.

Tasks completed during the survey included determining and documenting current land use, developing an inventory of plant species, wildlife species, and wildlife sign (e.g., scat, burrows, nests, feathers, tracks, etc.), characterizing vegetation associations and habitat conditions within the BSA, assessing the potential for federally, State-listed and other special-status plant and wildlife species that may occur on and near the Project site based on existing conditions, and assessing the potential for migratory birds and raptors to nest on and near the Project site. In addition, all historical wetland and water features documented by NWI and NHD were field verified. All spatial data were recorded using Environmental Systems Research Institute (ESRI) Collector for ArcGIS software installed on an iPad. Site conditions were documented with representative photographs.

No natural plant communities occur within the BSA. The Project site is actively used for agricultural purposes and the surrounding BSA is utilized as either pastureland, residential, or agriculture. Patches of ruderal vegetation occur along the edges of the wheat field and include non-native species such as fiddleneck (*Amsinckia* sp.), crabgrass (*Digitaria sanguinalis*), red-stemmed filaree (*Erodium cicutarium*), and cheeseweed mallow (*Malva parviflora*). The surrounding private residences and associated softscape support a variety of ornamental plants including crimson bottlebrush (*Callistemon citrinus*) and deergrass (*Muhlenbergia rigens*).

During the survey, one inactive passerine nest was identified within an ornamental tree located in the northeast corner of the BSA, approximately 15 feet from the Project boundary. The nest was likely constructed recently given recent rain events in the area and may become active in the near future. A female, white-crowned sparrow (*Zonotrichia leucophrys*) was observed perched in the adjacent tree. No additional nests were observed within the BSA, but the ornamental trees located on nearby residential properties could support nesting birds during nesting season (February 1 to September 15). Additionally, a small grove of eucalyptus trees along the southern terminus of the BSA has the potential to support larger nests including raptor nests, though there were none observed during the survey. Common migratory bird species observed during the survey included white-crowned sparrow, common raven (*Corvus corax*), and American crow (*Corvus brachyrhynchos*).

Small mammal burrows were observed within the northwestern corner of the BSA. These burrows were determined to be occupied by California ground squirrel (*Otospermophilus beecheyi*) based on their size, configuration, and the presence of ground squirrel scat near the entrances. Evidence of past pocket gopher (*Thomomys bottae*) activity, including clusters of weathered vertical entranced burrows, was observed along the southwestern corner of the BSA between the wheat field and adjacent pasture. These burrows were weathered, and most were collapsed with a visible terminus.

A retention basin was observed adjacent to the southeastern boundary of the BSA, approximately 15 feet from the BSA and 75 feet from the Project site boundary. The basin contained shallow standing water at the time of the survey, likely due to recent rain events. The banks of the basin supported predominantly upland species including non-native grasses. The bed of the basin contained dead and matted hydrophytic vegetation such as cattails (*Typha sp.*), as well as several young cottonwood trees (*Populus sp.*).

Special-Status Plants

There were 11 special-status plant species identified in the literature and database review that are known or have the potential to occur within the nine-quadrangle queries centered on the Project site (Table 3.4.4-1). There are no historical records from the CNDDDB of special-status plant species within the BSA.

Table 3.4.4-4
Special-Status Plant Species Occurring in the Region of the BSA

Scientific Name	Common Name	Status
<i>Atriplex cordulata</i> var. <i>cordulata</i>	heartscale	1B.2
<i>Atriplex cordulata</i> var. <i>erecticaulis</i>	Earlimart orache	1B.2
<i>Atriplex depressa</i>	brittlescale	1B.2
<i>Atriplex minuscula</i>	lesser saltscale	1B.1
<i>Atriplex subtilis</i>	subtle orache	1B.2
<i>Delphinium recurvatum</i>	recurved larkspur	1B.2
<i>Lasthenia chrysantha</i>	alkali-sink goldfields	1B.1
<i>Lepidium jaredii</i> ssp. <i>album</i>	Panoche peppergrass	1B.2
<i>Nama stenocarpa</i>	mud nama	2B.2
<i>Puccinellia simplex</i>	California alkali grass	1B.2
<i>Sagittaria sanfordii</i>	Sanford's arrowhead	1B.2

CRPR (California Rare Plant Rank):

1A Presumed Extinct in California

1B Rare, Threatened, or Endangered in California and elsewhere

2A Plants presumed extirpated in California, but more common elsewhere

2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension:

.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)

.2 Fairly endangered in California (20-80% occurrences threatened)

.3 Not very endangered in California (<20% of occurrences threatened).

Source: (QK, 2023a)

No special-status plant species were observed within the BSA. The surveys did not coincide with the optimal blooming periods, however, none of the species identified in the database queries are expected to occur on-site due to the lack of suitable habitat conditions (active agriculture) and/or because the BSA is located outside of the species' known range. The Project site is degraded from historical land use, mainly for agricultural operations, and the adjacent lands have been equally disturbed by agricultural and residential uses.

Special-Status Wildlife

There were 22 special-status wildlife species identified in the literature and database review that are known or have the potential to occur within the nine-quadrangle search area centered on the Project site (Table 3.4.4-2).

Table 3.4.4-2
Special-Status Wildlife Species Occurring in the Region of the BSA

Scientific Name	Common Name	Status
Invertebrates		
<i>Branchinecta lynchi</i>	vernal pool fairy shrimp	FT, -
<i>Cicindela tranquebarica joaquinensis</i>	San Joaquin tiger beetle	- , -
<i>Danaus plexippus</i>	monarch butterfly	FC, -
<i>Desmocerus californicus dimorphus</i>	valley elderberry longhorn beetle	FT, -
<i>Gonidea angulata</i>	western ridged mussel	- , -
<i>Lepidurus packardii</i>	vernal pool tadpole shrimp	FE, -
<i>Linderiella occidentalis</i>	California linderiella	- , -
Fish		
<i>Hypomesus transpacificus</i>	Delta smelt	FT, SE
Amphibians		
<i>Ambystoma californiense</i> pop 1	California tiger salamander central California DPS	FT, ST
<i>Spea hammondi</i>	western spadefoot	- , SSC
Reptiles		
<i>Arizona elegans occidentalis</i>	California glossy snake	- , SSC
<i>Emys marmorata</i>	western pond turtle	- , SSC
<i>Gambelia sila</i>	blunt-nosed leopard lizard	FE, SE/SFP
Birds		
<i>Agelaius tricolor</i>	tricolored blackbird	- , ST/SSC
<i>Athene cunicularia</i>	burrowing owl	- , SSC
<i>Buteo swainsoni</i>	Swainson's hawk	- , ST
<i>Charadrius nivosus nivosus</i>	western snowy plover	FT, SSC
<i>Xanthocephalus xanthocephalus</i>	yellow-headed blackbird	- , SSC
Mammals		
<i>Dipodomys nitratooides exilis</i>	Fresno kangaroo rat	FE, -
<i>Dipodomys nitratooides nitratooides</i>	Tipton kangaroo rat	FE, SE

Scientific Name	Common Name	Status
<i>Lasiurus cinereus</i>	hoary bat	- ,
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	FE, ST
Abbreviations:		
FC	Federal Candidate	
FE	Federal Endangered Species	
FT	Federal Threatened Species	
SFP	Fully Protected Animal, CDFW	
SE	California Endangered Species	
ST	California Threatened Species	
SSC	California Department of Fish and Game Species of Special Concern.	

Source: (QK, 2023a)

There is no roosting habitat for monarch butterfly (*Danaus plexippus*) present within the BSA, although it may travel through the BSA as a transient. Additionally, no milkweed (*Asclepias* sp.) was observed within the BSA, which is a required food source for larval monarch butterflies. There are no elderberry shrubs within the BSA to support the valley elderberry longhorn beetle (*Desmocerus californicus*). The BSA lacks suitable sandy open habitat for the remaining insect species, San Joaquin tiger beetle (*Cicindela tranquebarica joaquinensis*).

There are no pooled water features within the BSA capable of supporting crustaceans such as vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), or California linderiella (*Linderiella occidentalis*).

There are no creeks, streams, ponds, or wetland features within the BSA capable of supporting several species, including western ridged mussel (*Gonidea angulate*), California tiger salamander (*Ambystoma californiense*), western spadefoot (*Spea hammondi*), and western pond turtle (*Emys marmorata*). There are also no water features present capable of supporting fish species such as the delta smelt (*Hypomesus transpacificus*).

There are no grasslands or native shrub habitats within the BSA that would support California glossy snake (*Arizona elegans occidentalis*) or blunt-nosed leopard lizard (*Gambelia sila*). Except for a few active California ground squirrel burrows located within the northwestern corner of the BSA, there were no small mammal burrows observed that would be capable of providing shelter for California glossy snake or blunt-nosed leopard lizard.

No wetland or riparian habitat exists within the BSA to support nesting or foraging tricolored blackbird (*Agelaius tricolor*), or yellow-headed blackbird (*Xanthocephalus xanthocephalus*). Similarly, the BSA lacks sandy beach or shoreline habitat that would support nesting and foraging western snowy plover (*Charadrius nivosus nivosus*).

Burrowing owl (*Athene cunicularia*) inhabit grassland, open bare ground, and utilize existing small mammal burrows, typically created by California ground squirrel, for breeding and shelter. While a few burrows were observed within the BSA, they displayed clear sign of use by California ground squirrel and no diagnostic sign (e.g., whitewash, tracks, prey

remains) of burrowing owl was observed. The BSA is continually subjected to disturbance through agricultural activities, and it is unlikely to support nesting burrowing owl as they typically prefer isolation from people and loud noises. Burrowing owl may be present as transient foragers, though this is unlikely given the scarcity of a prey base at the site. There are no CNDDDB occurrences of the species within ten miles of the BSA.

There are no rocky outcroppings, mines or caves, cliff faces, tree hollows, or bridges within the BSA that would support the hoary bat (*Lasiurus cinereus*). Due to the historic and ongoing disturbance and absence of suitable small mammal burrows, the BSA does not support the Fresno kangaroo rat (*Dipodomys nitratoides exilis*) or Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*).

The San Joaquin kit fox (*Vulpes macrotis mutica*) is unlikely to habituate within the BSA. The nearest San Joaquin kit fox CNDDDB occurrence (EONDX 66435) is from 2000 and located approximately one mile southeast of the BSA. This occurrence included one adult observed in a walnut (*Juglans sp.*) orchard adjacent to a sand slough. The site is presumed to provide some natural cover and prey base for the individual. The Project site lacks suitable habitat for the species due to the past and current level of disturbance and the surrounding BSA has been similarly degraded. Furthermore, the BSA is situated among intensive agricultural and residential development with no connectivity to natural habitat for the species. No San Joaquin kit fox or diagnostic sign of the species (e.g., tracks, dens, scat, prey remains) were observed during the field survey, and the limited number of small mammal burrows observed indicates the site does not support an adequate prey base. Surrounding land use and habitat conditions make it unlikely that the San Joaquin kit fox would be present, other than as a transient forager.

The large eucalyptus trees in the southwest corner of the BSA could potentially support nesting Swainson's hawk (*Buteo swainsoni*), though no inactive nests were observed within the trees and no Swainson's hawk individuals were observed during the site survey. There is also potential for nesting on nearby powerline structures, and to a lesser extent, surrounding ornamental trees. The nearest CNDDDB occurrence (EONDX 91345) for nesting Swainson's hawk is approximately 4.5 miles northeast of the BSA, where nesting was observed within a large roadside eucalyptus tree in 2012 and 2016. Depending on the time of year, the surrounding crop fields could provide foraging habitat for the species, though this is unlikely due to limited small mammal burrows observed on site indicating a scarcity of an adequate prey base.

Although the Project is anticipated to have no impacts to special-status plants and wildlife species, there is still a potential for Project activities to result in impacts to some of the special-status wildlife species listed above. While the potential for impacts to San Joaquin kit fox, burrowing owl, and Swainson's hawk is low, to avoid these species and other wildlife species, the BRE recommends that measures be implemented as best management practices (BMP) during Project activities. These avoidance and minimization measures would be implemented in and would be included on all engineering plans and specifications (plans and specs). The Project plans and specs would outline the necessary steps to be taken prior

to the start of construction to further reduce impacts on special-status species to a less than significant level and includes conducting a pre-construction clearance survey, construction worker environmental awareness training prior to construction activities, and other avoidance measures should a den or burrow be found during the pre-activity survey.

The City requires, at a minimum, the performance of preconstruction surveys for new development in order to determine if direct mortality to special status species would occur with implementation of construction activities. If, after all avoidance, minimization, and/or mitigation measures have been exhausted or are determined to not be feasible, then new development would have to consult with the applicable wildlife agencies in order to determine how to compensate for direct impacts to special-status species, including, but not necessarily limited to, the possibility of acquiring incidental take permits, developing conservation plans, agree upon phasing of new development to avoid certain sensitive breeding seasons, and/or compensating for the loss of habitat at an agreed upon ratio with the applicable wildlife agency. Additionally, consultation with wildlife agencies and the City is implied by Policy 039, and through consultation with wildlife agencies, direct impacts to special-status species can be avoided, reduced, and/or compensated. With implementation of measures, direct impacts to special-status species would be reduced to the greatest extent feasible.

Nesting Migratory Birds and Raptors

A single inactive nest was observed within the BSA, presumably that of a white-crowned sparrow. No other active or inactive migratory bird or raptor nests were observed during the survey, though the survey was conducted outside of the breeding season (February 1 through September 15). There are a variety of man-made structures, transmission towers, and trees within the BSA and in the vicinity of the Project which could support a variety of nesting bird species, including larger species such as raptors and common raven. Due to the active agricultural production and seasonal disking of the site, it is unlikely that ground-nesting species would nest on the Project.

To protect nesting migratory birds and raptors specific avoidance and minimization measures are recommended to be included on all Project plans and specs. Implementation of these measures would reduce potential impact to a less than significant level. The recommended measure includes the use of preconstruction clearance surveys, construction worker environmental awareness training prior to construction activities, and avoidance buffers should a nest be identified. If evidence of special-status species is observed, the qualified biologist would determine the appropriate actions to be taken, including monitoring during construction or additional protocol-level surveys, to reduce impacts to the species. Measures also include actions to be taken such as limiting on-site speeds to 20 miles per hour, covering trenches, capping pipes, removing trash on a daily basis, prohibiting pets on site, etc., and these measures will be placed on all plans and specs.

Compliance with City Policies and Goals which includes the use of preconstruction surveys and avoidance measures as necessary, impacts are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4b – Would the Project 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 Wildlife or U.S. Fish and Wildlife Service?

The results of available literature and databases identified two sensitive natural vegetation communities, Valley Sacaton Grassland and Valley Sink Scrub, within the nine-quadrangle search area that includes the Project site. Both Valley Sacaton Grassland and Valley Sink Scrub communities were not observed within the BSA during the survey. Additionally, the BSA does not provide suitable habitat that would support these communities (QK, 2023a).

A retention basin was observed near the southeastern boundary and aerial imagery indicates that the basin is seasonally dry. No riparian habitat was identified on the Project site. Therefore, the Project's impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4c – Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The United States Army Corps of Engineers (USACE) has regulatory authority over the Clean Water Act (CWA), as provided for by the EPA. The USACE has established specific criteria for the determination of wetlands based on the presence of wetland hydrology, hydric soils, and hydrophilic vegetation. There are no federally protected wetlands or vernal pools that occur within the Project.

Wetlands, streams, reservoirs, sloughs, and ponds typically meet the criteria for federal jurisdiction under Section 404 of the CWA and State jurisdiction under the Porter-Cologne Water Quality Control Act. Streams and ponds typically meet the criteria for State jurisdiction under Section 1602 of the California Fish and Game Code.

There were no wetland or water features observed on the Project site, which is further supported by a review of the National Hydrography Dataset (NHD) and National Wetland Inventory (NWI) figures (QK, 2023a). The site survey identified a retention basin located outside of the BSA near the southeastern boundary, but no riparian habitat was noted. As noted, the Project would not impact that off-site basin, and it does not contain a wetland or water feature. Therefore, the Project's impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4d – Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement corridors also referred to as dispersal corridors or landscape linkages, are generally defined as linear features along which animals can travel from one habitat or resource area to another. Wildlife movement corridors can be large tracts of land that

connect regionally important habitats that support wildlife in general, such as stop-over habitat that supports migrating birds, or large contiguous natural habitats that support animals with very large home ranges (e.g., coyotes [*Canis latrans*] and mule deer [*Odocoileus hemionus californicus*]). They can also be small-scale movement corridors, such as riparian zones, which provide connectivity and cover to support the movement at a local scale.

There are no known wildlife movement corridors or habitat linkages that intersect the BSA. The Project is situated within an area developed for urban and agricultural use and does not provide a linkage between suitable natural habitats for most wildlife species. Due to the disturbed condition of the Project, there is no substantial movement of wildlife onto or off of the BSA (QK, 2023a).

No designated critical habitat occurs within the BSA. The nearest USFWS designated critical habitat is for vernal pool fairy shrimp, California tiger salamander, and vernal pool tadpole shrimp located approximately ten miles northeast of the BSA and for Buena Vista Lake ornate shrew (*Sorex ornatus relictus*) located approximately nine miles southwest of the BSA (QK, 2023a). Therefore, the Project's impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4e – Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project is within the area covered by the City of Hanford General Plan and the Kings County General Plan, which contain policies aimed at preserving biological resources and promoting coordination with federal and State resource agencies. The General Plans include Resource Conservation Goals and policies intended to provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat.

The proposed Project does not include and is not adjacent to significant habitat areas or natural areas of high ecological value, nor is it a flood control or drainage Project. As such, habitat mitigation would not be required, and the proposed Project would not conflict with the City of Hanford General Plan or Kings County General Plan objective for the protection of special-status species. The Project would have no impact, and no further analysis in the EIR is warranted.

Impact #3.4.4f – Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

The Project is located within an area covered by the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). That HCP only applies to the maintenance and operations of PG&E facilities and does not apply to this Project. There are no other pertinent HCPs or NCCPs within the Project area. The Project would have no impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.5 - CULTURAL RESOURCES

Would the Project:

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? | ☐ | ☐ | ☒ | ☐ |
| b. | Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | ☐ | ☐ | ☒ | ☐ |
| c. | Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☒ | ☐ |

The discussion below is based on the Cultural Resources Technical Memo completed for the Project, attached as Appendix C (QK, 2023b).

Discussion

Impact #3.4.5a – Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

The City of Hanford has three buildings listed on the National Registry of Historic Places, the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. These buildings are also listed on the California Register of Historic Resources. There are also a number of resources within the City that contribute to its unique culture, yet are not officially listed as historic resources, including its civic and commercial buildings, and residential homes that have Craftsman, Victorian, and Tudor architectural features. The Project site is not located near the listed historic resources and no architecturally significant building was identified on the site.

A cultural resources records search (RS #23-053) was conducted at the Southern San Joaquin Valley Information Center, CSU Bakersfield, to determine whether the proposed Project would impact cultural resources. The records search covered an area within one-half mile of the Project and included a review of the National Register of Historic Places, California Points of Historical Interest, California Registry of Historic Resources, California Historical Landmarks, California State Historic Resources Inventory, and a review of cultural resource reports on file.

The records search indicated that the subject property had never been surveyed for cultural resources and it is not known if any exist on it. Ten cultural resource studies have been conducted within a half mile of the project.

Three historic period cultural resources have been recorded within one-half mile of the project. These are segments of the San Joaquin Valley Railroad (primary no. P-16-000122), and two irrigation features, the Last Chance Ditch (P-16-000128), and People's Ditch (P-16-000246). The project is not located in proximity and would not impact the identified historic resources. A Sacred Lands File request was also submitted to the Native American Heritage Commission. A response dated February 22, 2023, indicates negative results.

Based on the results of cultural records search findings and the lack of historical or archaeological resources previously identified within a half-mile radius of the proposed Project, the potential to encounter subsurface cultural resources is minimal. Additionally, the Project construction would be conducted within the partially developed and previously disturbed parcel. The potential to uncover subsurface historical or archaeological deposits would be considered unlikely.

However, there is still a possibility that historical or archaeological materials may be exposed during construction. Grading and trenching, as well as other ground-disturbing actions, have the potential to damage or destroy these previously unidentified and potentially significant cultural resources within the project area, including historical or archaeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact. To reduce the potential impacts of the Project on cultural resources, the City of Hanford General Plan adopted General Plan Goal 05, 06 and Policy 046 (Archaeological Site Consultation), 047 (Archaeological Site Study), 048 (Cultural Site Consultation) and 049 (Cultural Site Discovery) to protect cultural resources. The following measures are recommended to be included as a note on all plans and specs to protect cultural resources and comply with the General Plan for protection of cultural resources.

In the unlikely event construction of the Project inadvertently uncovers previously unknown cultural resources, construction shall be halted, and avoidance and minimization measures will be added to all engineered plans and specs that would outline necessary steps to be taken prior to the start of construction. These measures require all work in the immediate vicinity of the discovery of cultural resources to halt until a qualified archaeologist can evaluate the find and make recommendations. In addition, prior to any ground disturbance, if the City of Hanford receives a request from a Native American tribal group, a surface inspection of the site will be conducted by a tribal monitor, and the tribe will have the opportunity to provide a Native American Monitor during ground-disturbing activities, dependent upon the availability and interest of the tribe.

With the Project's compliance with General Plan goals and policies, impacts are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.5b – Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

See Impact #3.4.5a above.

Based on the results of cultural records search findings and the lack of historical or archaeological resources previously identified within a half-mile radius of the proposed Project, the potential to encounter subsurface cultural resources is minimal. However, there is still a possibility that historical or archaeological materials may be exposed during construction. Grading, trenching, and other ground-disturbing actions can damage or destroy these previously unidentified and potentially significant cultural resources within the Project area, including historical or archaeological resources. As noted above, avoidance and minimization measures required for compliance with General Plan goals and policies will be included as notes added to all engineered plans and specs that would outline the required steps to be taken to reduce potential impacts to cultural resources. No further analysis in the EIR is warranted.

Impact #3.4.5c – Would the Project disturb any human remains, including those interred outside of formal cemeteries?

There are no known cemeteries or burials on or near the Project. Although unlikely, subsurface construction activities, such as trenching and grading, associated with the proposed Project could potentially disturb previously undiscovered human burial sites. Accordingly, this is a potentially significant impact. However, considered unlikely, subsurface construction activities could cause a potentially significant impact to previously undiscovered human burial sites. The cultural resources and Sacred Lands File records searches did not indicate the presence of human remains, burials, or cemeteries within or in the vicinity of the Project site. No human remains have been discovered at the Project site, and no burials or cemeteries are known to occur within the area of the site. However, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered, possibly in association with archaeological sites.

Avoidance and minimization measures as required for compliance with General Plan Goals and Policies, will be added to all engineered plans and specs that would outline necessary steps to be taken in the unlikely event construction of the Project inadvertently uncovers previously unknown human remains. This measure will be in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), Senate Bill 447 (Chapter 44, Statutes of 1987 and Section 7050.5(c), in the event of the discovery of human remains, at the direction of the county coroner. With the implementation of this condition of approval, impacts would be less than significant, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.6 - ENERGY

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

Discussion

The discussion below is based on the Energy Consumption Technical Memo completed for the Project, attached as Appendix D (QK, 2023c), as well as the AQIA (Trinity Consultants, 2023) and other publicly available data.

Impact #3.4.6a – Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation?

CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient, and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). The means to conserve energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources.

Construction

ON-ROAD VEHICLES (CONSTRUCTION)

Due to the nature of the Project, construction of the Project would be limited to the Project site and would only generate on-site (off-road) construction trips and would not contribute to on-road vehicle trips during Project construction (from construction workers and vendors).

OFF-ROAD VEHICLES (CONSTRUCTION)

Off-road construction vehicles would use diesel fuel during the proposed Project's construction phase. Based on the total amount of CO₂ emissions expected to be generated by the proposed Project (as provided by the CalEEMod output) and a CO₂ to diesel fuel

conversion factor (provided by the U.S. Environmental Protection Agency), the proposed Project would use a total of approximately 1,076 gallons of diesel fuel for off-road construction vehicles for the entirety of the Project’s construction. A non-exhaustive list of constructive off-road vehicles expected to be used during the proposed Project’s construction phase includes cranes, forklifts, generator sets, tractors, excavators, and dozers.

Short-term energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, and machinery. Energy demand during the construction phase would be the result of transportation of materials, construction equipment, and construction worker vehicle trips. Compliance with local and regional regulations during construction would minimize fuel consumption. Energy-saving strategies will be implemented where possible to further reduce the Project’s energy consumption during the construction phase. Strategies being implemented include those recommended by the CARB that may reduce the Project’s energy consumption, including diesel anti-idling measures, light-duty vehicle technology, alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption.

Operations

CalEEMod uses the California Commercial End-Use Survey (CEUS) database to develop energy intensity values for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end-use for various climate zones in California. As shown in Table 3.4.6-1, the Project would use up to approximately 8,220,840 kBTU of natural gas per year and approximately 2,727,090 kWh of electricity per year.

**Table 3.4.6-1
Project Operational Natural Gas and Electricity Usage**

Emissions ^(a)	Natural Gas (kBTU/year)	Electricity (kWh/year)
Single-Family Housing	8,220,840	2,727,090

Source: Appendix D

The long-term operation of the proposed includes electricity and natural gas service to power internal and exterior building lighting and heating and cooling systems.

ELECTRICITY AND NATURAL GAS

Electricity and natural gas used by the proposed Project would be used primarily to power residential homes. Total annual electricity (kWh) and natural gas (kBTU) usage associated with the operation of the proposed Project are shown in Table 3.4.6-1. Further, among the 2020 Kings County population, the energy demand per capita was found to be 0.0028 gigawatts per hour (GWh) and 101,7421 therms. The energy consumption for the Project

per capita would be 0.0026 GWh and 77.6298 therms, which are below the per capita demand for Kings County.

The Project would be required to comply with California's Title 24 energy efficiency requirements and other applicable City development standards. That would include the installation of solar panels on each home's rooftop, which would provide energy from a renewable power source to offset energy generated by fossil fuel-run. The Project will 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 appliances and lighting, low-flow toilets and faucets, drip irrigation, etc. Therefore, the Project will have a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.6b – Would the Project Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

See Impact #3.4.6a above.

The construction and operation of the Project 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 requirements for solar-ready roofs, electric vehicle charging, and water conservation. Energy would also be indirectly conserved through water-efficient landscaping requirements consistent with the Kings County Water Efficient Landscaping Ordinance. Stringent solid waste recycling requirements applicable to both project construction and operation would reduce energy consumed in solid waste disposal. In summary, the Project will implement all mandatory federal, State, and local conservation measures, project design features, and voluntary energy conservation measures will further reduce energy demands. 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.

Stringent solid waste recycling requirements applicable to Project construction and operation would reduce energy consumed in solid waste disposal. In summary, the Project will implement all mandatory federal, State, and 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, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.7 - GEOLOGY AND SOILS

Would the Project:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?
- b. Result in substantial soil erosion or the loss of topsoil?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐	☐	☒	☐
☐	☐	☒	☐
☐	☐	☒	☐
☐	☐	☒	☐
☐	☐	☒	☐
☐	☐	☐	☒
☐	☐	☒	☐

Discussion

Impact #3.4.7a(i) – Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazard of fault rupture; however, surface fault rupture is not necessarily restricted to the area within the Alquist-Priolo Zone. The Alquist-Priolo Act prohibits the location of most structures for human occupancy across active fault traces. Within these zones, cities, and counties must regulate certain development, which includes withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. There are no designated Alquist-Priolo zones in the City of Hanford according to the General Plan (City of Hanford, 2017).

All of Kings County and the Central Valley are considered seismically active. However, the immediate Hanford area has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenters lie to the east, west, and south. Known major faults are over 50 miles distant and include the San Andreas Fault, Coalinga area blind thrust fault(s), and the Long Valley, Owens Valley, and White Wolf/Tehachapi fault systems (Kings County, 2010). The proposed construction and use of the proposed Project would increase the potential exposure of persons working and living in the Project site to possible seismic events, including the risk of loss, injury, and death related to earthquakes and related hazards.

The State classifies Hanford as a moderate seismic risk zone, Category “C” or “D,” depending on the soils under the specific location being categorized and that location’s proximity to the nearest known fault lines. All new structures are required to conform to current seismic protection standards in the California Building Code. By adhering to the 2019 California Building Code and City development standards, the Project will have a less-than-significant impact of endangering people and structures associated with earthquakes. No further analysis in the EIR is warranted.

Impact #3.4.7a(ii) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking?

See discussion of Impact #3.4.7a(i) above.

Ground movement during an earthquake can vary depending on the overall moment magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. As a rule, the greater the earthquake magnitude and the closer the fault rupture to the site,

the greater the intensity of ground shaking. However, different geologic materials respond differently to earthquake waves. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking.

According to the Kings County Safety Element, Hanford and the Project site is located in Zone V1, the least expected seismic shaking area, and has relatively low seismic activity (Kings County, 2010). The proposed Project does not include any activities or components that could cause strong seismic ground shaking, either directly or indirectly. The most recent building code takes into account requirements to mitigate seismic impacts. Therefore, Project impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.7a(iii) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and relatively loose. Liquefaction occurs more often in areas under young alluvium where the groundwater table is above 50 feet below the ground surface. In the City, the range is generally between 120 feet to 160 feet below ground surface; therefore, the potential for liquefaction at the proposed Project site is unlikely.

According to the Kings County Safety Element, the risk of liquefaction within the County is considered minimal. Because the Project site is within an area of low seismic activity, and the soils associated with the Project are not suitable for liquefaction, impacts will be less than significant. The area's low potential for seismic activity would further reduce the likelihood of liquefaction occurrence. Because the Project site is within an area of low seismic activity, and the soils associated with the Project are not suitable for liquefaction, impacts will be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.7a(iv) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides.

Kings County is listed to have “Low” to “Moderate” risk landslide areas located in the remote uninhabited sections of southwest Kings County. The Project site is within the Landslide Incidence Low (less than 1.5 percent of the area involved), and the development will have a less-than-significant impact (Kings County, 2009). As impacts are anticipated to be less than significant, no further analysis in the EIR is warranted.

Impact #3.4.7b – Would the Project result in substantial soil erosion or the loss of topsoil?

Construction activities associated with the proposed Project will disturb surface vegetation and soils during construction and expose these disturbed areas to erosion by wind and water. To reduce the potential for soil erosion and loss of topsoil during construction, the Project would comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit from the State of California Central Valley Regional Water Quality Control Board (RWQCB) during construction. Under the NPDES, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of one acre or more. An SWPPP must identify potential sources of erosion or sedimentation and identify and implement best management practices (BMPs) that ensure reduced erosion. If an SWPPP was not required, the Project would implement the standard BMPs. Typical BMPs intended to control erosion include sandbags, silt fencing, street sweeping, etc. The approval of an SWPPP to comply with the NPDES General Construction Permit is required for any project disturbing one acre or more ground. Therefore, Compliance with local grading and erosion control ordinances would also help minimize adverse effects associated with erosion and sedimentation. Any stockpiled soils would be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction.

The Project will comply with all the City's grading requirements outlined in Title 24 and Appendix J of the California Building Code. The Project is not expected to result in substantial soil erosion or the loss of topsoil with the incorporation of BMPs required under the approved SWPPP and NPDES General Construction Permit.

Once constructed, the Project will have both impermeable surfaces as well as permeable surfaces. Impermeable surfaces would include existing roadways, driveways, and structures. Permeable surfaces would include open areas of the site and any landscaped areas. Overall, the development of the Project would not result in conditions where substantial surface soils would be exposed to wind and water erosion. Therefore, with implementation of required SWPPP and NPDES General Construction Permit design standards and BMPs, the project is expected to result in a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.7c – Would the Project 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?

See discussion in Impact #3.4.7a(iii) and 3.4.7a(iv) above.

There are no slopes on or near the property, and the Project would not expose the people or structures to significant risks from landslides.

The proposed Project will comply with all City and State regulations pertaining to construction, including the Hanford Municipal Code. In addition, the California Geologic Society, in implementing the CA Seismic Hazards Mapping Program, has not identified any

seismically induced landslide hazard zones in Hanford (City of Hanford, 2017). Therefore, complying with the existing regulatory framework would be adequate to reduce any potential impacts to less-than-significant levels. No further analysis in the EIR is warranted.

Impact #3.4.7d – Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

See Impact #3.4.7a(iii), 3.4.7a(iv) and Impact #3.4.7c above.

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 percent. When soil has 35 percent or more clay content, it is considered clayey soil. Since the soil types in the City generally do not contain 35 percent clay content, the potential for expansive soils within the City of Hanford and its surroundings is low (City of Hanford, 2017).

Additionally, the Project would comply with all applicable California Code of Regulations and the most recent California Building Standards Code, which provides criteria for the appropriate design of buildings. The proposed Project would not be located on any identified expansive soils, as defined in the California Building Code. No further analysis in the EIR is warranted.

Impact #3.4.7e – Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

The proposed Project would not include septic tanks or any other alternative wastewater disposal systems. The dwelling units will be required to tie into the existing City sewer services. The development of sewer infrastructure will comply with City development standards. Therefore, there would be no impact related to the use of septic systems. Therefore, there would be no impact related to the use of septic systems, and no further analysis in the EIR is warranted.

Impact #3.4.7f – Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Project site does not have any known paleontological resources or unique geologic features. There is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the Project site. Nevertheless, there is some possibility that a buried site may exist in the area and be obscured by vegetation, fill, or other historical activities, leaving no surface evidence.

The City's 2035 General Plan Goal 06 requires the protection of paleontological resources. With the Project's required compliance with the General Plan and State requirements for

addressing paleontological resources, the protection of potential paleontological resources will occur. Therefore, the Project will have a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.8 - 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 any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

The impact analyses in this section are based on an *Air Quality & Greenhouse Impact Assessment* (Trinity Consultants, 2023), which is attached as Appendix A. The AQIA analysis of the Project used a higher residential lot count than what is currently proposed. Therefore, it can be presumed that greenhouse gas emission estimates resulting from the Project would be less than the estimates provided in the analysis and discussed in this NOP.

Discussion

Impact #3.4.8a – Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

There have been legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas (GHG) emissions in California. GHGs, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. The California Air Resources Board is the State agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs. SB 32 was signed by the Governor in 2016, which would require the State Board to ensure that Statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by 2030.

The Project is under SJVAPCD jurisdiction, which has not adopted a significance threshold for GHG. The South Coast Air Quality Management District (SCAQMD) approach to the assessment of GHG impacts from a project is through the recognition that consumers of electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the GHG Cap-and-Trade Program and other Programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each such sector-wide program exists within the framework of AB 32 and its descendant laws the

purpose of which is to achieve GHG emissions reductions consistent with the AB 32 Scoping Plan. In summary, the Project would generate GHGs from electricity use and combustion of gasoline/diesel fuels, each of which is regulated near the top of the supply chain. As such, electricity and fuel purchased are produced in a way that is acceptable to the California market. Thus, Project GHG emissions will be consistent with the relevant plan. Table 3.4.8-1 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model.

Table 3.4.8-1
Estimated Annual GHG Emissions

Source	CO ₂ (MT/yr)	CH ₄ (MT/yr)	N ₂ O (MT/yr)	CO ₂ e (MT/yr)
Mitigated Construction				
Total	532.55	0.09	0.02	540.10
Mitigated Operational Emissions				
Area Emissions	4.11	0.00	0.00	4.21
Energy Emissions	482.17	0.02	0.01	485.21
Mobile Emissions	2,676.37	0.18	0.13	2,720.91
Water Emissions	71.50	4.23	0.00	177.15
Waste Emissions	23.55	0.72	0.02	46.97
Total Project	2,257.70	5.16	0.16	3,434.45
Operational Emissions				
Annualized Construction Emissions	17.75	0.00	0.00	18.00
Project Emissions	3,275.46	5.16	0.16	3,452.45

Source: Appendix A

There would be no increase in the severity to the greenhouse gas impacts, and implementation of the Project will not result in Project-specific or site-specific significant adverse impacts from greenhouse gas emissions within the Project study area. Therefore, no mitigation is required, impacts are less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.8b – Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. CARB has provided each affected region with

reduction targets for GHGs emitted by passenger cars and light trucks in the region in 2020 and 2035.

There is no proposed long-term use of large pieces of stationary source equipment or use of diesel-powered vehicles that generate GHG emissions. Once site preparation has been completed, there will be minimal use of any large construction equipment. Because the proposed Project will be consistent with the applicable General Plan land use designation of Low Density Residential, it can be concluded that the proposed Project would not conflict with the approved General Plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicles, alternative and renewable fuel, and vehicle technology programs for long-term climate change goals.
- The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or Lead Agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the residential development. The Project would not conflict with or obstruct this reduction measure.
- Energy Efficiency – Pursuit of a comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards.
- The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure through existing regulations. The Project would not conflict with or obstruct this reduction measure.
- Low Carbon Fuel – Development and adoption of the low carbon fuel standard.
- The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or Lead Agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the residential development. The Project would not conflict with or obstruct this reduction measure.

The SJVAPCD does not have thresholds or guidance regarding the significance of construction-related emissions. Overall, the impacts during the construction phase would be

short-term and temporary. Since there are no current significance thresholds and because construction-related impacts are considered temporary, they are generally considered less than significant. In addition, the construction of the proposed Project would still have to comply with the SJVAPCD's regulations and requirements, as discussed in the air quality section. The Project will not generate significant long-term emissions over the life of the Project. Based on the assessment above, the Project will not conflict with an applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. Therefore, any impacts would be less than significant, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
3.4.9 - 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 involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site that 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 or excessive noise for people residing or working in the Project area?	☐	☐	☒	☐
f. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

Impact #3.4.9a – Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency or if it has characteristics defined as hazardous by such an agency. The California Code of Regulation (CCR) defines a hazardous material as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of, or otherwise managed (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10). 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 defined in the same manner.

Project Construction

Project construction-related activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction-related activities. These materials could expose human health or the environment to undue risks associated with their use, and no significant impacts will occur during construction activities.

Transportation, storage, use, and disposal of hazardous materials during construction activities will be required to comply with applicable federal, State, and local statutes and regulations. U.S. Department of Transportation and Caltrans regulate the transportation of hazardous materials. Additionally, the City's routes that have been designated for hazardous materials transport would be used. Any hazardous waste or debris that is generated during the construction of the proposed Project would be collected and transported away from the site and disposed of at an approved off-site landfill or other such facilities. In addition, sanitary waste generated during construction would be managed through portable toilets located at reasonably accessible on-site locations.

Hazardous materials such as paint, bleach, water treatment chemicals, gasoline, oil, etc., may be used during construction. These materials are stored in appropriate storage locations and containers in the manner specified by the manufacturer and disposed of in accordance with local, federal, and State regulations. Residential construction generally uses fewer hazardous chemicals or chemicals in relatively small quantities and concentrations compared to commercial or industrial uses. No significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous waste during construction or operation of the new residential development would occur.

Project Operation

Once constructed, the use of such materials as paint, bleach, etc., is considered common for residential developments. It would be unlikely for such materials to be stored or used in such quantities that would be considered a significant hazard. The Project will not generate or use hazardous materials outside health department requirements. Operation activities will

comply with the California Building Code, local building codes, and applicable safety measures.

Based on the analysis above, Project construction and operation are not anticipated to result in significant impacts due to the transportation, use, or disposal of hazardous materials. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.9b – Would the Project 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?

Hazardous materials handling on the Project site over the long-term construction of the Project may result in soil and groundwater contamination from accidental spills. Construction of the Project would require preparing and implementing an SWPPP, as noted in Impact #3.4.7b. An SWPPP is a State requirement under the National Pollution Discharge Elimination System (NPDES) general permit for construction sites over one acre. The SWPPP identifies potential sources of pollution from the Project that may affect the stormwater discharge quality and requires that best management practices (BMPs) be implemented to prevent contamination at the source. Implementing BMPs during construction would contain accidental spills of hazardous materials, and soil and groundwater contamination would be minimized or prevented. Due to the size of the Project, each construction phase would be required to prepare and implement an SWPPP.

Valley Fever or coccidioidomycosis is prevalent in the Central San Joaquin Valley of California. This disease, which affects both humans and animals, is caused by the inhalation of arthroconidia (spores) of the fungus *Coccidioides immitis* (CI). CI spores are found in the top few inches of soil, and the fungus's existence in most soil areas is temporary. The proposed Project can generate fugitive dust and suspend Valley Fever spores with the dust that could then reach nearby sensitive receptors. It is possible that on-site workers could be exposed to valley fever as fugitive dust is generated during construction. Implementation of dust control measures throughout the construction period would reduce fugitive dust emissions. Therefore, the exposure to Valley Fever would be minimized by implementing these dust control measures that are required as regulatory compliance under SJVAPCD Regulation VIII. Dust from the construction of the proposed Project would not add significantly to the existing exposure level of people to this fungus, including construction workers, and impacts would be reduced to less-than-significant levels.

All Project plans would comply with State and local codes and regulations. Construction and operational activities will also be required to comply with the California fire code to reduce the risk of potential fire hazards. The City's Fire Department will be responsible for enforcing provisions of the fire code.

A review of the State of California Department of Toxic Substances Control (DTSC) Envirostor database indicated that no sites, including State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site

or adjacent properties. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site (Department of Toxic Substances Control, 2022).

Review of the State of California Department of Conservation, Geological Energy Management Division (CalGEM) Online Mapping System indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site (CalGEM, 2022).

As noted in Impact #3.4.9a above, if there is a use of hazardous materials during the Project's construction phase, the safe handling and storage of hazardous materials consistent with applicable local and State regulations will be required.

The proposed Project is not anticipated to create a significant hazard to the public or the environment; as mentioned previously in Impact #3.4.9a above, the residential Project would not routinely transport, use, dispose of, or discharge hazardous materials into the environment, and impacts would be less than significant. No further analysis in the EIR is warranted.

Impact #3.4.9c – Would the Project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools within one-quarter mile of the Project site. The closest schools are Martin Luther King Elementary School, approximately 1.15 miles to the east, and Hanford West High School, approximately 1.7 miles to the northeast. Once constructed, residential development is not expected to result in hazardous emissions; therefore, the Project would have a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.9d – Would the Project be located on a site that 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?

As noted in Impact #3.4.9b, there are no known existing hazardous material conditions on the Project property. The property is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and the Department of Toxic Substances Control (DTSC). The Project itself will not generate or use hazardous materials outside health department requirements.

The Project site was used for agricultural purposes, and it is not anticipated that there are any known underground storage tanks or pipelines located onsite that contain hazardous materials. The disturbance of such items during construction is unlikely. However, in the event any underground storage tanks or pipelines are found, they will be removed in accordance with the removal standards of the Kings County Department of Public Health. Therefore, a less-than-significant impact is seen, and no further analysis in the EIR is warranted.

Impact #3.4.9e – Would the Project 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 or excessive noise for people residing or working in the Project area?

The Project site is not located within two miles of a public airport/airstrip; therefore, it has no impact. The Project site is located approximately 2.7 miles west of Hanford Municipal Airport. The Project site is not located within a Kings County Airport Land Use Compatibility Plan (ALUPC) safety zone or noise contour for Hanford Municipal Airport (Kings County, 1994). The construction and operation of the Project would not result in the generation of noise levels beyond those that exist in the surrounding area. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels, and there would be no impact. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.9f – Would the Project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The 2015 Kings County Emergency Operations Plan (EOP) establishes emergency procedures and policies and identifies responsible parties for emergency response in the County, including the incorporated City of Hanford (Kings County, 2015). The EOP includes policies that would prevent new development from interfering with the emergency response of evacuation plans.

Development of the proposed Project has the potential to strain the emergency response and recovery capabilities of federal, State, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of the development. The proposed Project is consistent with the policy of the General Plan. Additionally, the proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. The proposed Project would not interfere with the City's adopted emergency response plan, and there would be no impact.

The Project site and surrounding area are relatively flat, with little to no topography that might obscure visibility to motorists. Additionally, roadway improvements have been proposed to maintain traffic safety with the anticipated increase in vehicle trips. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.9g – Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The proposed Project would not 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 residences are intermixed with wildlands. The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires.

Kings County Fire Station 3 is the closest to the Project site, approximately 0.2 miles east. Given that the Project is not surrounded by wildland areas and is in proximity to existing fire services, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. There would be no impact related to wildfires, and further analysis in the EIR is not warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.10 - HYDROLOGY AND WATER QUALITY

Would the Project:

- | | | | | | |
|------|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. | Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
| b. | Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would? | | | | |
| i. | Result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| ii. | Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| iii. | Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| iv. | Impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| d. | In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation? | ☐ | ☐ | ☐ | ☒ |
| e. | Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

Discussion

This section is based on the Water Supply Assessment (WSA) prepared for the Project (QK, 2023d), which is included as Appendix E of this document. The WSA analysis of the Project used a higher residential lot count than what is currently proposed. Therefore, it can be presumed that water use estimates resulting from the Project would be less than the estimates provided in the WSA.

Impact #3.4.10a – Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

During construction, potential impacts on water quality arising from erosion and sedimentation are expected to be temporary conditions during the construction of the new development. The new development must develop and comply with an SWPPP that specifies BMPs to prevent construction pollutants from contacting stormwater to keep all erosion products from moving offsite and into receiving waters. The intention is to eliminate or reduce non-stormwater discharge to storm sewer systems and other waters of the United States.

To reduce potential impacts to water quality during construction activities, the Project proponent will be required to prepare and receive approval of an SWPPP. The Project SWPPP would include BMPs to minimize and control the construction and post-construction runoff and erosion to the maximum extent practicable.

The SWPPP is required to be approved by the RWQCB prior to construction. Furthermore, the proposed Project has been designed to control stormwater runoff and erosion, both during and after construction. Project-specific drainage improvements would reduce the proposed Project's potential to violate water quality standards during construction to a less-than-significant impact.

The City Building Division and Public Works Department will review and approve the new development's grading plans and site development requirements.

Senate Bill 610 (Chapter 643, Statutes of 2001) amended State law, effective January 1, 2002, to improve the link between information on water supply availability and land use decisions made by cities and counties. The statute requires detailed information regarding water availability to be provided to city and county decision-makers prior to approval of specified large development projects which are subject to CEQA approval. These include residential, commercial, and industrial uses. The statute also requires this detailed information to be included in the administrative record that serves as the evidentiary basis for an entitlement action by the city or county on such projects. The statute-required water supply assessment (WSA) must examine the availability and sufficiency of an identified water supply under normal-year, single-dry-year, and multiple dry-year conditions over a 20-year projection, accounting for the projected water demand of the Project in addition to other existing and planned future uses of the identified water supply. It was concluded that sufficient Project water supply is available and is in accordance with SB 610's normal year, dry year, and

multiple dry year requirements. Therefore, the proposed Project's potential to violate water quality standards during construction is reduced to a less-than-significant impact with implementation of BMPs associated with the required SWPPP and NPDES permit, and no further analysis in the EIR is warranted.

Impact #3.4.10b – Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

The Project site is located within the San Joaquin Valley – Tulare Lake Subbasin, which is identified as being critically over-drafted and subject to Sustainable Groundwater Management Act (SGMA) requirements and the newly formed Groundwater Sustainability Agencies. SGMA consists of three legislative bills, and the legislation provides a framework for long-term sustainable groundwater management across California. The current efforts of the City and Kings County Water District coupled with the requirement of the Sustainable Groundwater Management Act through the Groundwater Sustainability Plan process ensure 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. GSAs will then have the responsibility to achieve groundwater sustainability.

Construction

The City currently uses groundwater pumped from the Tulare Lake Basin to meet its water demand. Like any activity in Hanford, groundwater would be used for construction. Water would be used for dust control during grading and construction and for minor activities such as washing construction equipment and vehicles. Water demands generated by the Project during the construction phase would be temporary and not substantial. It is anticipated that groundwater supplies would be adequate to meet construction water demands generated by the Project without depleting the underlying aquifer or lowering the local groundwater table. Therefore, Project construction would not deplete groundwater supplies, and impacts would be less than significant.

Project construction would not substantially prevent or inhibit incidental groundwater recharge onsite during precipitation events. As the Project is constructed, portions of the site would remain pervious and would allow infiltration that presently occurs during precipitation events to continue to occur. Therefore, Project construction would not substantially deplete area groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

Operation

The WSA analyzed a Project with 342 dwelling units, and assumed an average household size in Hanford as 3.5 (QK, 2023d); therefore, under the assumptions, approximately 1,197 people would be housed. However, based on the 326 lots now being proposed, the number of people would be 1,141, which has been calculated for water demand purposes in this

section. According to the City's 2020 Urban Water Management Plan (UWMP), the supply and demand comparison for normal year, single dry year, and multiple dry year are given in Tables 3.4.10-1, 3.4.10-2, and 3.4.10-3 below.

**Table 3.4.10-1
Normal Year Supply and Demand Comparison**

	2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)
Supply	15,110	15,351	15,602	15,866	16,142
Demand	11,623	12,172	12,748	13,351	13,982
Difference	3,488	3,179	2,855	2,515	2,160

Source: Appendix E

**Table 3.4.10-2
Single Dry Year Supply and Demand Comparison**

	2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)
Supply	15,110	15,351	15,602	15,866	16,142
Demand	12,971	13,584	14,227	14,899	15,604
Difference	2,140	1,767	1,376	967	538

Source: Appendix E

**Table 3.4.10-3
Five Consecutive Dry Year Supply and Demand Comparison**

		2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)
First Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538
Second Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538
Third Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538
Fourth Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538
Fifth Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538

Source: Appendix E

Per the UWMP, approximately 11,715 acre-feet of water was delivered to an estimated 17,965 water service connections, of which approximately 67.5% of the water use is for residential services (City of Hanford, 2020). Based on an average day water demand of 125 gallons per day per person, the proposed Project would result in an estimated water demand

of 52.06 million gallons per year (1,162 people x 125 gallons/day x 365 days = 52.06 million gallons/year) or 162.7 159.76 acre-feet per year.

The Project will follow requirements as applicable in the City of Hanford and Kings County Groundwater Sustainability Plan (Greater Kaweah Groundwater Sustainability Agency, 2020). Given that the water needed for the Project's construction is temporary and minimal, and operations will be within projections associated with the UWMP, the Project's construction and operations would not substantially deplete groundwater supplies or conflict with any future adopted groundwater management plan.

Since the Project is consistent with the General Plan designation, the Project's water usage has been accounted for in the UWMP. This Project's groundwater usage would not change the condition of groundwater water supplies in the Basin beyond the baseline conditions and projections already analyzed in the 2020 UWMP. Therefore, the Project's construction and operations would not substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.10c(i) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on- or off-site?

The Project site is relatively flat grading would be minimal. The topography of the site would not appreciably change because of grading activities. The site does not contain any blue-line water features, including streams or rivers. The Project has a proposed storm basin that will collect stormwater runoff on the site (QK, 2023a). The Project would develop areas of impervious surfaces that would reduce the rate of percolation at the site or concentrate, but areas of open space would allow for the percolation of stormwater to recharge the aquifer, or the water would be directed into the City's existing stormwater sewer system. The Project would comply with applicable City development standards and codes. Therefore, the Project would have a less-than-significant impact on drainage patterns or cause substantial erosion or siltation on or off the site.

As discussed in Impact #3.4.10a above, potential impacts on water quality from erosion and sedimentation are expected to be localized and temporary during construction. Construction-related erosion and sedimentation impacts due to soil disturbance would be less than significant after implementing an SWPPP and BMPs required by the NPDES. No drainages or other water bodies are present on the Project site, and therefore, the proposed Project would not change the course of any such drainages.

The existing drainage pattern of the site and area would be affected by Project development because of the increase in impervious surfaces at the site. The Project design includes natural features such as landscaping vegetation and a retention basin that would allow for the percolation of stormwater. However, there will be an addition in impervious surfaces that

could increase the potential for stormwater runoff and soil erosion. The Project would connect to existing City stormwater sewer infrastructure. The Project will comply with all applicable local building codes and regulations to minimize impacts during construction and post-construction. With compliance of the required NPDES permit and SWPPP, impacts related to erosion or siltation on- or off-site are less than significant. No further analysis in the EIR is warranted.

Impact #3.4.10c(ii) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No drainages or other water bodies are present on the Project site. Therefore, the development of the site would not change the course of any such drainages that may potentially result in on or offsite flooding. Water would be used during the temporary construction phase of the Proposed project (e.g., for dust suppression). However, any water used for dust control would be mechanically and precisely applied and would generally infiltrate or evaporate prior to running off.

The Project site is flat, and the proposed grading would not substantially alter the overall topography of the Project site. Although the amount of surface runoff on the Project site would not substantially increase with the construction of the Project, runoff patterns and concentrations could be altered by grading activities associated with the Project. Improper design of the access road or building pads could alter drainage patterns that would cause flooding on or offsite. The potential for the construction of the proposed Project to alter existing drainage patterns would be minimized through compliance with the preparation of an SWPPP. With the implementation of such measures, the Project would not substantially increase the amount of runoff to result in flooding on or offsite. Impacts would be reduced to less-than-significant levels.

Additionally, approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, the new development operations would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite. Impacts would be less than significant with compliance with the required NPDES permit, and approval of an SWPPP. No further analysis in the EIR is warranted.

Impact #3.4.10c(iii) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

Please see Impact #3.4.10c(i)-(ii) above.

Water would be used during the temporary construction phase of the proposed Project (e.g., for dust suppression). However, any water used for dust control would be mechanically and precisely applied and would generally infiltrate or evaporate prior to running off.

The Project would comply with all applicable State and City codes and regulations. The Project will construct a stormwater retention basin onsite to capture stormwater. Engineering calculations will support the storm drainage plan to ensure that the Project does not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.10c(iv) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

See also Impact #3.4.10(a through c[iii]).

The Project will construct a stormwater retention basin onsite to capture stormwater, and the storm drainage plan would be reviewed and approved by the City. The Project would comply with all applicable State and City codes and regulations. A grading plan will be submitted for review and approval before construction activities to ensure it meets City standards.

The Project site is within an area of minimal flood hazard. There are no development restrictions associated since these are areas determined to be outside the 0.2 percent annual chance floodplain. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.10d – Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

The Project site is not located by the ocean or lake large enough to produce seiches. Therefore, there is no risk that the new development would be inundated by tsunami or seiches. The Project area is flat and does not contain slopes steep enough to cause a mudflow, avalanche, or significant ground-related risks. As noted above, the Project site is not located within the 100-year floodplain, and there do not appear to be any significant levees that could potentially affect people or structures if they were to fail.

The Kings County EOP concludes that dam inundation is not a significant hazard due to the very low probability of dam failure and the distance of Hanford from existing dams (Kings County, 2015). The Project site is not located in the dam inundation area and would therefore not expose people or structures to risk due to dam or levee failure. There would be no impact.

There is no potential for the inundation of the Project site by seiche. Therefore, the Project would not contribute to inundation by seiche, tsunami, or mudflow, and no further analysis in the EIR is warranted.

Impact #3.4.10e – Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

See response #3.4.10b above. The water demand from this Project would not result in a significant impact due to depleted groundwater resources or interference with groundwater recharge. Per the City's 2020 UWMP and under conclusions made in the prepared WSA, the City's existing system has a total supply capacity that can accommodate the Project (QK, 2023d).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.11 - LAND USE AND PLANNING

Would the Project:

- | | | | | | |
|----|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b. | Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☒ | ☐ | ☐ | ☐ |

Discussion

Impact #3.4.11a – Would the Project physically divide an established community?

The Project site is on the edge of the City's core development area, which is expanding with the need for additional housing. There is residential development to the east, with undeveloped agricultural land to the west and north. As a note, the proposed Billingsley Ranch residential subdivision project is located directly west of the Project site. The Project proposes connecting to existing roadways, providing future connectivity access, and not dividing an established or future community. Future development would not be built in a pre-existing community area and would not create any physical barrier between an established community. Therefore, the Project would not result in an impact, and no further analysis in the EIR is warranted.

Impact #3.4.11b – Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Land Use and Planning section of the focused EIR will evaluate the consistency of the proposed project with City General Plan policies, zoning regulations, and LAFCo policies adopted for the purpose of avoiding or mitigating an environmental impact, pursuant to Appendix G of CEQA Guidelines in the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.12 - 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? | ☐ | ☐ | ☐ | ☒ |

Discussion

Impact #3.4.12a – Would the Project 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?

The California Department of Conservation and Geological Survey classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans. Neither the Project site nor the surrounding area is designated as a Mineral Resources Zone in the City of Hanford General Plan or zoning ordinance, nor is it currently being utilized for mineral extraction (City of Hanford, 2014). The Project site is also not within a CalGEM-identified oilfield or gas field.

The Project design does not include mineral extraction. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State and no further analysis in the EIR is warranted.

Impact #3.4.12b – Would the Project 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?

See Impact #3.4.12a above. No portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources (City of Hanford, 2017). 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 any other land use, and there would be no impact. No further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.13 - NOISE

Would the Project result in:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. | Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b. | Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c. | For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

Discussion

Impact #3.4.13a – Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Land uses deemed sensitive receptors include schools, hospitals, rest homes, and long-term care and mental care facilities, which are considered to be more sensitive to ambient noise levels than others. The nearest sensitive land uses include widely spaced residential homes to the south and west.

Stationary noise sources can also influence the population, and unlike mobile, transportation-related noise sources, these sources generally have a more permanent and consistent impact on people. These stationary noise sources involve a wide spectrum of uses and activities, including various industrial uses, commercial operations, agricultural production, school playgrounds, high school football games, HVAC units, generators, lawn maintenance equipment, and swimming pool pumps.

The General Plan Noise Element and City Municipal Code outline policies and regulations to mitigate the health effects of noise in the community and prevent exposure to excessive noise levels. In particular, policies in the General Plan regarding new development include:

- Policy H41 Interior Noise Exposure. Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for new single, and multi-family housing, hotels, and motels.
- Policy H42 Noise Evaluation for New Development. Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources. Policy H43 Non-Transportation Noise. Mitigate noise created by non-transportation noise sources so as not to exceed the maximum allowable interior and exterior noise level standards.
- Policy H48 Noise Mitigation for Construction Activities. Require all development projects to mitigate noise impacts associated with construction activities. Policy H50 Sound Walls. Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.

During the Project's construction phase, noise-generating activities will be present; however, it will be temporary, and any machinery used as a part of the construction of the Project will be muffled. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Construction is anticipated to take approximately 12 months to complete. The City Noise Ordinance- 9.10.060.10 requires construction to occur between the hours of 7:00 a.m. and 8:00 p.m. There are no specific construction noise thresholds established by the City other than the noise-generating construction activities that are only allowed to occur between the hours of 7:00 a.m. and 8:00 p.m. However, the proposed Project's construction would be temporary and would occur between 7:00 a.m. to 8:00 p.m., five days a week for approximately 12 months. No demolition or pile-driving will occur during the construction phase of the Project (City of Hanford, 2022). The Project will comply with this ordinance to the greatest extent feasible, which will reduce temporary noise impacts to less than significant levels.

Once constructed, the Project would not significantly increase traffic on local roadways. Residential activities could also increase ambient noise levels in the immediate Project vicinity. Activities that could be expected to generate noise include cars entering and exiting the development and mechanical systems related to heating, ventilation, and air conditioning systems located in residential buildings. However, the development will be surrounded by a six-foot-high block wall, which will reduce the noise emanating from residences. Additionally, this noise would be similar to those generated by the nearby existing residential development and would not be of a level that exceeds thresholds. Therefore, these increases in ambient noise are considered less than significant and consistent with applicable standards. No further analysis in the EIR is warranted.

Impact #3.4.13b – Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

The proposed Project is expected to create temporary ground-borne vibration as a result of the construction activities (during site preparation and grading). According to the U.S. Department of Transportation, Federal Railroad Administration, vibration is sound radiated through the ground. The rumbling sound caused by the vibration is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The background vibration velocity level in residential areas is usually around 50 VdB. A list of typical vibration-generating equipment is shown in Table 3.4.13-1. However, the Project does not propose to use this specific equipment. The table is meant to illustrate typical vibration levels for various pieces of equipment.

Table 3.4.13-1
Different Levels of Groundborne Vibration

Vibration Velocity Level	Equipment Type
94 VdB	Vibratory roller
87 VdB	Large bulldozer
87 VdB	Caisson drilling
86 VdB	Loaded trucks
79 VdB	Jackhammer
58 VdB	Small bulldozer

Source: (Federal Transit Administration, 2006) Note: 25 feet from the corresponding equipment.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations (Federal Highway Administration (FHWA), U.S. Department of Transportation, 2017). In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 inch/second) appears to be conservative even for sustained pile driving. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The typical vibration produced by construction equipment is illustrated in Table 3.4.13-2.

With regard to the proposed Project, groundborne vibration would be generated during site clearing and grading activities onsite facilitated by the implementation of the proposed Project. As indicated in Table 3.4.13-2, based on the FTA data, vibration velocities from typical heavy construction equipment that would be used during Project construction range from 0.076 to 0.210 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. As demonstrated in Table 3.4.13-2, vibration levels at 100 feet would range from 0.010 to 0.026 PPV. Therefore, the anticipated vibration levels would not exceed the 0.2 inch-

per-second PPV significance threshold during construction operations at the nearest receptors, which are residences located easterly adjacent to the Project site.

**Table 3.4.13-2
Typical Vibration Levels for Construction Equipment**

Equipment	Reference peak particle velocity at 25 feet (inches/second) ¹	Approximate peak particle velocity at 100 feet (inches/second) ²
Large Bulldozer	0.089	0.011
Loaded Trucks	0.076	0.010
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.011
Jackhammer	0.035	0.004
Vibratory Hammer	0.070	0.009
Vibratory Compactor/roller	0.210	0.026

Notes:

1 – Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2.

2 – Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: PPV_{equip} = the peak particle velocity in/sec of the equipment adjusted for the distance PPV_{ref} = the reference vibration level in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
 D = the distance from the equipment to the receiver

Typical outdoor sources of perceptible ground-borne vibration are construction equipment and traffic on rough roads. For example, if a roadway is smooth, the ground-borne vibration from traffic is barely perceptible.

Typically, ground-borne vibration generated by construction activity attenuates rapidly with distance from the source of the vibration. Therefore, vibration issues are generally confined to distances of less than 500 feet (U.S. Department of Transportation, 2005). Potential sources of temporary vibration during the construction of the proposed Project would be minimal and would include the transportation of equipment to the site.

Construction activity would include various site preparation, grading, fabrication, and site cleanup work. Construction would not involve the use of equipment that would cause high ground-borne vibration levels, such as pile-driving or blasting. Once constructed, the proposed Project would not have any components that would generate high vibration levels. Thus, the construction and operation of the proposed Project would not result in any vibration, impacts would be less than significant and no further analysis in the EIR is warranted.

Impact #3.4.13c – Would the Project result in for a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

As noted previously, the Project site is approximately 2.8 miles west of the Hanford Municipal Airport, and outside hazards or noise contour zone boundary as identified in the Kings ALUCP (Kings County, 1994). The noise levels associated with the airport operations do not contribute significantly to the overall noise environment at the Project site. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels, and there would be no impact and no further analysis in the EIR is warranted.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less- than Significant Impact	No Impact
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3.4.14 - POPULATION AND HOUSING

Would the Project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial population unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

Discussion

Impact #3.4.14a – Would the Project induce substantial population unplanned 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)?

According to the 2020 U.S. Census Bureau estimates, the population in Hanford was 57,990 people (U.S. Census Bureau, 2022). The City is expected to increase its population by 32,010 residents in the next 20 years. The City's General Plan goals include encouraging residential developments to meet the future population growth needs. The Project proposed 326 new housing units, and the average number of persons per household in the City of Hanford is 3.5(QK, 2023d). Therefore, the Project will house approximately 1,141 people. Regional Housing Needs Allocation (RHNA) from the California Department of Housing and Community Development specifies the number of units, by affordability level, that need to be accommodated.

**Table 3.4.14-1
Regional Housing Needs 2014-2024 (Hanford)**

Housing Type	Federal Standards
Extremely Low	549
Very Low	548
Low	821
Low Moderate	865
Above Moderate	2,049
Total	4,832

Source: (City of Hanford, 2022)

The Project directly induces population growth in an area by proposing new residential development. However, the population of the City is expected to grow by more than 50 percent over the next 20 years, furthering the need for additional dwelling units. The 6th Cycle RHNA states that the City of Hanford will need to provide an additional 5,547 dwelling units by 2035. The proposed Project will provide an estimated additional 326 single-family units. The Project is also consistent with the density allowed in the General Plan planned for population growth. The Project will help the City of Hanford work toward attaining a sufficient housing supply for its residents. Therefore, impacts will be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.14b – Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Construction of the Project is anticipated to last 12 months and would likely be completed by construction workers residing in the City or the surrounding area; they would not require new housing. The Project site is undeveloped and will not displace existing people or housing, necessitating replacing housing elsewhere. Therefore, the Project would have no impact, and no further analysis in the EIR is warranted.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.15 - PUBLIC SERVICES

Would the Project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services:

i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

Discussion

Impact #3.4.15a(i) – 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 to other performance objectives for any of the public services - Fire Protection?

The Project site is located approximately 0.28 miles west of Kings County Fire Department Station 3.

The proposed Project will comply with Title 24 of the California Building Code and local development standards. Prior to the recordation of any subdivision map, the applicant will be required to enter into an agreement with the City to contribute towards necessary fire protection equipment and/or facilities as determined through negotiations between the City and the applicant.

An approved water supply system capable of supplying the required fire flow for fire protection purposes is to be installed by the Project. The establishment of gallons-per-minute requirements for fire flow shall be based on the Guide for Determination of Required Fire Flow, published by the State Insurance Service Office and the City's adopted Fire Code.

Development of the Project will increase the need for fire protection services and expand the service area and response times of the local City Fire Department. The Project would install the required infrastructure to meet water supply demands for fire protection services. Fire hydrants would also be located and installed per the City fire standards. These design standards, coupled with existing fire protection infrastructure, would provide the proper fire suppression services onsite. By incorporating the fire standards and the required design features in the Project design, additional fire protection services will be required to provide the Project's coverage. Because the Project will increase both the need and the demand for fire protection services in the City, the Project will comply with impact fee requirements.

According to the General Plan, the Project plans and permits will be reviewed for input from the Police and Fire Departments. The Project's proposed construction would be located adjacent to existing residential areas, which the City Fire Department already serves. The developer will be required to pay development impact fees to offset the growth in population in the area that would impact fire protection. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.15a(ii) – 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 to other performance objectives for any of the public services – Police Protection?

The City of Hanford Police Department is located approximately two miles northeast of the Project and provides law enforcement and public protection. The proposed Project would be located adjacent to residential subdivisions that the City police station serves.

The Project proposes additional residential development in a previously undeveloped location, which will increase the need for police services. The Project will pay appropriate development fees based on the adopted fee calculations and is responsible for constructing any infrastructure needed to serve the Project. The Project may result in significant environmental impacts related to acceptable service ratios, response times, or other performance objectives specific to police protection services, and expanded police coverage may be required. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.15a(iii) – 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 to other performance objectives for any of the public services – Schools?

The local school districts include Hanford Joint Union High and Armona Union Elementary school districts. Local districts typically serve both a portion of the City and areas of Kings County. Armona Union Elementary local school districts provide elementary, and one local school district provides secondary education to the City of Hanford. The increased population generated by the proposed Project would increase the number of students attending local schools and could significantly impact these facilities by requiring new facilities. The proposed Project would require the payment of Developer fees for each new residential construction to offset the District's student classroom capacity. The developer will pay appropriate impact fees at the time of building permits. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed "full and complete school facilities mitigation." School districts would utilize the General Plan and codes to establish new school sites and make decisions on school amenities and facility size. The development will be subject to School Impact Fees to mitigate any increased impacts on school facilities, and no further analysis in the EIR is warranted.

Impact #3.4.15a(iv) – 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 to other performance objectives for any of the public services – Parks?

The Project is within the boundaries of the Hanford Parks and Recreation District. The proposed Project includes uses that would increase the use of park and recreation facilities in the area. The City presently owns and maintains 24 parks. The closest City-maintained park is Centennial Park located approximately 0.59 miles east of the Project site.

According to the 2020 Parks and Recreation Master Plan, the City currently offers 299.70 acres of parkland which equates to a total Level of Service (LOS) of 5.06 acres of parkland per 1,000 residents based on the City's 2018 population. The 2035 General Plan includes a LOS standard goal of 3.5 acres per 1,000 residents for future growth. Similar to other public services, the City had established the Park Facilities Impact Fee - Policy O65 pursuant to Chapter 15.44 of the City Municipal Code. The parks facilities development impact fee is established on the issuance of all residential building permits for development in the Hanford city area to pay for parks and recreational facilities improvements. Each developer will pay this development fee prior to the issuance of a building permit. The Project will pay its assessed fees as required by Policy O65. Additionally, a 3.58-acre neighborhood park is planned to be developed to provide recreational space in the immediate space of the proposed subdivision. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.15a(v) – 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 to other performance objectives for any of the public services – Other Public Facilities?

The City provides a wide range of public services to the public besides those services previously mentioned above. The City also provides animal control services, refuse pick-up, library facilities, and drainage management. These services are generally funded through the general fund, usage fees, fines, penalties, or impact fee collection.

In the City of Hanford, all jurisdictions collect planning and building fees and impact fees for new development, as necessary. Since the demand for other public facilities is driven by population, the proposed Project would be required to pay fees to offset the demand for that service. Therefore, the Project would have a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.16 - RECREATION

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

Discussion

Impact #3.4.16a – 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?

See Impact #3.4.15a(ii) above.

The City's inventory of parks and recreation facilities ranges from a rose garden to softball and baseball fields to community centers. Park facilities are classified into nine categories: private recreational space, mini-park or pocket park, neighborhood parks, community parks, special use parks, dual-purpose stormwater basin park, indoor recreational facilities, school parks, and regional parks. Recreational facilities span from picnic shelters to sports fields. Hanford maintains 229.17 acres of park and grounds, including inspection of Landscape Assessment Districts and right of way and median landscape acreage. Additionally, several elementary schools within Hanford provide public open space during non-school hours.

The Project would not require the construction of additional recreational facilities due to the existing ratio of at least 5.06 acres per 1,000 residents. Given the close proximity to Centennial and Heritage Parks, the Project is required to meet a reduced ratio of 3.5 acres per 1,000 residents and proposed the development of a 3.58-acre neighborhood park. The City of Hanford requires that the Project developer pay Park Impact Fees for parkland, community centers, recreational facilities, park amenities, vehicle equipment, and impact fee studies to offset any potential impacts from new development.

Although the proposed Project includes uses that would increase the use of park and recreation facilities in the area, payment of Park Impact Fees will address impacts associated with maintenance and upkeep of park and recreation facilities result from increased use

and will not result in the substantial physical deterioration of existing parks or recreational facilities. There would be a less-than-significant impact with the payment of the impact fees. No further analysis in the EIR is warranted.

Impact #3.4.16b – Would the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Project includes the development of a 3.58-acre neighborhood park. The development of this neighborhood park will provide outdoor recreational space for residents in the immediate area. The Project does not include the expansion of existing recreational facilities. There will be no impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.17 - TRANSPORTATION AND 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 Section 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)?	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

Impact #3.4.17a – Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The subject Project site is located south of Hanford Armona Road between Greenbrier Driver to the east and 13th Avenue to the west. The Project could potentially significantly impact the local circulation system and level of service at nearby intersections. A Traffic Impact Analysis will be prepared and impacts to the circulation system will be analyzed in the EIR.

Impact #3.4.17b – Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

CEQA Guidelines Section 15064.3 subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts shift the focus from driver delay to a reduction of vehicular greenhouse gas emissions through the creation of multimodal vehicle trips. Vehicle miles traveled (VMT) is a measure of the total number of miles driven for various purposes and is sometimes expressed as an average per trip or per person.

In the case of this Project, the anticipated VMT impacts could potentially exceed established significance thresholds. As such, an in-depth VMT analysis is required and will be further analyzed in the EIR.

Impact #3.4.17c – Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project will be designed to meet current standards and safety regulations. All intersections will be constructed to comply with the City and Caltrans regulations and design and safety standards of Chapter 33 of the California Building Code (CBC) and the guidelines of Title 24 to create safe and accessible roadways.

Vehicles exiting the subdivision will be provided with a clear view of the roadway without obstructions. Landscaping associated with the entry driveways could impede such views if improperly installed. Specific circulation patterns and roadway designs will incorporate all applicable safety measures to ensure that hazardous design features or inadequate emergency access to the site or other areas surrounding the Project area would not occur.

Therefore, the Project will have a less-than-significant impact with the incorporated design features and all applicable rules and regulations. No further analysis in the EIR is warranted.

Impact #3.4.17d – Would the Project result in inadequate emergency access?

See the discussion in Impact #3.4.9f

State and City fire codes establish standards by which emergency access may be determined. The proposed Project would have to provide adequate unobstructed space for fire trucks to turn around. The proposed Project site would have adequate internal circulation capacity, including entrance and exit routes to provide adequate unobstructed space for fire trucks and other emergency vehicles to gain access and to turn around. The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, the Project would result in a less-than-significant impact associated with emergency access. No further analysis in the EIR is warranted.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.18 - TRIBAL CULTURAL RESOURCES

Would the Project:

- a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

☐☐☒☐☐☐☒☐

Discussion

Impact #3.4.18a(i) – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

See also *Section 3.4.5 - Cultural Resources*.

Native American Tribal Consultation was completed for the Project in compliance with Assembly Bill 52 (AB 52), CEQA, and the Public Resources Code.

A Sacred Land Files search was requested from the Native American Heritage Commission (NAHC) to identify previously recorded sacred sites or cultural resources of special importance to tribes and provide contact information for local Native American representatives who may have information about the Project area. A response was received on June 20, 2022, indicating negative results that did not indicate the presence of any cultural places within the Project site and within a half-mile buffer around the Project site. The City of Hanford, as Lead Agency, sent consultation request letters pursuant AB 52 to the tribal groups on the NAHC list.

The Lead Agency has not received information from a local tribal group indicating that the Project would impact tribal cultural resources.

Although there is no obvious evidence of historical or archaeological resources on the Project site, there is the potential during construction for the discovery of cultural resources. Grading, trenching, and other ground-disturbing actions can damage or destroy these previously unidentified and potentially significant cultural resources within the Project area, including historical resources.

The General Plan EIR determined that new development could affect known and previously unknown archaeological resources. The EIR also included policies that specifically address sensitive archaeological resources and their protection, which include:

- Policy 045—Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.
- Policy 046—Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.
- Policy 047—Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.
- Policy 048—Halt construction at a development site if cultural resources are encountered.

An inventory was conducted for the General Plan Update and this site was not listed as having a potential cultural resource. Compliance with General Plan Policies 045 through 048, as set forth above, is required to be included as a note on all plans and specs resulting from the Project. The notes would outline the necessary steps to be taken. The required notes will require the Project developer to adhere to the policies set forth in the Hanford General Plan pertaining to the preservation of Cultural Resources, including Policies 045 through 048.

These measures will be added to all engineered plans and specs that outline the necessary steps to be taken prior to the start of construction in the unlikely event construction of the Project inadvertently uncovers previously unknown tribal cultural resources. These measures require all work in the immediate vicinity of the discovery of cultural resources to halt until a qualified archaeologist can evaluate the find and make recommendations. In addition, prior to any ground disturbance, if the City of Hanford receives a request from a Native American tribal group, a surface inspection of the site will be conducted by a tribal monitor, and the tribe will have the opportunity to provide a Native American Monitor during ground-disturbing activities, dependent upon the availability and interest of the tribe.

With the implementation of these measures, impacts are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.18a(ii) – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe?

See discussion in *Section 3.4.5 - Cultural Resources* and Impact #3.14.18(i) above.

With the implementation of these measures, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. The Project would result in a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.19 - UTILITIES AND SERVICE SYSTEMS

Would the Project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years? | ☐ | ☐ | ☒ | ☐ |
| c. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

Discussion

Impact #3.4.19a – Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

The proposed Project will require the construction of new infrastructure to connect to the existing City utility infrastructure. This will include water, wastewater, and stormwater drainage connections. Additionally, the Project will include connections for electric power, natural gas, and telecommunications facilities. The installation of this infrastructure will not require any major upsizing or other offsite construction activities that would cause a

significant impact. The new infrastructure would be connected to the existing infrastructure that is adjacent to the Project site.

See Section #3.4.10- Hydrology and Water Quality for a discussion of water and stormwater disposal. The Project will not require the construction of new water or wastewater treatment facilities. Water usage for dust control during construction-related activities will be minimal due to the small footprint and short duration of construction-related activities of the proposed Project.

The proposed Project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the City's development standards, specifications, and policies. All applicable local, State, and federal requirements and best management practices will be incorporated into the construction and operation of the Project. Therefore, impacts would be considered less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.19b – Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

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 of Hanford maintains 203 miles of main lines (City of Hanford, 2021a). The City has established an ongoing program to replace undersized and aging water mains with larger lines that have the capability to deliver more water and consistent pressure as demand increases. The City has constructed six new deep-water wells, rehabilitated two deep wells, and eliminated six old wells with poor water quality. To use the most cost-efficient wells in the system as primary producers, a sophisticated computer control system was installed in 1992. The system is currently being upgraded and is anticipated to be fully functional in the spring of 2014. The City's water system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which are abandoned), one existing 0.5-million-gallon ground-level storage tank at the Industrial Park, 3.5-million-gallon ground-level storage tank, and a piping network for distributing the water throughout the City (two-million-gallon storage tank at Grangeville and Centennial Drive facility and one-million-gallon storage tank at the Fargo Avenue facility).

**Table 3.4.19-1
Water Usage**

Project Component	Description	Acre-Feet/Year
Low Density Residential	326 units/1,141 people	159.76
	Total	159.76

Source: Appendix E

Under the 2020 City of Hanford Urban Water Management Plan indicated that the actual 2020 gallons per capita per day for water demand was calculated at 125 GPCD. Therefore, the water demand for the proposed Project would result in 142,625 gallons per day (1,141 people x 125 gallons/day/person = 142,625 gallons/day) or 159.76 acre-feet per year. In consideration of the UWMP projections for water availability, the long-term operational water demand is lower than the available water supply in the City of Hanford and would be able to be accommodated by City services.

It is important to note that the water usage for the General Plan-designated land uses for the Project site water usage was considered as an effect of General Plan implementation in the adopted General Plan EIR. Such water usage is approximately the same as that required for Project implementation.

Water usage for construction is anticipated to have minimal effect and development as indicated in the UWMP and prepared WSA within water demand projections of the City. Even on a short-term basis, such usage does not require the water volumes required for human occupancy of residences and other structures, waste disposal, and year-round landscaping. Water usage for construction dust control, trench and roadway soils compaction, landscaping, and related activities and usage is sporadic rather than long-term. Its quantification for analysis is difficult, but it clearly does not approximate or affect long-term water supply and demand projections.

Implementation of the Project will result in an increased demand for municipal water and potentially require an extension of the existing city water system. The Project will obtain its water from the City of Hanford's municipal water system. The site is within the City of Hanford Water Management Plan Service Area (City of Hanford, 2020). The City's groundwater has historically been capable of reliably meeting the City's water demands. It is projected that with the expected population growth when the Project is completed, the supply of water would meet the demand. Based on these estimates, the Project's construction and operations 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. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.19c – Would the Project result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Under the General Plan Update, it was determined that planned improvements and expansion development through various goals and policies would assist in providing wastewater services to the study area as development continues (City of Hanford, 2017). The current capacity of the WWTF is designed to accommodate 8.0 mgd, which is expected to provide adequate services to population growth for the foreseeable future, as noted in the General Plan.

Hanford's existing wastewater system includes a treatment facility south of Houston Avenue and east of 11th Avenue and 21 sanitary sewer lift stations at various locations throughout the city. The City has plans for pump replacements or upgrades at each of its locations within the next several years. The City's wastewater treatment facility provides for treatment, disposal, and reuse of effluent, which meets all of the State's discharge requirements for Hanford. The City's plant treats nearly 1.75 billion gallons of sewage each year. The facility is a major part of the City's effort to keep the environment clean and to provide a water resource for agricultural irrigation and reuse.

The latest treatment plant expansion was completed in 2004, increasing the City's treatment capacity from 5.5 to 8.0 mgd, equivalent to an additional service for 8,000 new single-family dwellings. The expansion included a new influent pump station, head works, grit removal, oxidation ditch, irrigation pump station, and several modifications to existing buildings and structures. An increase of 326 homes would not cause a significant impact to the existing wastewater treatment plant, and no further analysis in the EIR is warranted.

Impact #3.4.19d – Would the Project Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Kings Waste Recycling Authority (KWRA) will remove solid waste produced from construction and operation. The KWRA is a key element that helps the City of Hanford meet the State's recycling goals. Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover recyclable materials, including wood/green waste processed for compost, ferrous/metallic items, plastic and glass, newspaper, scrap paper, junk mail, magazines, paperboard, and cardboard. The KWRA does not operate an active landfill. Waste is hauled by transfer trucks from the Material Recover Facility (MRF) to the State permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills, approximately 45 miles west of the MRF. A combined MRF and Transfer Station (TS) was constructed near the old landfill southeast of Hanford. The MRF and TS facility includes a small but complete Household Hazardous Waste collection station. KWRA operates the MFR and TS as an enterprise function, with all revenue coming from solid waste disposal fees and the sale of recovered recyclable materials and compost. Responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, and an MRF and TS. Additional responsibilities include all activities and waste diversion goals required by the State and the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County.

Construction

Non-hazardous construction refuse and solid waste would be collected and recycled or disposed of in a KWRA facility (City of Hanford, 2017). Any hazardous waste generated during construction would be disposed of at an approved location.

The Kettleman Hills Landfill has a maximum permit capacity of 18.4 million cubic yards (mcy) and a remaining capacity of 17.4 mcy and is expected to remain operational until at least 2030 (Cal Recycle, 2022).

The solid waste generated by construction activities is not expected to exceed the capacity of the landfill. Additionally, the construction period for the project is expected to be up to 12 months, and the landfill that would serve the project would be in operation during the construction period.

Operation

The Project would produce waste that would be collected and disposed of at the local landfill by a licensed waste hauler. Workers would generate small amounts of typical household refuse during maintenance visits. Some refuse will be sent for recycling as a part of the City's recycling efforts.

In compliance with federal, State, and local statutes and regulations related to solid waste, the Project would dispose of all waste generated onsite at an approved solid waste facility. The Project does not conflict with federal, State, or local regulations related to solid waste. The proposed Project would be served by a landfill with the sufficient permitted capacity to accommodate the Project's solid waste disposal needs in compliance with federal, State, and local statutes and regulations related to solid waste. Therefore, the Project would have a less-than-significant impact.

Cities generally measure their progress on waste reduction and reuse with a measurement called the "diversion rate." Hanford's diversion rate is 51 percent, which is about the statewide average. This level also meets the 51 percent required rate under State law since 2007. Therefore, the Project would have a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.19e – Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

The proposed Project would generate solid waste during construction and operation, thus requiring the consideration of waste reduction and recycling measures. The 1989 California Integrated Waste Management Act (AB 939) requires the City of Hanford to attain specific waste diversion goals. As stated above, the Kettleman Hills Landfill can accommodate solid waste generated by the proposed Project. Therefore, the proposed Project would not be expected to significantly impact the area. See also Impact #3.4.9f regarding emergency response landfills.

In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development Projects to incorporate storage areas for recycling bins into the proposed Project design. The proposed Project would be required to comply with all federal, state, and local statutes and regulations related to the handling and disposal

of solid waste. The Project would result in a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
3.4.20 - WILDFIRE				
Would the Project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion

Impact #3.4.20a – Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

See Impact #3.4.9f regarding emergency response. The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan regarding wildfire. Therefore, the Proposed project would have no impact regarding threshold a) above, and no further analysis is required.

Impact #3.4.20b – Would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope). Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. Steep slopes

contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult.

The Project site and surrounding area are relatively flat and without steep slopes. The site is located in a predominately urban area with some ongoing agricultural activities, which is not considered at significant risk of wildlife. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.20c – Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The Project includes the development of infrastructure (water, sewer, electrical power lines, and storm drainage) required to support the proposed residential uses. The Project site is surrounded by existing and future urban development. The Project would require installing or maintaining additional electrical distribution lines and natural gas lines to connect the residences to the existing utility grid. However, the Project would be constructed in accordance with all local and State regulations regarding power lines and other related infrastructure, as well as fire suppression requirements. Therefore, the Project would not exacerbate fire risk or result in temporary or ongoing environmental impacts and would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.20d – Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project site is not located in or near an SRA or an LRA Fire Hazard Severity Zone. Thus the proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the proposed Project would have no impact, and no further analysis is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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3.4.21 - MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | | |
|----|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of 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 significant when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.) | ☒ | ☐ | ☐ | ☐ |
| c. | Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? | ☒ | ☐ | ☐ | ☐ |

Discussion

Impact #3.4.21a – 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, substantially 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?

As evaluated in this IS, the Project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory including paleontological resources. Avoidance and minimization

measures have been recommended to be added to all engineered plans and specs. By implementing these measures related to cultural, paleontological, and biological resources. The incremental effects of the proposed Project would not contribute to a cumulative adverse impact on these resources. Therefore, the Project would have a less-than-significant impact. No further analysis in the EIR is warranted.

Impact #3.4.21b - Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are significant when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)?

The Project has the potential to contribute a cumulatively significant impact on the City’s circulation system and impacts related to VMT, as identified in this Initial Study. In addition, the Land Use and Planning section will evaluate the consistency of the proposed Project with City General Plan policies, zoning regulations, and LAFCo policies adopted for the purpose of avoiding or mitigating an environmental impact. Such impacts could occur as a result of full buildout of the Project. Therefore, the preparation of a focused EIR is warranted to evaluate the Project’s contribution to transportation impacts related to the City’s circulation system and VMT. The EIR will evaluate the proposed Project’s contribution to cumulative impacts in this area.

Impact #3.4.21c - Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

The ways in which people can be subject to substantial adverse effects from projects include potential exposure to significant levels of local air pollutants; potential exposure to seismic and flooding hazards; potential exposure to hazardous materials; potential exposure to contamination from hazardous materials; and potential exposure to excessive noise levels. The risks from these potential hazards would be avoided or reduced to less-than-significant levels through compliance with existing laws, regulations, or avoidance and minimization measures placed on all engineered plans and specs. All direct and indirect impacts attributable to the Project were identified and determined to be less than significant, except for the Project’s contribution to transportation impacts related to the City’s circulation system and VMT, as well as consistency with General Plan policies, zoning regulations, and LAFCo policies.

The EIR will evaluate the proposed Project’s contribution to impacts in this area, and preparation of a focused EIR is warranted for this Project.

SECTION 4 - LIST OF PREPARERS

Lead Agency

- Jason Waters – Assistant City Manager
- Gabrielle de Silva Myers, Senior Planner- Community Development Department

QK

- Jaymie Brauer – Principal Planner
- Thomas Kobayashi – Senior Associate Planner
- Dave Dayton– Principal Biologist
- Robert Parr, MA, RPA – Senior Archaeologist
- Brian Schoener, PE– Senior Engineer

Trinity Consultants

- Matt Daniel– Senior Consultant

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NOTICE OF PREPARATION/INITIAL STUDY FOR A FOCUSED ENVIRONMENTAL IMPACT REPORT

Notice is hereby given that the City of Hanford will be the Lead Agency and will prepare a focused Environmental Impact Report (EIR) for the proposed Silicon Valley Ranch Residential Subdivision Project (Project). An Initial Study has been prepared along with this Notice of Preparation (NOP), which scopes out environmental topics for further review. The focused EIR will address the potential physical environmental effects of the proposed projects that have not been scoped out, as outlined in the California Environmental Quality Act (CEQA). The City is requesting comments on the scope and content of this focused EIR.

A scoping session will be held on Monday, July 8, 2024 at 5:00 p.m. at City Hall in the Training Room (319 N Douty Street, Hanford, CA 93230). The scoping session, which is part of the focused EIR process, is the time when the City solicits input from the public and agencies on specific topics they believe should be addressed in the environmental analysis. The scoping process is designed to enable the City to determine the scope and content of the focused EIR, identify the range of actions, and identify potentially significant environmental effects, alternatives, and mitigation measures to be analyzed in the focused EIR.

Project Location

The Project is located within the Sphere of Influence for the City of Hanford and is anticipated for annexation. The Project is adjacent to Hanford Armona Road to the north, between Greenbrier Drive to the east and 13th Avenue to the west, and encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027). The Project site is located within the Hanford USGS Quad, Section 3, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

Project Description

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence. The Project will be annexed into the City under separate application. An approximately 12.5-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a three-acre retention basin. Lots will range between 5,000 to 6,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map #943
- Rezoning – Because the project site does not currently have a City of Hanford zoning designation, rezoning of the site is required. The project site would be rezoned to the R-L-5 zone.
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo)

Construction:

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts

- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flat beds)
- Small tools (generators, light plants, compactors, air compressors)

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 30 days (CEQA Section 15073[b]). The public review period began on June 21, 2024 and ended on July 22, 2024. For further information, please contact Gabrielle de Silva Myers, 317 N. Douty Street, Hanford, CA 93230, (559) 585-2578 or visit:

<https://cityofhanfordca.com/1236/Current-Projects>

Mailing Address and Phone Number of Contact Person

Gabrielle de Silva Myers, Senior Planner
City Hall
317 N. Douty Street
Hanford, CA 93230
(559) 585-2500

Findings

As Lead Agency, the City of Hanford finds that the Project will have a significant effect on the environment. The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 - Environmental Checklist*) has identified one or more potentially significant effects on the environment. Pursuant to CEQA Guidelines Section 115064 (a)(1), an Environmental Impact Report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less-than-significant levels. The City of Hanford has determined that preparation of a focused Environmental Impact Report for the Project is necessary.



Figure 3-1
Project Site Area

FINAL ENVIRONMENTAL IMPACT REPORT

CITY OF HANFORD SILICON VALLEY RANCH RESIDENTIAL PROJECT (SCH #2024060956)



FEBRUARY 2025



FINAL ENVIRONMENTAL IMPACT REPORT

SILICON VALLEY RANCH RESIDENTIAL PROJECT

(SCH #2024060956)



Prepared for:

**City of Hanford
317 N. Douty Street
Hanford, CA 93230**

**Contact Person: Gabrielle Myers, Senior Planner
Phone: 559-585-2578**

Consultant:



**5080 California Avenue, Suite 220
Bakersfield, CA 93309**

**Contact: Jaymie L. Brauer
Phone: (661) 616-2600**

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List of Acronyms and Abbreviations

ADT	Average Daily Trips
BMP	best management practices
BSA	Biological Survey Area
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CTC	California Transportation Commission
DTSC	Department of Toxic Substances Control
EBR	eastbound right turn lane
EBTR	eastbound through and right turn lane
EIR	Environmental Quality Act
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FMMP	Farmland Monitoring and Mapping Program
GHG	Greenhouse gas
HCM	Highway Capacity Manual
HERO	Human and Ecological Risk Office
HHRA	Human Health Risk Assessment
HJO	Hanford Municipal Airport
HSR	Highspeed Rail
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
ITE	Institute of Transportation Engineers
KART	Kings Area Rural Transit
KCAG	Kings County Association of Governments
KCAPTA	Kings County Area Public Transit
LAFCo	Local Agency Formation Commission
LOS	Level of Service
MDB&M	Mount Diablo Base and Meridian
NHD	National Hydrography Dataset
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetlands Inventory
NWS	National Weather Service
OCPs	Pesticides and Organochlorine Pesticides
OPR	Office of Planning and Research
PEA	Preliminary Endangerment Assessment
PG&E	Pacific Gas and Electric

PRC	Public Resources Code
RHNA	Regional Housing Needs Allocation
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCE	Southern California Edison Company
SCG	Southern California Gas Company
SCS	Sustainable Communities Strategy
sf	square feet
SJVAPCD	San Joaquin Valley Air Pollution Control District
SOI	Sphere of Influence
SOV	single-occupant vehicle
SR	State Route
STIP	State Transportation Improvement Program
SWPPP	Stormwater Pollution and Prevention Plan
TA	Technical Advisory
TIS	Traffic Impact Analysis
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled
WSA	Water Supply Assessment

CHAPTER 1 - EXECUTIVE SUMMARY

1.1 - Introduction

This focused Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximate 13.87-acre portion of the Project site is intended to be sectioned off from the Project via a lot line adjustment. The Project is located in the Sphere of Influence (SOI) of the City of Hanford, California, and an annexation of the land is proposed.

The purpose of this EIR is to inform public agency decision-makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from the Project. In addition to identifying potential environmental effects, this EIR also identifies methods by which these impacts can be mitigated, reduced, minimized, or avoided.

The study area for the analysis of the project and cumulative impacts is the Hanford city limits, the portions of Kings County located adjacent to the City. The applicable cumulative projections include growth projections from the Hanford General Plan and the Kings County General Plan.

These clarifications found in the Final EIR fall within the scope of the original Project analysis included in the draft focused EIR, and do not result in an increase in impacts or any new impacts. No new significant environmental impacts would result from the recommended clarifications herein. Therefore, it is opinion of the lead agency that no substantial revisions have been made that would require recirculation of the draft EIR pursuant to State CEQA Guidelines Section 15073.5 (*Recirculation of a Environmental Impact Report Prior to Certification*).

1.2 - Project Summary

1.2.1 - PROJECT LOCATION

The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the SOI of the City of Hanford. The Project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027) and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. The Project is located within Section 3, Township 19 South, Range 21, East Mount Diablo Base and Meridian (MDB&M).

1.2.2 - PROJECT DESCRIPTION

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford SOI. The Project will be annexed into the City under a separate application. An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 2.86-acre retention basin. Lots will range between 5,000 to 7,000 square feet and will be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map #943.
- Rezoning – Because the Project site does not currently have a City of Hanford zoning designation, rezoning of the site is required. The Project site would be rezoned to the R-L-5 zone (Low Density Residential, 5,000 square feet).
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo).

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and will include the following:

- Excavators/earth-moving equipment
- Depending on the foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flatbeds)
- Small tools (generators, light plants, compactors, air compressors)

1.3 - Lead Agency, Responsible Agency, and Trustee Agencies

The Lead Agency for the proposed Project is the City of Hanford. The City is the public agency that has the principal responsibility for carrying out or disapproving the Project.

The responsible agencies are State and local public agencies other than the Lead Agency that have the authority to carry out or approve a project or that are required to approve a portion of a project for which the Lead Agency is preparing or has prepared an EIR or Negative Declaration. A complete list of agencies that may have authority as a responsible or trustee agency is listed in Chapter 2, *Introduction*.

1.4 - Summary of Project Objectives

The Project has the following objectives as identified by the project proponent:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the needs as outlined in the General Plan regarding housing needs of the City.
- Provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

1.5 - Scope of the Environmental Impact Report

The scope of this EIR is based on the Project description outlined in Chapter 2, *Project Description* and the Notice of Preparation (NOP) (Appendix A), focusing review of environmental resources that could result in potentially significant impacts on environmental resources. Chapter 4, *Environmental Impact Analysis*, identifies two resources related to the Project that were determined to be subject to potentially significant impacts in the NOP scoping process, and these are addressed in the following sections:

- 4.1 – Land Use Planning- Potential conflicts with an adopted land use plan, policy, or regulation
- 4.2 – Transportation and Traffic- all impacts

Sections 4.1 and 4.2 provide detailed discussions of the environmental setting, regulatory setting, methodology for impact assessment for the resource, impacts associated with the Project, and mitigation measures designed to reduce significant impacts where required and when feasible. Cumulative impacts also are discussed.

This EIR examines the potential direct and cumulative impacts of the proposed Project. These impacts were determined through a rigorous process mandated by CEQA in which existing conditions are compared and contrasted with conditions that would exist once the Project is implemented. The significance of each identified impact was determined using CEQA thresholds informed by local thresholds of significance. The following categories are used for classifying impacts.

- **Significant and Unavoidable:** Significant impacts that cannot be feasibly mitigated or avoided. No measures could be taken to avoid or reduce these adverse effects to achieve insignificant or negligible levels. Even after the application of feasible mitigation measures, the residual impact would be significant. If the Project is approved with significant and unavoidable impacts, decision-makers are required to adopt a Statement of Overriding Considerations pursuant to CEQA Section 15093

explaining why the benefits of the Project outweigh the potential damage caused by these significant unavoidable impacts.

- **Less than Significant with Mitigation:** Such impacts can be reduced to a less-than-significant level with feasible mitigation, which can include incorporating changes to the Project. If the proposed Project is approved with significant but mitigable impacts, decision-makers are required to make findings pursuant to CEQA Section 15091, stating that impacts have been mitigated to the maximum extent feasible and the residual impact would not be significant.
- **Less than Significant:** These adverse but less-than-significant impacts do not require mitigation, nor do they require findings to be made.
- **No Impact:** Such impacts are considered to not exist with the implementation of the proposed Project or have been found to not apply to the proposed Project.

1.6 - Notice of Preparation

The contents of this EIR were established based on the findings in the NOP and attached materials, as well as public and agency input during the scoping period. The City issued a NOP on June 21, 2024, to request comments on the scope of the EIR. The NOP was published online at <https://www.cityofhanfordca.com/1236/Current-Projects>. The NOP was circulated to relevant agencies, community organizations, and interested individuals in the City. A public scoping workshop was held on July 8, 2024; a 30-day public comments period closed on July 22, 2024 (CEQA Guidelines §15082). A copy of the NOP and comments received during the NOP review period are included in Appendix A.

1.7 - Public Review of the Draft EIR

Upon completion and circulation of this Draft EIR, the City of Hanford prepared and filed a Notice of Completion (NOC with the California Office of Planning and Research/State Clearinghouse to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, the City of Hanford distributed a Notice of Availability (NOA) in accordance with Section 15087 of the CEQA Guidelines. The NOA was mailed to the organizations and individuals who previously requested such a notice to comply with Public Resources Code Section 21092(b)(3). This Draft EIR was distributed to the California Office of Planning and Research/State Clearinghouse, published in the Fresno Bee newspaper to comply with Section 15087 of the State CEQA Guidelines, and was distributed to affected agencies, surrounding cities and municipalities, and all interested parties. During the public review period, this Draft EIR, including the appendices, will be available for review at the following location:

City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

In addition, the Draft EIR, including the appendices, will be available for review at the following City of Hanford website:

<https://www.cityofhanfordca.com/1236/Current-Projects>

Agencies, organizations, individuals, and all other interested parties not previously contacted or who did not respond to the NOP or attended the scoping meeting currently have the opportunity to comment on this Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Attn: Gabrielle Myers, Senior Planner
City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

Email: gmyers@hanfordca.gov

1.8 - Environmental Impacts

Section 15128 of the CEQA Guidelines requires that an EIR contain a statement briefly indicating the reasons that various, possible, new significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The ~~County~~ City has engaged the public to participate in the scoping of the environmental document.

The contents of this Draft EIR were established based on the NOP prepared in accordance with the CEQA Guidelines, as well as public and agency input that was received during the scoping process. The comments to the NOP are found in Appendix A of this document. Based on the findings of the NOP and the results of scoping, a determination was made that this EIR must contain a comprehensive analysis of Land Use and Planning as well as Transportation and Traffic related issues identified in Appendix G of the CEQA Guidelines.

1.8.1 - IMPACTS NOT FURTHER CONSIDERED IN THIS EIR

As discussed in Appendix A, the Project was determined to have impacts with regard to each of the impact thresholds. Therefore, all environmental issues related to Land Use and Planning as well as Transportation and Traffic as they are presented in Appendix G of the CEQA Guidelines are analyzed further in this EIR.

1.8.2 - IMPACTS OF THE PROPOSED PROJECT

No Potential for Impacts to Occur

The potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have no potential for impacts to occur:

Aesthetics

- Impact 4.1-1: Have a substantial adverse effect on a scenic vista
- Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

Agriculture and Forest Resources

- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract
- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))
- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

Biological Resources

- Impact 4.4-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities' conservation plan, or other approved local, regional, or State habitat conservation plan

Geology and Soils

- Impact 4.7-8: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Hazards and Hazardous Materials

- Impact 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

Hydrology and Water Quality

- Impact 4.10-6: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

Land Use and Planning

- Impact 4.11-1: Physically divide an established community

Mineral Resources

- Impact 4.12-1: 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
- Impact 4.12-2: 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

Noise

- Impact 4.13-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels

Population and Housing

- Impact 4.14-2: Displace substantial number of existing people or housing necessitating the construction

Recreation

- Impact 4.16-2: Include recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Potential for Less than Significant Impacts

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have less-than-significant impacts to occur:

Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality
- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Agriculture and Forest Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use
- Impact 4.2-5: Involve other changes in the existing environment which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptors to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: 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 Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on State or federally Protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: 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

Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5

- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of dedicated cemeteries

Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation
- Impact 4.6-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency

Geology and Soils

- Impact 4.7-1(i): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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
- Impact 4.7-1(ii): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking
- Impact 4.7-1(iii): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction
- Impact 4.7-1(iv): Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides
- Impact 4.7-2: Result in substantial soil erosion or loss of topsoil
- Impact 4.7-3: 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse
- Impact 4.7-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property
- Impact 4.7-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Greenhouse Gas Emissions

- Impact 4.8-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Impact 4.8-2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Impact 4.9-2: 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
- Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Impact 4.9-4: Create a hazard to the public or the environment as a result of being located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5
- Impact 4.9-5: 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 or excessive noise for people residing or working in the Project area
- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality
- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin
- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site
- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of

impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff
- Impact 4.10-3(iv): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows
- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Land Use Planning

- Impact 4.11-1: Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies
- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

Public Services

- Impact 4.15-1(i): 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 fire protection
- Impact 4.15-1(ii): 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 police protection services

- Impact 4.15-1(iii): 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 school services
- Impact 4.15-1(iv): 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 park services
- Impact 4.15-1(v): 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 other public facilities

Recreation

- Impact 4.16-1: Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated

Transportation

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature or incompatible uses
- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site,

feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1.

Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects
- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed
- Impact 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments
- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals
- Impact 4.19-5: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste

Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan
- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire
- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment
- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures

The potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR.

Land Use

- Impact 4.17-1: Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Transportation

- Impact 4.2-1 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- Impact 4.17-2: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Unavoidable Significant Adverse Impacts

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. The potential environmental effects of the Project and proposed mitigation measures are discussed in detail in Chapter 4 of this EIR. The following environmental impacts were determined to be significant and unavoidable impacts (refer to Table 1-1, *Summary of Significant Impacts of the Project*).

**Table 1-1
Summary of Significant Impacts of the Project**

Resources	Project Impacts	Cumulative Impacts
Land Use Impact 4.1	As evaluated in detail in Table 4.1-2, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. The Project is consistent with both Kings County and City of Hanford General Plan policy. Therefore, impacts are considered <i>less than significant</i>	Potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment. Other projects being proposed in the area would similarly be analyzed for consistency with the pertinent City General Plan and Kings County General Plan goals and policies. Therefore, as proposed the Project would be consistent with the goals

Resources	Project Impacts	Cumulative Impacts
		and policies of the City's General Plan and would therefore not contribute to a cumulatively considerable impact regarding land use. Cumulative impacts are <i>less than significant</i> .
Transportation and Traffic Impact 4.1	The Project will impact the 12 th Avenue and Hanford Armona Road intersection. It is recommended that the existing eastbound right turn lane will change to an eastbound through and right turn lane. Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to <i>less than significant</i> .	Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, they are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. Cumulative impacts related to LOS would be <i>less than significant with mitigation measures incorporated</i> .
Transportation and Traffic Impact 4.2	Due to the Project's location, it was determined that Vehicle Miles Travelled (VMT) would exceed the City of Hanford's adopted VMT per capita threshold. No applicable and feasible mitigation measures were identified to reduce VMT below thresholds. Therefore, impacts are considered <i>significant and unavoidable</i> .	Because the proposed Project is determined to have a significant and unavoidable impact by exceeding VMT thresholds on a project level, the cumulative impacts would also be considered <i>significant and unavoidable</i> .

Significant Cumulative Impacts

According to Section 15355 of the CEQA Guidelines, the term *cumulative impacts* "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Individual effects that may contribute

to a cumulative impact may be from a single project or a number of separate projects. Individually, the impacts of a project may be relatively minor, but when considered along with impacts of other closely related or nearby projects, including newly proposed projects, the effects could be cumulatively considerable.

This EIR has considered the potential cumulative effects of the proposed Project. Impacts for the following issue areas have been found to be cumulatively considerable:

- Transportation and Traffic

This significant cumulative impact is discussed in the applicable section of Chapter 4, *Environmental Analysis*, of this EIR.

1.9 - Summary of Project Alternatives

Below is a summary of the alternatives to the proposed Project, that have been considered but rejected as well as those alternatives that have been considered and evaluated in Chapter 6, *Alternatives to the Proposed Project*.

1.9.1 - ALTERNATIVES CONSIDERED AND REJECTED

There are no Project alternatives that were considered and rejected.

1.9.2 - ALTERNATIVES CONSIDERED AND EVALUATED

- *Alternative A (No Project Alternative)*. Under the No Project Alternative, the Project area would remain unchanged, and there would be no residential units or parks constructed.
- *Alternative B – Reduced Project Alternative*. This alternative would decrease the number of single-family residential houses from 326 to 242.
- *Alternative C – Multi-Family Alternative*. This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Medium Density Residential was utilized to follow General Plan designations north of the Project site.
- *Alternative D– Different Sites Alternative*. This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to be located closer to major transit corridors. This alternative would place the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, State Route 43 to the east, and Grangeville Boulevard to the north.

1.10 - Environmentally Superior Alternative

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three additional Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Site.

Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT due to the increase in density. Alternative C increased density from 9.1 dwelling units/acre (du/ac) to 14.5 du/ac for a 13 percent VMT reduction, while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

1.11 - Growth Inducement

The City of Hanford General Plan recognizes that certain forms of growth are beneficial, both economically and socially. Section 15126.2(d) of the CEQA Guidelines provides the following guidance on growth-inducing impacts: a project is identified as growth-inducing if it “could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”

Growth inducement can be a result of a new development that requires an increase in dwelling units or an increase in employment, removes barriers to development, or provides resources that lead to secondary growth. The Project would add new residential uses. It is anticipated that the construction workforce would commute to the site each day from local communities, and the majority would likely come from the existing labor pool as construction workers travel from site to site as needed. Construction staff not drawn from the local labor pool would stay in any of the local hotels in local communities.

With respect to residential land uses, the Project does not include the addition of any residentially designated uses, nor does it include typical elements that would directly or indirectly affect population or housing (i.e., extension of roads or other infrastructure). The Project would accordingly not directly result in population growth of the City.

Therefore, this Project would not result in a large increase in employment. In addition, the Project is situated in urbanized areas within the City of Hanford, where public services exist. The Project would accordingly accommodate planned growth and not induce unplanned growth.

With respect to removing barriers to development, such as by providing access to previously undeveloped areas, the Project is not anticipated to result in significant growth inducement. The Project does not include the construction of infrastructure that could provide for future residential development; it does not remove barriers to off-site development.

Although the Project accommodates planned economic growth at suitable locations, the net increase in population on the Project site would be less than significant.

**Table 1-2
Comparison of Alternatives Impacts**

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
Land Use and Planning: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant	Similar	Similar	Similar	Similar
Land Use and Planning: Cumulative Impacts associated with land use plan, policy, or regulation	Less than significant	Similar	Similar	Similar	Similar
Transportation and Traffic: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	Less than significant with mitigation incorporated	Fewer	Fewer	Similar	Similar
Transportation and Traffic: Cumulative Impacts associated with LOS	Less than significant with mitigation incorporated	Fewer	Fewer	Similar	Similar
Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Transportation and Traffic: Cumulative Impacts associated with VMT	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Meet Project Objectives?	Yes	No	Yes	Yes	Yes
Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant?	No	Yes	No	Yes	No

1.12 - Irreversible Impacts

Section 15126.2(c) of the CEQA Guidelines defines an irreversible impact as an impact that uses nonrenewable resources during the initial and continued phases of a project. Irreversible impacts can also result from damage caused by environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated to ensure that such consumption is justified. Buildout of a project would commit nonrenewable resources during project construction and ongoing utility services during project operations. During project operations, oil, gas, and other nonrenewable resources would be consumed. Therefore, an irreversible commitment of nonrenewable resources would occur as a result of long-term project operations. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the City of Hanford General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The City of Hanford General Plan ensures that any irreversible environmental changes associated with those commitments will be minimized.

1.13 - Areas of Controversy

No areas of controversy were identified through written agency, and public comments received during the scoping period. Public comments received during scoping are provided in Appendix A and summarized in Section 2.4 of Chapter 2, *Introduction*. In summary, the following issues were identified during scoping and are addressed in the appropriate sections of Chapter 4, *Environmental Analysis*:

- Land Use and Planning
 - Consistency with the General Plan
- Transportation
 - Level of Service
 - Vehicle Miles Traveled

1.14 - Issues to be Resolved

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, which includes the choices among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved regarding the Project include decisions by the Lead agency as to whether or not:

- The Draft EIR adequately describes the environmental impacts of the Project.
- The recommended mitigation measures should be adopted or modified.
- Additional mitigation measures need to be applied.

1.15 - Executive Summary Matrix

Table 1-3 below summarizes the impacts, mitigation measures, and the resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. Table 1-3 is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding sections of this Draft EIR.

**Table 1-3
Summary of Mitigation**

Impacts	Mitigation Measures	Level of Significance
Section 4.1 Land Use and Planning		
4.1-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	No mitigation is required.	Less than significant
Section 4.2 Traffic		
4.2-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	MM 4.17-1: The Project proponent or developer shall be required to pay their fair share costs for the needed improvements. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane. The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time.	Less than significant
4.2-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	No mitigation is required.	Significant and Unavoidable

CHAPTER 2 - INTRODUCTION

2.1 - Overview

The City of Hanford (City) will be the Lead Agency pursuant to the requirements of the California Environmental Quality Act (CEQA) and will be responsible for preparing an Environmental Impact Report (EIR) pursuant to CEQA (Public Resources Code (PRC) Section 21000 et seq.) and the CEQA Guidelines. In accordance with Section 15082 of the CEQA Guidelines, the City published a Notice of Preparation (NOP). This EIR will be used by the City to evaluate the potential environmental impacts that could result from implementation of the Project and develop changes in the proposed Project and/or adopt mitigation measures that would address those impacts.

This EIR has been prepared pursuant to the following relevant State statutes and guidelines:

- CEQA (Public Resources Code, Section 21000 et seq.).
- CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.).

The overall purposes of the CEQA process are to:

- Identify the significant effects to the environment of a project, identify alternatives, and indicate the manner in which those significant effects can be avoided or mitigated.
- Provide for full disclosure of the project's environmental effects to the public, the agency decision-makers who will approve or deny the project, and responsible and trustee agencies charged with managing resources (e.g., wildlife, air quality) that may be affected by the project.
- Provide a forum for public participation in the decision-making process with respect to environmental effects.

2.2 - Purpose of This Environmental Impact Report

An EIR is a public informational document used in the planning and decision-making process. This project-level EIR will analyze the environmental impacts of the Project. The City of Hanford Planning Commission and City Council will consider the information in the EIR, including the public comments and staff response to those comments, during the public hearing process. As a legislative action, the final decision is made by the Board of Supervisors, who may approve, conditionally approve, or deny the Project. The purpose of an EIR is to identify:

- The significant potential impacts of the Project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated.
- Any unavoidable adverse impact that cannot be mitigated.

- Reasonable and feasible alternatives to the Project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less-than-significant level.

An EIR also discloses growth-inducing impacts; impacts found not to be significant; and significant cumulative impacts of the project when taken into consideration with past, present, and reasonably anticipated future projects.

CEQA requires an EIR that reflects the independent judgment of the Lead Agency regarding the impacts, the level of significance of the impacts both before and after mitigation, and mitigation measures proposed to reduce the impacts. A Draft EIR is circulated to responsible agencies, trustee agencies with resources affected by the project, and interested agencies and individuals. The purposes of public and agency review of a Draft EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project, while still attaining most of the basic objectives of the Project.

Reviewers of a Draft EIR are requested to focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the Project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental effects.

2.2.1 - ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, which includes the choices among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved regarding the Project include decisions by the Lead agency as to whether or not:

- The Draft EIR adequately describes the environmental impacts of the Project.
- The recommended mitigation measures should be adopted or modified.
- Additional mitigation measures need to be applied.

2.3 - Terminology

To assist reviewers in understanding this EIR, the following terms are defined:

- *Project* means the whole of an action that has the potential for resulting in a direct physical change in the environment. or a reasonably foreseeable indirect physical change in the environment.
- *Environment* means the physical conditions that exist in the area, and which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved is

where significant direct or indirect impacts would occur as a result of the Project. The environment includes both natural and manmade (artificial) conditions.

- *Impacts* analyzed under CEQA must be related to a physical change. Impacts are:
 - Direct or primary impacts that would be caused by a proposed project and would occur at the same time and place.
 - Indirect or secondary impacts that would be caused by a proposed project and would be later in time or farther removed in distance but would still be reasonably foreseeable. Indirect or secondary impacts may include growth-inducing impacts and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.
 - The California Supreme Court recently ruled that the environment's impact on a project falls outside the scope of CEQA except to the extent that impacts from a project exacerbate such impacts. This EIR includes the environment's impacts on a project for informational purposes and addresses the exacerbation component of the Court's decision.
- *Significant impact on the environment* means a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. An economic or social change by itself is not considered a significant impact on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.
- *Mitigation* consists of measures that avoid or substantially reduce a proposed project's significant environmental impacts by:
 - Avoiding the impact altogether by not taking a certain action or parts of an action.
 - Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
 - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
 - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
 - Compensating for the impact by replacing or providing substitute resources or environments.
- *Cumulative impacts* are two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The following statements also apply when considering cumulative impacts:
 - The individual impacts 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 probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

This EIR uses a variety of terms to describe the level of significance of adverse impacts. These terms are defined as follows:

- *Less than significant.* An impact that is adverse but that does not exceed the defined thresholds of significance. Less-than-significant impacts do not require mitigation.
- *Significant.* An impact that exceeds the defined thresholds of significance and would or could cause a substantial adverse change in the environment. Mitigation measures are recommended to eliminate the impact or reduce it to a less-than-significant level.
- *Significant and unavoidable.* An impact that exceeds the defined thresholds of significance and cannot be eliminated or reduced to a less-than-significant level through the implementation of mitigation measures.

2.4 - Decision-Making Process

CEQA requires Lead Agencies to solicit and consider input from other interested agencies, citizen groups, and individual members of the public. CEQA also requires a project to be monitored after it has been permitted to ensure that mitigation measures are carried out.

CEQA requires the Lead Agency to provide the public with full disclosure of the expected environmental consequences of a proposed project and with an opportunity to provide comments. In accordance with CEQA, the following is the process for public participation in the decision-making process:

- **Notice of Preparation.** The City of Hanford prepared and circulated a Notice of Preparation (NOP) to responsible, trustee, and local agencies for review and comment on June 21, 2024. The NOP and responses to the NOP are included in Appendix A of this EIR. In conjunction with this public notice, a scoping meeting was held on July 8, 2024, at Hanford City Hall, located in the Training Room, 319 N Douty St, Hanford, CA 93230.
- **Draft EIR Preparation.** A Draft EIR is prepared, incorporating public and agency responses to the NOP and scoping process. The Draft EIR is circulated for review and comment to appropriate agencies and additional individuals and interest groups who have requested to be notified of EIR projects. Per Section 15105 of the CEQA Guidelines, the City of Hanford will provide for a 45-day public review period on the Draft EIR. The City will subsequently respond to each comment on the Draft EIR received in writing through a Response to Comments chapter in the Final EIR. The Response to Comments will be provided to each agency or person who provided

written comments on the EIR a minimum of 10 business days before the scheduled City Council hearing on the Final EIR.

- **Preparation and Certification of Final EIR.** The City of Hanford will consider the Final EIR and the Project, acting in an advisory capacity to the City Council. Upon receipt of the Planning Commission's recommendation, the City Council will also consider the Final EIR, and all public comments and take final action on the Project. At least one public hearing will be held by both the Planning Commission and City Council to consider the Final EIR, take public testimony, and then approve, conditionally approve, or deny the Project.

2.4.1 - NOTICE OF PREPARATION (NOP)

Pursuant to Section 15082 of the CEQA Guidelines, as amended, the City of Hanford circulated a NOP to the State Clearinghouse, public agencies, special districts, and members of the public for a public review period beginning June 21, 2024, and ending July 22, 2024. The purpose of the NOP is to formally convey that the City, as the Lead Agency, solicited input regarding the scope and proposed content of the EIR. The NOP and all comment letters are provided in Appendix A of this EIR.

2.4.2 - SCOPING MEETING

Pursuant to Section 15206 of the CEQA Guidelines, the Lead Agency is required to conduct at least one scoping meeting for all projects of Statewide, regional, or area-wide significance. The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed. The City of Hanford hosted a scoping meeting at 5:00 p.m. on July 8, 2024, at Hanford City Hall, located in Training Room, 319 N Douty St, Hanford, CA 93230.

NOP and Scoping Meeting Results

One comment letter was submitted during the scoping process. No oral comments were presented during the July 8, 2024, scoping meeting. Specific concerns raised in written and oral comments received during the NOP public review period are discussed below. The NOP and all comments received are included in Appendix A, along with the Summary of Proceedings from the scoping meeting.

NOP Written Comments

The City received one letter with substantive comments in response to the NOP. The comments are summarized in Table 2-1, *Summary of Written Comments on Notice of Preparation/Initial Study*.

Table 2-1
Summary of Written Comments on Notice of Preparation

Commenter	Summary of Comment
Federal Agencies	No federal agencies submitted comments in response to the IS/NOP.
California State Clearinghouse and Planning Unit (letter dated July 5, 2019)	Notifies reviewing agencies of their ability to review and provide comments on the NOP within 30 days of its receipt from the Lead Agency.
California Department of Toxic Substances Control (letter dated July 9, 2024)	The Department of Toxic Substances Control (DTSC) provided comments regarding the suitability of the site for residential use due to the past agricultural activities and potential past use of pesticides in addition to other potential contaminants. The comment letter is provided along with the IS/NOP in Appendix A. Responses to DTSC comments are provided below.
Local Agencies Members of the Public	No local agencies or members of the public submitted comments in response to the NOP.

1. California Department of Toxic Substances Control

Comment 1: That all imported soil and fill materials should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets the screening levels outlined in DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage.

Response: The Hanford Municipal Code requires that a grading plan be submitted for review and approval. The contents of the grading plan include specifications covering construction and material requirements, and a soils engineering report, which shall include data regarding the nature, distribution, and strength of existing soils; conclusions and recommendations for grading procedures; criteria for corrective measures when necessary; and opinions and recommendations covering adequacy of sites to be developed by the proposed grading. Should imported fill be necessary for the Project, the grading plan to be approved by the City will address the use of clean soil and fill pursuant to State and local requirements including Municipal Code and California Building Code standards.

Comment 2: When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern can be present. The Lead Agency shall

identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are Dichlorodiphenyltrichloroethane, toxaphene, and dieldrin. Additionally, any level of arsenic present would require further analysis and sampling and must meet Human Health Risk Assessment Note Number 3 approved thresholds outlined in the PEA Guidance Manual. If they do not, remedial action must take place to mitigate them below those thresholds.

Response: A Phase I and Phase 2 Environmental Site Assessment (ESA) was prepared to determine if actual or potential environmental conditions involving the subjects are present and has been included as Appendix A in this Draft EIR (GeoTeck, Inc., 2024). Phase I ESA included a reconnaissance survey of the site and surrounding properties, interviews with appropriate representatives and regulatory agency personnel, and review of environmental databases, public records, and historical documents. The Phase I and 2 ESA also provided limited soils sampling to determine if any soil contamination was present. With respect to OCPs, five soil samples contained detectable concentrations of OCPs, however, those concentrations are below the EPA Regional Screening Level for residential soils. The concentration of the metal arsenic in all of the soil samples was above screening levels for residential soils, as determined by DTSC. However, the USEPA and the DTSC have acknowledged that naturally occurring arsenic in southern California typically exceeds the maximum screening level, with levels recorded up to 12 mg/kg in many areas (Human Health Risk Assessment (HHRA) Note Number 11 - Southern California Ambient Arsenic Screening Level). The test results for all of the soil samples are below the typically detected levels of arsenic in the southern California area. Therefore, the Phase I and 2 ESA concluded that no recognized environmental condition or concern is present on the site.

Comment 3: Additional contaminants of concern may be found in mixing/loading/storage area, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons may be required.

Response: The Phase I and 2 ESA site investigation concluded that no recognized environmental condition in connection with the subject site had been identified. The survey of the site and historic document research did not reveal any contamination of concern related to historic use of the site for agriculture.

IS/NOP Oral Comments

The City received no oral comments in response to the NOP at the scoping meeting. The comments are summarized in Table 2-2, *Summary of Oral Comments on Notice of Preparation*.

Table 2-2
Summary of Oral Comments on Notice of Preparation

Commenter	Summary of Comment
Federal Agencies	No federal agencies commented in response to the NOP during the scoping meeting.
State Agencies	No local agencies commented in response to the NOP during the scoping meeting.
Local Agencies	No local agencies commented in response to the NOP during the scoping meeting.
Interested Parties	No interested parties commented in response to the NOP during the scoping meeting.

2.5 - Availability of the Draft EIR

This Draft EIR is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 45-day formal review period in accordance with Section 15087 of the CEQA Guidelines. This Draft EIR and the full administrative record for the Project, including all studies, is available for review during normal business hours Monday through Friday at the City of Hanford Community Development Department, located at:

City of Hanford Community Development Department
 CIVIC CENTER BUILDING
 317 N Douty St, Hanford, CA 93230

2.6 - Format and Content

This Draft EIR addresses the potential environmental effects of the Project and was prepared following input from the public and the responsible and affected agencies, through the EIR scoping process, as discussed previously. The contents of this Draft EIR were established based on the findings in the NOP and public and agency input. Based on the findings of the NOP, a determination was made that an EIR was required to address potentially significant environmental effects on the following resources:

- Land Use and Planning
- Transportation

2.6.1 - REQUIRED EIR CONTENT AND ORGANIZATION

The content and organization of this Draft EIR are designed to meet the requirements of CEQA, the CEQA Guidelines, and the Kern County CEQA Implementation Document, as well as to present issues, analysis, mitigation, and other information in a logical and understandable way. This Draft EIR is organized into the following sections:

- Chapter 1, “*Executive Summary*,” provides a Project description and a summary of the environmental impacts and mitigation measures.

- Chapter 2, *"Introduction,"* provides CEQA compliance information, an overview of the decision-making process, organization of the EIR, and a responsible and trustee agency list.
- Chapter 3, *"Project Description,"* provides a description of the location, characteristics, objectives, and the relationship of the Project to other plans and policies.
- Chapter 4, *"Environmental Setting, Impacts, and Mitigation Measures,"* contains a detailed environmental analysis of the existing conditions, project impacts, mitigation measures, and unavoidable adverse impacts.
- Chapter 5, *"Consequences of Project Implementation (Mandatory CEQA Sections),"* presents an analysis of the Project's cumulative and growth-inducing impacts and other CEQA requirements, including significant and unavoidable impacts and irreversible commitment of resources.
- Chapter 6, *"Alternatives,"* describes a reasonable range of alternatives to the Project that could reduce the significant environmental effects that cannot be avoided.
- Chapter 7, *"Responses to Comments,"* is reserved for responses to comments on this Draft EIR.
- Chapter 8, *"Organizations and Persons Consulted,"* lists the organizations and persons contacted during the preparation of this Draft EIR.
- Chapter 9, *"Preparers,"* identifies persons involved in the preparation of the Draft EIR.
- Chapter 10, *"Bibliography,"* identifies reference sources for the Draft EIR.
- *"Appendices"* provide information and technical studies that support the environmental analysis contained within the Draft EIR.

The analysis of each environmental category in Chapter 4 is organized as follows:

- *"Introduction"* provides a brief overview of the purpose of the section being analyzed with regard to the Project.
- *"Environmental Setting"* describes the physical conditions that exist at this time and that may influence or affect the topic being analyzed.
- *"Regulatory Setting"* provides State and federal laws, the City of Hanford General Plan (GP) goals, policies, and implementation measures that apply to the topic being analyzed.
- *"Impacts and Mitigation Measures"* discusses the impacts of the Project in each category, including direct, indirect, and cumulative impacts, presents the

determination of the level of significance, and provides a discussion of feasible mitigation measures to reduce any impacts.

2.7 - Responsible and Trustee Agencies

Projects or actions undertaken by the Lead Agency, in this case, the City of Hanford, may require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Other such agencies are referred to as “*responsible agencies*” and “*trustee agencies*.” Pursuant to Sections 15381 and 15386 of the CEQA Guidelines, as amended, responsible agencies and trustee agencies are defined as follows:

- A “*responsible agency*” is a public agency that proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “*responsible agency*” includes all public agencies other than the Lead Agency that have discretionary approval power over the project (Section 15381).
- A “*trustee agency*” is a State agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California (Section 15386).

The various public, private, and political agencies and jurisdictions with a particular interest in the Project include, but are not limited to, the following:

2.7.1 - LOCAL AGENCIES

- Pacific Gas and Electric (PG&E)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- County of Kings
- Southern California Edison Company (SCE)
- Southern California Gas Company (SCG)

2.7.2 - STATE AGENCIES

- California Air Resources Board (CARB)
- California Department of Transportation (Caltrans)
- California Department of Fish and Wildlife (CDFW)
- California Integrated Waste Management Board
- Department of Water Resources
- Governor’s Office of Planning and Research
- Regional Water Quality Control Board (RWQCB), Central Valley Region
- Department of Toxic Substances Control (DTSC)
- California Environmental Protection Agency

2.7.3 - FEDERAL AGENCIES

- U.S. Environmental Protection Agency (USEPA)
- U.S. Fish and Wildlife Service (USFWS)

2.8 - Incorporation by Reference

In accordance with Section 15150 of the CEQA Guidelines to reduce the size of the report, the following documents are hereby incorporated by reference into this Draft EIR and are available for public review at the City of Hanford Community Development Department.

- City of Hanford 2035 General Plan Update
- City of Hanford 2035 General Plan Update Master EIR
- City of Hanford Subdivision Ordinance
- City of Hanford Zoning Ordinance
- City of Hanford Housing Element
- City of Hanford Vehicle Miles Travelled Threshold and Implementation Guidelines

2.9 - Sources

This Draft EIR is dependent upon information from many sources. Some sources are studies or reports that have been prepared specifically for this document. Other sources provide background information related to one or more issue areas that are discussed in this document. The sources and references used in the preparation of this Draft EIR are listed in Chapter 10, *Bibliography*, and are available for review during normal business hours at the:

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CHAPTER 3 - PROJECT DESCRIPTION

3.1 - Project Overview

This Environmental Impact Report (EIR) has been prepared to identify and evaluate potential environmental impacts associated with the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence (SOI) but will be annexed into the City (Figure 3-1 - *Regional Location*; Figure 3-2 - *Project Area*).

3.2 - Project Location and Environmental Setting

3.2.1 - REGIONAL SETTING

The City of Hanford (City) is located 30 miles south of the City of Fresno and 20 miles west of the City of Visalia in the northern portion of Kings County, California. Kings County is one of eight counties that comprise the San Joaquin Valley, which is bound on the west by the Coast Range Mountains, on the east by the Sierra Nevada, on the south by the Tehachapi Mountains, and on the north by the Sacramento River Delta area. Kings County is bordered by Monterey County to the west, Tulare County to the east, Kern County to the south, and Fresno County to the north. Like much of the greater San Joaquin Valley, Kings County has remained predominantly an agricultural area. There are four incorporated cities in Kings County. Hanford is the largest of the four cities in physical size and population. Figure 3-1 provides the regional location of Hanford.

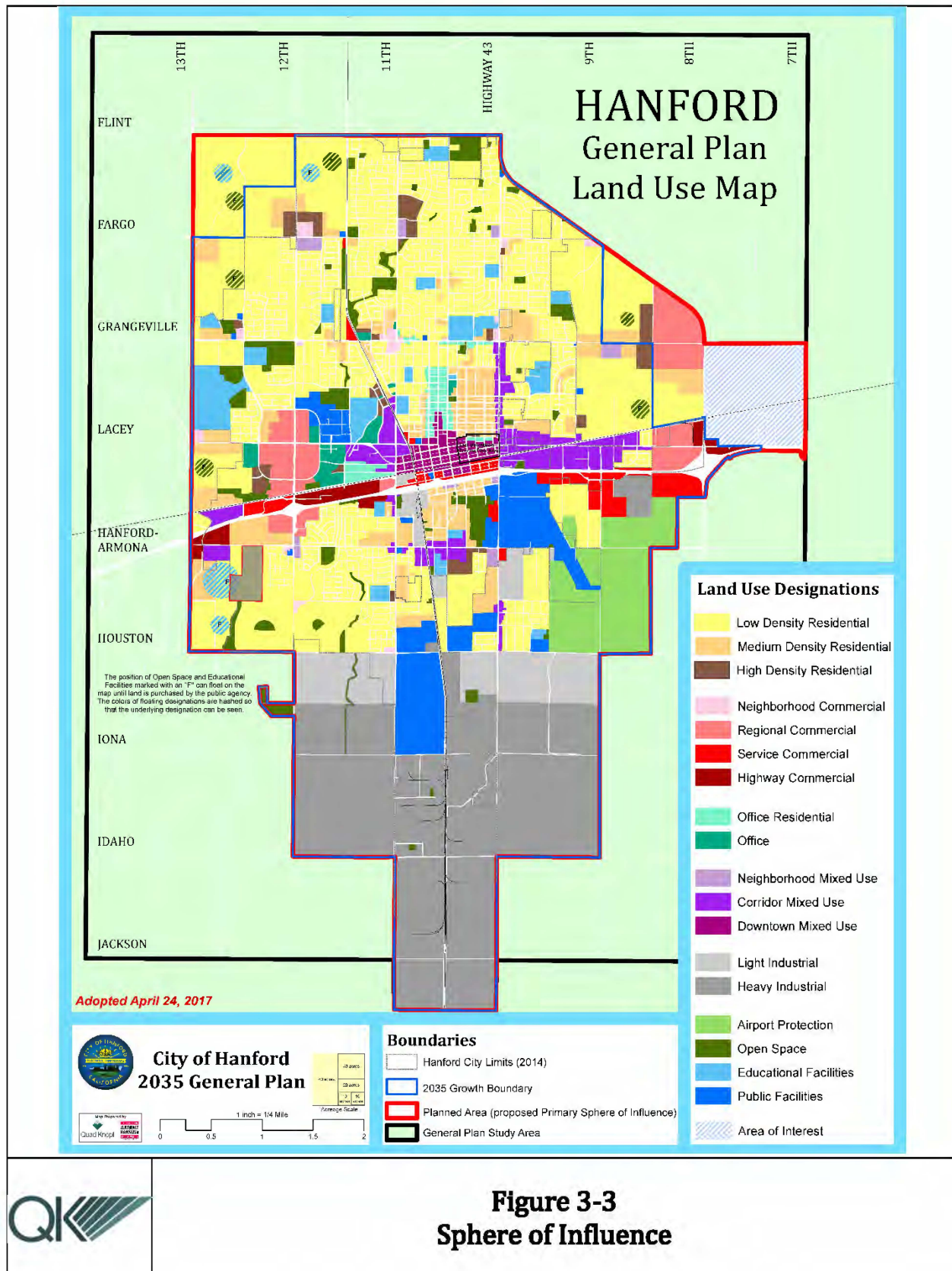
3.2.2 - LOCAL SETTING

The City has a total area of approximately 17 square miles and, as of January 1, 2020, had a population of 57,339 residents, which was about 38 percent of the total population of Kings County. The City's elevation is approximately 249 feet above mean sea level, and the topography of Hanford is relatively flat, indicative of the floor of the San Joaquin Valley where the City resides. Armona, Home Garden, and Grangeville are unincorporated communities located near Hanford. The Naval Air Station Lemoore is located 16 miles west of Hanford. Santa Rosa Rancheria, the reservation of the Santa Rosa Indian Community, is located eight miles southwest of Hanford.

The applicant is proposing a 75.02-acre single-family residential development in the City's southwest Planning Area boundary. Figure 3-3 shows the current city limits. This figure also shows the City's current Primary Sphere of Influence (SOI) and Secondary SOI. A Primary SOI is defined as "the probable physical boundaries and service area of a local agency." The City's Primary SOI represents an assumption of the City's probable future physical boundaries and service. A Secondary SOI serves as an identification of the "areas of interest" between local agencies.







3.2.3 - PROJECT LOCATION

The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The Project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027) and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. The Project is located within Section 3, Township 19 South, Range 21 East Mount Diablo Base and Meridian (MDB&M). Figure 3-3 shows the location of the Project in relation to the city limits.

3.3 - Project Objectives

State CEQA Guidelines require that the EIR project description include a statement of the objectives of the proposed Project as outlined by the project proponent. The primary objectives of the Project are to:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the housing needs of the area.
- Provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

3.4 - Proposed Project

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence (Figure 3-4). The Project will be annexed into the City under a separate application. An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 2.86-acre retention basin. Lots will range between 5,000 to 7,000 square feet and will be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

In order for the Project to be constructed, approval of the following actions is required:

- Approval of Tentative Tract Map 943.
- Prezoning – Because the Project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The Project would be prezoned to the R-L-5 (Low Density Residential, 5,000 square feet).
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo).

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and will include the following:

- Excavators/earth-moving equipment
- Depending on the foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flatbeds)
- Small tools (generators, light plants, compactors, air compressors)

3.5 - Entitlements Required

The City is the Lead Agency for the proposed Project, consistent with State CEQA Guidelines Section 15065(b). As such, this EIR will be used by the City to evaluate the potential environmental impacts that could result from implementation of the Project and develop changes in the proposed Project, and/or adopt mitigation measures that would address those impacts.

The Hanford City Council will consider the adoption of the Project after certification of the Final EIR. Pursuant to CEQA Guidelines Section 15093, the decision-makers must “*balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable’*”

If the City, as the Lead Agency, approves the proposed Project and significant, unavoidable environmental impacts have been documented, a Statement of Overriding Considerations must be written, which shall state the specific reasons to support the approval based on the Final EIR and/or other information in the record.

Implementation of the proposed Project would require the following regulatory and/or legislative actions by the Hanford City Council, following the recommendation from the Planning Commission:

- Certify the Final EIR.
- Consider and adopt Findings and a Statement of Overriding Considerations, as necessary.
- Approve Tentative Tract Map 943.
- Adopt an Ordinance approving the rezoning of the site as R-L-5 Low-Density Residential.

- Initiate Annexation by filing an application with Kings County LAFCo.

3.5.1 - OTHER RESPONSIBLE AGENCIES

Future activities related to development may require consideration and approval from a variety of agencies, who will be CEQA responsible or trustee agencies in this environmental process. The specific responsible agencies may vary depending upon the nature of the planned activity, location, and the resources impacted by the proposed subdivision. A preliminary list of potentially responsible and trustee agencies is provided below:

- Kings County LAFCo
- San Joaquin Valley Air Pollution Control District (SJVAPCD)

3.6 - Cumulative Projects

CEQA requires that an EIR evaluate cumulative impacts. Cumulative impacts are the Project's impacts combined with the impacts of other related past, present, and reasonably foreseeable future projects. As set forth in the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the Project alone. As stated in CEQA, Public Resources Code, Section 21083(b) (2), "a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable."

According to the CEQA Guidelines:

Cumulative impacts refer to two or more individual effects, which, when considered together, are considerable and compound or increase other environmental impacts.

- The individual effects may be changes resulting from a single project or a number of separate projects.
- The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, §15355).

In addition, as stated in the CEQA Guidelines, it should be noted that:

The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable (CCR, Title 14, Division 6, Chapter 3, Section 15064[I][5]).

Cumulative impact discussions for each environmental topic area are provided at the end of each technical analysis contained within Chapter 4, under *Impacts and Mitigation Measures*. The cumulative impacts discussions explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, city, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is being analyzed. For example, in assessing aesthetic impacts, the pertinent geographic study area is the vicinity of the areas of new development under the proposed plan from which the new development can be publicly viewed and may contribute to a significant cumulative visual effect. In assessing macro-scale air quality impacts, on the other hand, all development within the air basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions are the best tool for determining the cumulative effect.

Section 15130 of the CEQA Guidelines permits two different methodologies for the completion of the cumulative impact analysis:

- The 'list' approach permits the use of a list of past, present, and probable future projects producing related or cumulative impacts, including projects both within and outside the city.
- The 'projections' approach allows the use of a summary of projections contained in an adopted plan or related planning document, such as a regional transportation plan, or in an EIR prepared for such a plan. The projections may be supplemented with additional information such as regional modeling.

This EIR uses the list approach and below is a list of similar projects within a 1.5-mile radius of the Project site. The project list provided by the Lead Agency includes the following projects.

1. Live Oak North (Tract 902, 99 single-family units, under construction)
2. Billingsly (Tentative Tract 927, 95 single-family units, not under construction)
3. Stonehaven (Tentative Tract 940, 82 single-family units, not under construction)
4. Live Oak West (Entitled under Live Oak Master Plan and Tentative Tract 909, 642 units, not under construction)
5. Live Oak East (Tract 865 and 881, 448 single-family units, under construction)
6. Live Oak East II (Tentative Tract 912, 94 single-family units, not under construction)
7. Fairfield Inn Hotel (80 units, under construction)
8. The Enclave (Tract 915, 66 single-family units, under construction)
9. The Village (100 multi-family units, under construction)
10. 216-unit apartment complex (not under construction)
11. Proposed medical mixed use complex (not entitled)
12. Monte Vista (40 high-density single-family units, under construction)

The following provides a summary of the cumulative impact scope for each impact area:

- Land Use and Planning: The analysis of the proposed Project addresses cumulative impacts related to consistency with the City of Hanford General Plan and other applicable planning documents.
- Transportation and Traffic: The analysis of the proposed Project addresses cumulative impacts to the transportation network in Hanford and the surrounding area.

CHAPTER 4 - ENVIRONMENTAL IMPACT ANALYSES

4.1 - Land Use and Planning

4.1.1 - INTRODUCTION

This section describes the affected environment and regulatory setting of the proposed Project for impacts that may affect land use and planning. It also describes the environmental and regulatory setting and discusses the need for mitigation measures where applicable. The information is based, in part, on a review of the proposed Project's consistency with the City of Hanford General Plan, City Zoning Ordinance, Kings County General Plan, and Kings County LAFCo regulations.

4.1.2 - ENVIRONMENTAL SETTING

On-Site Land Uses

The Project site has historically been used as an agricultural field and does not contain any structures.

As discussed in the scoping Initial Study (IS) prepared with the NOP (Appendix A), the site contains both Prime Farmland and Farmland of Statewide Importance as designed by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation, 2022). The Project site is located within the Sphere of Influence (SOI) of the City and is designated for Low Density Residential under their General Plan. The Project site is not subject to a Williamson Act Land Use contract.

The Project site is located in Flood Zone X, an area of minimal flood hazard, and outside of the 100-year flood zone. Furthermore, the Project site is not located within the Special Flood Hazard Area (Zone A, V, A99, AE, AO, AH, VE, or AR). Per the National Hydrography Dataset (NHD) and National Wetlands Inventory (NWI), the Project site does not contain a delineated wetland, water feature, or potentially jurisdictional water body or wetland that may fall under the jurisdiction of federal and/or State regulatory agencies.

The Kings County General Plan states that there are limited excavation operations of soil, sand, and gravel for commercial use within Kings County. In 2009, the County had only one surface mining permit for a non-active gravel operation, and two agricultural reclamation sites that were fully reclaimed (Kings County, 2010). The City of Hanford General Plan further states that there have been no efforts to attempt extraction of mineral resources within or near the General Plan Planning Area. The Project site does not contain a mineral resource extraction area. Per the California Department of Conservation Well Finder online mapping application, the Project site does not contain an active or abandoned well site.

As shown in Table 4.1-1, *Project Site and Surrounding Land Uses and Zoning Classifications*, the Project site has a Kings County General Plan designation of Limited Agriculture, 10 acres, and a City of Hanford General Plan designation of Low Density Residential. The Project

proposes to annex into the City of Hanford's city limits and will be rezoned to the R-L-5 (Low Density Residential, 5,000 square feet) to be consistent with the City General Plan designation.

Surrounding Land Uses

Land uses in the region and immediate area of the Project site consist of agricultural operations and residential development. Immediately north of the Project site is agricultural land improved with row crops and single-family residences, and the Koinonia Church. The area west and south of the Project site consists of rural residential and undeveloped land. Land to the east is mainly developed with single-family residential. The nearest residences are located along the eastern boundary of the Project site.

As summarized in Table 4.1-1, surrounding land uses are designated Low Density Residential, Medium Density Residential, and Open Space under the City of Hanford General Plan Land Use Map. A small portion west of the Project site is located outside of the city limits and is designated as Limited Agriculture under the Kings County General Plan.

**Table 4.1-1
Project Site and Surrounding Land Uses and Zoning Classifications**

	Existing Land Use	Existing General Plan Designation	Existing Zoning
Project Site	Undeveloped Land	Low Density Residential	Prezone: R-L-5
Surrounding Land Use			
North	Agriculture, Rural Residential, Church	Medium Density Residential	R-M (Medium Density Residential)
East	Single-Family Residential	Low Density Residential	R-L-5 (Low Density Residential, 5,000 square feet)
South	Undeveloped	Open Space and Low Density Residential	R-L-5 and CO (Conservation)
West	Rural Residential, Undeveloped	Limited Agriculture, 5 Acres (Kings County) Low Density Residential (City of Hanford)	R-L-5 (City of Hanford) AL10 (Limited Agriculture, 10 acres) (Kings County)

4.1.3 - REGULATORY SETTING

This section summarizes the Land Use and Planning policies, laws, and regulations that apply to the proposed Project. This information provides context for the impact discussion related to the Project's consistency with applicable regulatory conditions.

Federal

No federal plans, policies, regulations, or laws are applicable for this issue area.

State

There are no State regulations for this issue area.

Regional***KINGS COUNTY LOCAL AREA FORMATION COMMISSION (LAFCo)***

Kings County LAFCo is responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify and streamline governmental structure and preparing a SOI for each city and special district within each county. The Commission's efforts are directed to seeing that services are provided efficiently and economically while ensuring that agricultural and open-space lands are protected. A SOI is a planning boundary outside of an agency's legal boundary that designates the agency's probable future boundary and service area. The purpose of the SOI is to ensure the provision of efficient services while discouraging urban sprawl and premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. A secondary SOI has been established by Kings County LAFCo which is beyond the primary SOI and includes additional territory that serves only as an area of planning interest to the city. When a city desires to alter its boundary and add additional contiguous land into its jurisdictional control through an annexation, the city must first obtain LAFCo approval.

The Kings County LAFCo adopted standards to review proposals of all changes or organization or reorganization of cities and special districts and are reflected in the Kings County LAFCo Policies and Procedure Manual. Both favorable and unfavorable factors are listed, and the existence of favorable or unfavorable factors should not decide approval or denial; however a substantial number of favorable, or unfavorable, factors may be the determining factor of approval or denial of the proposal.

Standards for Annexation to Cities and Special Districts Providing Urban Services***1. Favorable Factors:***

- a. Proposal would eliminate or reduce in size, islands, near islands or other gross distortions of existing city and district boundaries.*
- b. The proposed area is urban in character and should be provided with municipal or urban type services.*
- c. The proposed area is close to urban development and municipal type services and would enhance its potential of full development.*
- d. The proposal is required by a governmental agency for annexation of its publicly owned property.*

- e. *The proposed annexation conforms to the adopted general plan.*
- f. *The boundaries are definite and certain.*
- g. *The proposed area is consistent with the sphere of influence.*
- h. *Request for annexation comes with the consent of all land owners as shown on the last assessment roll.*

2. *Unfavorable Factors:*

- a. *The proposed annexation would create extensive corridors or peninsulas extending into an unincorporated area, and would cause further distortion of existing city boundaries.*
- b. *The proposed annexation would result in a premature intrusion of urbanization into an agricultural area.*
- c. *Extension of city services is financially infeasible for the foreseeable future.*
- d. *The area is presently rural or agricultural and no urban development appears to be imminent.*
- e. *The proposed annexation is motivated by land speculation or other motives not in the public's best interest.*
- f. *Boundaries of the proposal do not include appropriate area or are otherwise improperly drawn.*
- g. *The proposal is inconsistent with adopted sphere of influence and adopted general plan.*

Local

KINGS COUNTY GENERAL PLAN

The 2035 Kings County General Plan provides a future vision for the county and guides the physical growth and development of the unincorporated portion of Kings County. The Kings County General Plan is also intended to conserve the County's resources through the year 2035 in a manner consistent with the goals of the people of Kings County. The Kings County General Plan includes the following goal, objective and policies regarding annexation.

LU Goal E1: Urban Fringe areas continue to allow existing uses, while land remains intended for probable future urban growth and expansion of Cities where urban level municipal services are provided.

LU Objective E1.1: Require new development in city fringe areas (except a single-family house or secondary dwelling unit on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the City where the City the closest and most logical municipal service provide.

LU Policy E1.1.1: Require urban growth to be contiguous to existing urban development and annex to a city in order to ensure coordinated urban growth according to that City's General Plan policies. Commercial and industrial development may be considered for development

in the County when annexation is not feasible or practical but must develop public improvements to City standards.

CITY OF HANFORD GENERAL PLAN

The Hanford General Plan serves as the community's guide for the continued development, enhancement, and revitalization of the City of Hanford. The General Plan includes the following policies related to land use and annexations that are relevant to this analysis:

Chapter 3 Land Use and Community Design

Goal L1: A well planned community that grows in an organized fashion.

Goal L3: Limitation of urban sprawl-style development patterns in new growth areas.

Goal L4: Adequate land available to meet housing needs for all citizens through the year 2035.

Goal L5: Stable, high quality neighborhoods with housing integrated with schools, parks, and availability of everyday commercial goods and services.

Goal L6: A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels.

Goal L7: Residential densities that encourage both compact and infill development.

Goal L30: Preservation and enhancement of Hanford's unique character and achievement of an optimal balance of residential, commercial, industrial, public, and open space land uses.

Goal L32: Improvement in Hanford's quality of life through use of practical design principles and standards.

Goal L38: Revitalized Arterial corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality and improve the visual character.

Policy L1 Planned Area Boundary

Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.

Policy L2 2035 Growth Boundary

Designate a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses.

Policy L3 Developable Land Inventory

Include enough land within the 2035 Growth Boundary to meet the project land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels.

Policy L4 New Development within Boundary

Approve new urban development only within the 2035 Growth Boundary.

Policy L6 Agriculture and the Urban Fringe

Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City.

Policy L7 Primary Sphere of Influence

Support and pursue an amendment of the City of Hanford's Primary Sphere of Influence to be coterminous to the Planned Area Boundary.

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.
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.
3. Land for development within the city limits is insufficient to meet the current land use needs.
4. The territory to be annexed is contiguous to existing developed areas.

Policy L18 Compatibility with Surrounding Neighborhoods

Ensure that new development is compatible with existing and surrounding neighborhoods.

Policy L24 Availability of Infrastructure

Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.

Policy L27 Mix of Densities in Neighborhoods

Encourage mixing of residential densities and lot sizes within neighborhoods.

Policy L29 Agriculture

Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protect from nearby property owners.

Policy L33 Size of Lots in the Low Density Residential Land Use Designation

While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonus policies.

Policy L114 Services and Facilities

Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should live within a ½ mile walking distance of schools, parks and retail services.

Policy L120 Encroachment of Incompatible Land Uses

Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment.

Policy L147 Hanford-Armona Road Residential and Mixed Use Development

Encourage residential and mixed use developed in the Hanford-Armona Road Corridor between 10th and 13th Avenues.

Chapter 4 Transportation and Circulation***Policy T1 Coordination of Circulation and Land Use***

Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element.

Policy T29 Maximum Level of Service

Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary.

Policy T33 Street Improvements and Priorities

Prioritize street improvements with emphasis on current and forecasted service levels.

Policy T36 Traffic Impact Fees

Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street, intersection, and highway improvements.

Policy T40 Pedestrian and Bicycle Placemaking

Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T48 Traffic Calming

Consider the use of traffic calming designs such as roundabouts, bulb-outs, and other traffic calming designs, where they will improve the operation or LOS of a street.

Policy T49 Subdivision Connectivity

Design subdivision to maximize connectivity both internally and with other surrounding development.

Policy T51 Alternative Design Standards

Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:

- Narrower street widths on local roadways.
- Smaller turning radii geometrics on street intersections to improve safety for pedestrians.
- Tree lined streets in parkways between the curb and sidewalk.
- Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.

Policy T64 Bicycle Network Master Planning

Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

Policy T70 Pedestrian Connections

Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Chapter 5 Open Space, Conservation and Recreation

Goal 08: The equitable distribution of parks throughout the community that are well designed, accessible, and integrated with the surrounding neighborhood.

Goal 09 Parks provided at a combined ratio of 2.5 acres per 1,000 residents.

Policy 01 Boundary between Urban and Agricultural Uses

Utilize the Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary.

Policy 02 Agricultural Buffer

Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities.

Policy 04 Interim Agricultural Use

Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.

Policy 012 Soil Erosion

Require new development to implement measures to minimize soil erosion related to construction.

Policy 015 Energy-efficient Design Features

Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation meet or exceed California Code of Regulations Title 24.

Policy 016 Vegetation to Conserve Energy

Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.

Policy 021 Water Conservation Ordinance

Actively enforce and periodically update the City Water Conservation Ordinance.

Policy 022 Water Conservation Efforts

Actively encourage water conservation by both agricultural and urban water users.

Policy 024 Drought Tolerant Vegetation

Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers.

Policy 025 Recharge Basins

Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.

Policy 028 Water Availability in Emergencies

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

Policy 029 Water Conservation Measures for New Development

Encourage new development projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.

Policy 030 Storm Water Pollution Prevention

Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a storm water pollution prevention plan, including use of best management practices, to control erosion and sedimentation during construction.

Policy 031 Provision of Open Space Areas

Preserve and enhance natural open space areas.

Policy 035 Impacts from Development

Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.

Policy 036 Nonnative Invasive Species

Manage or eliminate nonnative invasive species from City-owned property and open space.

Policy 037 Mature Trees

Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees

Policy 038 Native Tree Species and Drought Tolerant Vegetation

Encourage the planting of native tree species and drought-tolerant vegetation.

Policy 039 Endangered Wildlife and Habitat

Establish programs in connection with environmental review processes that protect endangered wildlife and their habitats.

Policy 040 Sensitive Wildlife

Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City.

Policy 044 Flexible Land Use Standards

Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.

Policy 046 Archaeological Site Consultation

Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.

Policy 047 Archaeological Site Study

Require archaeological studies by a certified archaeologist in areas of archaeological potential significance prior to approval of development projects.

Policy 048 Cultural Site Consultation

Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.

Policy 049 Cultural Site Discovery

Halt construction at a development site if cultural resources are encountered unexpectedly during construction.

Policy 050 Parks, Recreation, and Open Space Master Plan

Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for new growth identified in the land use element.

Policy 057 Neighborhood Parks

Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood.

Policy 058 Neighborhood Parks Service Area

Neighborhood parks shall have a general service area of approximately ½ mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.

Policy 064 Park Visibility

Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are minimized and visibility of parks from public streets is maximized.

Policy 065 Development Impact Fee for Parks

Adopt and periodically update a park development impact fee to fund new neighborhood and community parks needed to serve new growth.

Chapter 6 Public Facilities and Services

Goal P1: Adequate water quality and quantity to meet existing and planned needs.

Goal P2: Adequate wastewater collection and treatment to meet both existing and planned needs.

Goal P3: Adequate and effective stormwater collection and disposal to meet both existing and planned needs.

Goal P5: Adequate solid waste disposal capacity to meet existing and future demands.

Goal P12: Adequate provision of school facilities to serve projected growth.

Policy P1 Adequate Water Services

Provide adequate water services to support the level of development identified in the land use element.

Policy P3 Water Supply and Fire Flow Availability

Condition approval of new development projects and water service extensions on the availability of adequate water supply and the ability to meet domestic and fire flow needs of the area.

Policy P7 New Water Infrastructure

Require developers to fund and install new water distribution facilities to service their new developments.

Policy P8 Impact Fees for Water Facilities

Adopt and periodically update a water impact fee to fund community-wide water supply, treatment, and distribution infrastructure needed to serve new growth.

Policy P9 Sufficient Collection and Treatment

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element.

Policy P13 New Wastewater Infrastructure

Require developers to fund and install new wastewater collection facilities to service their new development.

Policy P14 Impact Fees for Wastewater Facilities

Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth.

Policy P15 Adequate Storm Water Services

Provide adequate storm water drainage infrastructure to support the level of development identified in the land use element.

Policy P17 Adequate Storm Water Drainage Improvements Availability

Condition approval of development projects on the provision of adequate storm water drainage improvements.

Policy P21 New Storm Water Drainage Infrastructure

Require developers to fund and install new storm water drainage facilities to service their new developments.

Policy P22 Impact Fees for Wastewater Facilities

Adopt and periodically update a wastewater drainage impact fee to fund area-wide storm water drainage needed to serve new growth.

Policy P24 New Development Run-Off Volumes

Require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage infrastructure in accordance with an adopted drainage plan.

Policy P37 Impact Fees for Police Facilities

Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs for new population growth.

Policy P46 Building Design for Safety

Encourage building designs that help to reduce crime and improve resident safety.

Policy P47 Lighting for Safety

Facilitate public safety through the placement and design of outdoor lighting, while respecting the privacy of surrounding properties.

Policy P52 Impact Fees for Fire Facilities

Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development.

Policy P59 Fire and Building Codes

Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property.

Policy P79 Impact Fees for General Government Facilities

Require developers to contribute impact fees to fund the cost of providing expanded general government facilities needed to support new population growth and development.

Chapter 7 Health, Safety, and Noise

Goal H1: Reduced impacts to human life, property, the local economy, and the environment resulting from natural hazards, human-trade hazards, and noise.

Goal H5: Protection from the harmful effects of hazardous materials.

Goal H7: Protection from the harmful and annoying effects of excessive noise.

Goal H8: Protection of the City's economical base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Policy H15 Building Codes and Standards for Earthquakes

Maintain and enforce current building codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.

Policy H17 Geologic and Soils Studies

Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.

Policy H20 New Development Requirements for Flood Protection

Require new development to provide onsite drainage or contribute towards their fair share cost of off-site drainage facilities to handle surface runoff.

Policy H27 Fire Code

Ensure that all new buildings are constructed to current Fire Code Standards.

Policy H34 Sensitive Receptors

Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous materials or may emit toxic air contaminants.

Policy H39 Aircraft Noise

Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan.

Policy H41 Interior Noise Exposure

Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code concerning interior noise exposure for new single, multi-family housing. Hotels, and motels.

Policy H42 Noise Evaluation for New Development

Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.

Policy H50 Sound Walls

Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.

Policy H53 Land Use Zones that Encourage Health Food Sales

Designate land use zones that allow for convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood.

Policy H60 Health and Land Use Decisions

Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.

Policy H61 Public Amenities

Consider environmental justice issues as they are related to the equitable provisions of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.

Policy H65 Comfortable Walking and Biking Environments

Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

Policy H66 Non-Vehicular Access

Improve, bicycle, pedestrian, and public transportation access to residential areas, education and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.

Policy H68 New Growth Areas

Encourage land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.

Policy H69 Separation between Incompatible Land Uses and Residential Neighborhoods

Maintain a separation between uses that are incompatible with residential neighborhoods.

4.1.4 - IMPACTS AND MITIGATION MEASURES***Methodology***

The potential impacts associated with the Project are evaluated on a qualitative basis through a comparison of the existing land use and the proposed land uses, considering the applicable planning goals and policies identified above. Compliance with the aforementioned goals and policies is illustrated in consistency tables provided in the Project Impacts section below. The change in the land use on the project site is significant if the effect described under the thresholds of significance below occurs as a result of the project. The evaluation of the project impacts is based on professional judgment, analysis of the County's land use policies and the significance criteria suggested in California Environmental Quality Act

(CEQA) Guidelines Appendix G, which the County has determined appropriate for this Draft EIR.

Thresholds of Significance

As identified in CEQA Guidelines Appendix G, to determine whether a project could potentially have a significant adverse effect on land use. A project could have a significant adverse effect on land use if the project would:

- a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Project Impacts

Impact 4.1-2 - Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The City of Hanford General Plan establishes land use policies and regulations that are applicable to the Project. In addition to the City of Hanford General Plan, applicable policies and regulations of the Kings County General Plan and Kings County LAFCo were identified as they pertain to annexations of land. The following discussion evaluates the Project's consistency with these plans, policies, and regulations in the lands for which the City and responsible agencies has jurisdiction. Implementation of the proposed Project would require approval of an annexation request from Kings County LAFCo, and approval of a rezoning of the land to a compatible City of Hanford zone district, and tentative tract map with the City of Hanford Planning Commission and City Council.

The Project site has a General Plan designation of Low Density Residential and would be rezoned R-L-5. Per the City General Plan zoning matrix, the R-L-5 zone district is compatible with the General Plan designation. Approval of the tentative map subject to the provisions of the City of Hanford municipal code would allow subdivision of the Project area into lot sizes consistent with the R-L-5 zone district. Pursuant to Table 17.08.020, the proposed development of single-family dwellings throughout the subdivided Project area are permitted uses under the R-L-5 zone district.

Table 4.1-2 presents an evaluation of the Project's consistency with the City of Hanford General Plan and Kings County General Plan. The table lists the goals and policies identified above in the regulatory setting and provides analysis on the Project's general consistency with overarching policies. Additionally, the table provides goals and policies of issue areas that are presented in more detail in other sections of the EIR. As evaluated in detail in Table 4.1-2 below, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan.

The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4.1-1, below. The proposed Project is considered implementation of the General Plan.

As described in Section 4.1-3, Regulatory Setting, Regional, the Project requires approval of an annexation request from Kings County LAFCo. The Kings County LAFCo Policy and Procedures Manual establishes standards for review of annexations that provide favorable and unfavorable factors to be considered with an application for annexation. Consistent with both Kings County and City of Hanford General Plan policy, application for annexation of land within the SOI of the City would occur with Kings County LAFCo and a decision would be made by the Kings County LAFCo Commissioners.

MITIGATION MEASURES

None

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Cumulative Setting Impacts and Mitigation Measures

CUMULATIVE SETTING

The study area for the analysis of cumulative impacts is the City of Hanford and the unincorporated portions of Kings County located adjacent to the city limits. The applicable cumulative projections include growth projections from the City of Hanford General Plan and the Kings County General Plan.

The City of Hanford General Plan was last adopted in the year 2017. Anticipated development within the General Plan includes 15,695 residential units needed between 2013 and 2035. The County of Kings General Plan was last adopted in the year 2010. The County General Plan was prepared to accommodate population growth through the year 2035. The General Plan estimates an additional 1,464 residential units to be constructed in the “Non-District County” area.

The Kings County 2016-2024 Housing Element, which includes Hanford, quantifies the number housing needs based on demographic trends noting an approximate 4,832 housing units under the new construction category. The total number of housing units is further defined with income categories stating 549 new construction units for extremely low income, 548 new units for very low income, 821 new units for low income, 865 units for moderate income, and 2,049 units for above-moderate income.

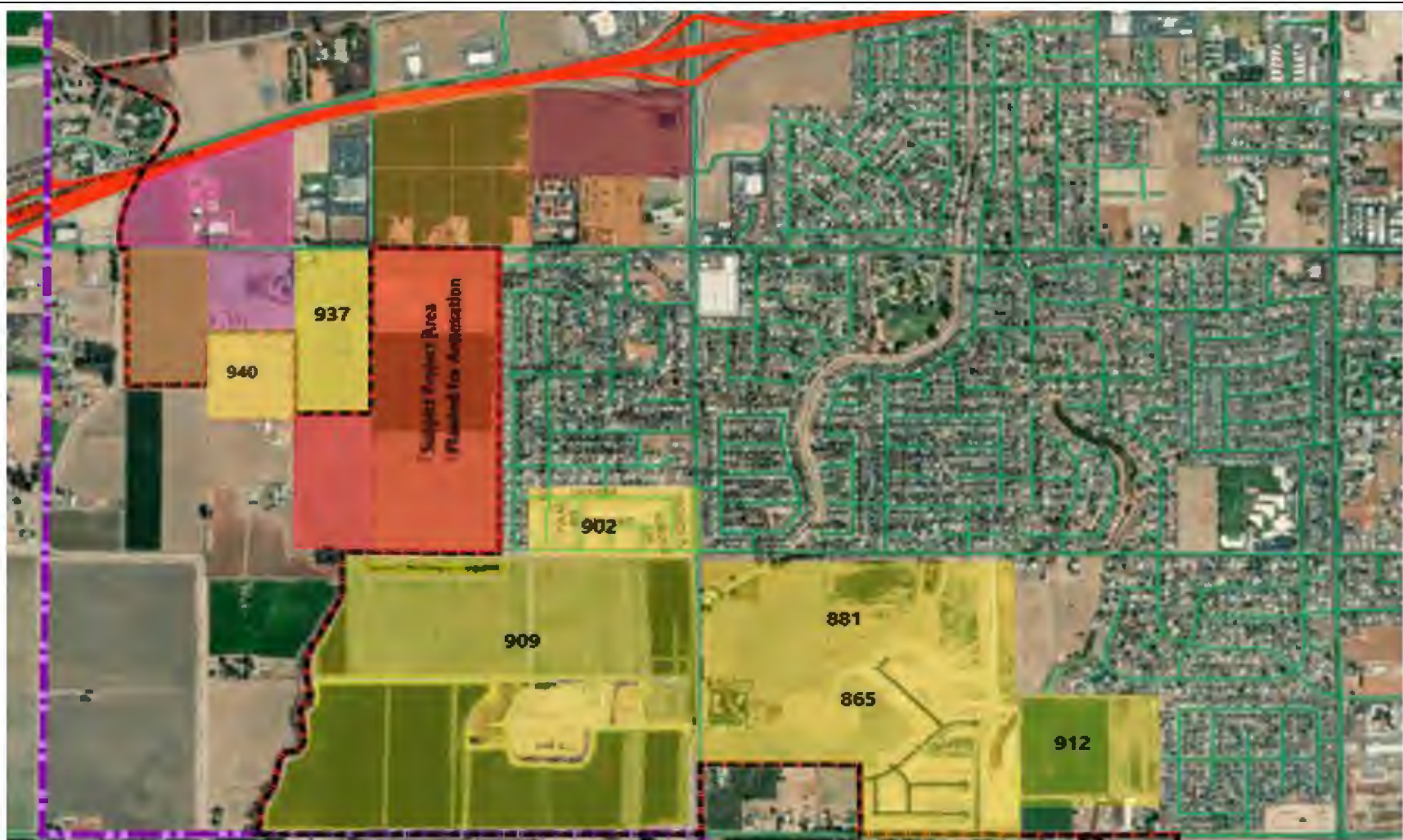


Figure 4-1
Southwest Planning Area- Entitled Properties

CUMULATIVE IMPACTS

As noted in Section 3.6- Cumulative Projects, there are 12 residential housing projects within a 1.5-mile radius of the Project site. Of these, six are under construction and the remaining six are being reviewed for entitlements or have completed the process.

~~As discussed in the Cumulative Project List section of the draft EIR, 12 similar projects are proposed within a one and a half mile radius of the proposed Project, the geographic scope being the City of Hanford General Plan planning area. The Project and future development is required to be consistent with the City of Hanford General Plan and other applicable planning documents. Cumulative projects requiring additional consideration including rezones, General Plan Amendments, and annexation would require approval by the County. Consistency with the City's applicable General Plan policies and Zoning Ordinance (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Additionally, all cumulative projects are subject to environmental review and compliance with all federal, State, and local policies and plans. As such, cumulative impacts related to land use would be less than significant.~~

All related projects would be required to undergo environmental review, in accordance with the requirements of CEQA. Like the proposed Project, each related project would also be required to demonstrate consistency with all applicable planning documents governing the project site, including the General Plan, applicable specific plans and the City Zoning Ordinance. The proposed Project's incremental contribution to the less than significant cumulative impacts would not be cumulatively considerable. The anticipated impacts of the proposed Project in conjunction with cumulative development in the area of the Project site would increase the urbanization and result in the loss of agricultural space within the San Joaquin Valley region. However, potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment.

Further, as described in the NOP/IS, the General Plan identifies the Project parcel as within the Planned Area Boundary, and is prezoned and designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area.

In addition, the irrigation pipeline along Hanford Armona Road that conveyed surface water from the irrigation water district was previously severed by the surrounding residential development. There is not sufficient groundwater available via the existing well due to changes in the Sustainable Groundwater Management Act (SGMA) to support cultivation on the Project site. Therefore, the land cannot be used for agricultural uses in the future.

As noted in the General Plan, build out of the Planned Area as a result of the General Plan Update would, over the 2014 to 2035 planning period, convert approximately 2,706 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-

agricultural use. Future development would have to adhere to the Hanford Municipal Code Chapter 16.40.110 (Right to Farm) and proposed goals and policies of the General Plan Update related to agriculture. However, the loss of this farmland as a result of the General Plan Update would be significant and unavoidable, and there is no reasonable and feasible mitigation to reduce the project level or cumulative impact.

As shown in Table 4.1-2 below, the proposed project would be consistent with the goals and policies of the Hanford General Plan.~~and would not lead to the premature conversion of agricultural land.~~

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE LEVEL OF SIGNIFICANCE

Cumulative impacts would be *less than significant*.

Table 4.1-2
Project Consistency with the Kings County General Plan and City of Hanford General Plan

Goals and Policies	Consistency Determination	Project Consistency
Kings County General Plan		
LU Goal E1: Urban Fringe areas continue to allow existing uses, while land remains intended for probable future urban growth and expansion of Cities where urban-level municipal services are provided.	Consistent	The Project site is located within the SOI of the City of Hanford and is designated for low density residential under the City General Plan. The City of Hanford Water System Master Plan and Sewer System Master Plan indicate that municipal services are available or anticipated for development and would be able to service the Project.
LU Objective E1.1: Require new development in city fringe areas (except a single-family house or secondary dwelling unit on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the City where the City the closest and most logical municipal service provide.	Consistent	The Project site is located adjacent to the current city limits and proposes annexation into the City. Per the City's Water System and Sewer System Master Plans, municipal services are either available or proposed for development and would be able to service the Project.
LU Policy E1.1.1: Require urban growth to be contiguous to existing urban development and annex to a city in order to ensure coordinated urban growth according to that City's General Plan policies. Commercial and industrial development may be considered for development in the County when annexation is not feasible	Consistent	The Project site is located adjacent to current city limits and is within the SOI of Hanford. The site is proposed to be rezoned for low density residential and is consistent with its General Plan designation. The Project proposes to annex into the City of Hanford and follows the urban growth principles of the City's General Plan.

Goals and Policies	Consistency Determination	Project Consistency
or practical but must develop public improvements to City standards.		
City of Hanford General Plan		
Chapter 3: Land Use and Community Design		
Goal L1: A well-planned community that grows in an organized fashion.	Consistent	The Project follows the General Plan designation of the site for low density residential and proposes a rezoning of R-L-5 (Low Density Residential, 5,000 square feet). Development of the subdivided lots would be subject to review, approval, and inspection by the City. This includes compliance with Zoning Ordinance development standards.
Goal L3: Limitation of urban sprawl-style development patterns in new growth areas.	Consistent	The Project follows the General Plan buildout forecast by providing single-family residential lots for an area designated for low density residential uses. The Project is located within the SOI of the City and is adjacent to existing single-family residences. The Project continues orderly City expansion as planned in the General Plan.
Goal L4: Adequate land available to meet housing needs for all citizens through the year 2035.	Consistent	The Project site encompasses approximately 88.9 acres. A 13.87-acre portion is anticipated to be removed via a lot-line adjustment,
Goal L5: Stable, high-quality neighborhoods with housing integrated with schools, parks, and availability of	Consistent	Pursuant to the City of Hanford General Plan and Zoning Map, there is a variety of commercial areas, recreational spaces, and school sites within a one-mile radius of the Project site. A mix of commercially zoned and

Goals and Policies	Consistency Determination	Project Consistency
everyday commercial goods and services.		existing commercial areas are located east, west, and north of the site. The proposed residential subdivision would meet the adopted standards of the City Municipal Code and Zoning Ordinance.
Goal L6: A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels.	Consistent	The Project site is proposed to be rezoned R-L-5 and consistent with the General Plan designation of Low Density Residential. The Project proposes a 326-lot residential subdivision with lots ranging between 5,000 to 7,000 square feet meeting the minimum lot size requirements of the City Zoning Ordinance. The lot size range allows for a variety of single-family residences to be developed.
Goal L7: Residential densities that encourage both compact and infill development.	Consistent	The Project site will be rezoned R-L-5, consistent with the General Plan designation of Low Density Residential. The lots proposed range between 5,000 to 7,000 square feet and meet the minimum lot size and density <u>and are some of the most compact parcels allowed in this zone district. The surrounding area is intended to be developed with residential development in the future. The various home and lot sizes offer prospective homebuyers flexibility and options to purchase an affordable home within their budget.</u>
Goal L30: Preservation and enhancement of Hanford's unique	Consistent	The Project is consistent with the General Plan buildout as the site is designated for Low

Goals and Policies	Consistency Determination	Project Consistency
character and achievement of an optimal balance of residential, commercial, industrial, public, and open space land uses.		Density Residential and is proposed to be rezoned R-L-5. <u>The Project will comply with the City's development standards to ensure the visual characteristics of the homes being constructed are well designed, appealing and fit with the overall character of the City.</u>
Goal L32: Improvement in Hanford's quality of life through use of practical design principles and standards.	Consistent	Prior to Project construction, the proposed single-family residences, utility/infrastructure installation, and right-of-way development would be subject to review under the adopted development standards of the City including Municipal Code, Zoning Ordinance, and City utility design standards. Review and approval of ministerial building and grading permits ensure consistency for building and design standards throughout the City.
Goal L38: Revitalized Arterial corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality and improve the visual character.	Consistent	The Project site is located directly south of Hanford Armona Road, a designated Arterial road. The Project is consistent with General Plan buildout assumptions for Low Density Residential and adds 326 residential lots, a ponding basin, and a neighborhood park.
Policy L1 Planned Area Boundary: Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.	Consistent	The Project site is located within the Planned Area Boundary and SOI of the City of Hanford. The site is designated for Low Density Residential under the General Plan.
Policy L2 2035 Growth Boundary: Designate a 2035 Growth Boundary to	Consistent	See Project Consistency Finding Policy L1.

Goals and Policies	Consistency Determination	Project Consistency
serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses.		
Policy L3 Developable Land Inventory: Include enough land within the 2035 Growth Boundary to meet the project land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels.	Consistent	The Project proposes residential development consistent with the General Plan designation for Low Density Residential and will accommodate anticipated population growth by providing 326 residential lots.
Policy L4 New Development within Boundary: Approve new urban development only within the 2035 Growth Boundary.	Consistent	See Project Consistency Finding Policy L1 .
Policy L6 Agriculture and the Urban Fringe: Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City.	Consistent	Currently, the Project site is zoned AL20 under Kings County jurisdiction. The proposed Project will annex the site into the City of Hanford and follow City General Plan buildout for Low Density Residential. Parcels located adjacent to city limits under Kings County jurisdiction will continue to be zoned appropriately for limited agriculture until the annexation of land within the SOI to the City

Goals and Policies	Consistency Determination	Project Consistency
		occurs. The development and future residents are subject to City municipal code requirements including the “Right-to-Farm” standards due to its proximity to existing agriculture uses.
Policy L7 Primary Sphere of Influence: Support and pursue an amendment of the City of Hanford’s Primary Sphere of Influence to be coterminous to the Planned Area Boundary.	Consistent	See Project Consistency Finding Policy L1.
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. 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. 3. Land for development within the city limits is insufficient to meet the current land use needs.	Consistent	The Project proposes annexation of the subject parcels into the City of Hanford. The Project meets the criteria: 1. The Project site is located within the Primary SOI. 2. Per the City of Hanford Water System Master Plan and Sewer System Master Plan, city services are available or anticipated for development to service urban development along Hanford Armona Road. 3. The City of Hanford has designated this area for Low Density Residential and it is located within the Primary SOI. <u>As such, the City has determined that this area is suitable for residential development.</u> The surrounding area has

Goals and Policies	Consistency Determination	Project Consistency
4. The territory to be annexed is contiguous to existing developed areas.		been made available for development and has municipal services in close proximity to make such development feasible. Alternative infill sites within the city limits may not be available for development due to a number of variables including availability, municipal services connections, or other. <u>Although there is land available for housing in the city, that land is not available for purchase or there are physical constraints or there are no city services available to connect.</u> <u>The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4-4. The proposal is considered an implementation of the General Plan.</u> 4. The Project site located adjacent to city limits in all directions. The annexation

Goals and Policies	Consistency Determination	Project Consistency
		of the Project site will not create a County island.
Policy L18 Compatibility with Surrounding Neighborhoods: Ensure that new development is compatible with existing and surrounding neighborhoods.	Consistent	Per the City of Hanford General Plan, <u>there</u> is similarly designated and compatible with the existing and surrounding neighborhood. Land to the north is designated for Medium Density Residential, and land south, east, and west are designated for Low Density Residential. There is an existing single-family subdivision located directly east of the Project. Therefore, the proposed development would be compatible with the existing Low Density Residential to the east, and compatible with future Medium Density and Low Density Residential anticipated for sites north, south, and west of the Project site.
Policy L24 Availability of Infrastructure: Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.	Consistent	Per the City of Hanford Water System Master Plan and Sewer System Master Plan, water and sewer infrastructure exists or is anticipated to be developed to service residential development north and south of Hanford-Armona Road. The prepared initial study attached with the NOP determined that the City of Hanford has enough utility capacity to service the residential lots associated with the Project.
Policy L27 Mix of Densities in Neighborhoods: Encourage mixing of	Consistent	The Project proposes a prezone of R-L-5 which is consistent with the General Plan designation of Low Density Residential. The subdivision

Goals and Policies	Consistency Determination	Project Consistency
residential densities and lot sizes within neighborhoods.		proposes lots between 5,000 and 7,000 square feet, which is consistent with the City Zoning Ordinance and provides a mix of lot sizes for this new residential subdivision. <u>The options to buy homes with various lot and house size choices ensures opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford.</u>
Policy L29 Agriculture: Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protection from nearby property owners.	Consistent	The City of Hanford has adopted “Right-to-Farm” provisions that accept the inherent potential inconveniences and discomforts associated with agricultural activities and operations. The Project is located adjacent to existing agriculture uses and is subject to the “Right-to-Farm” provisions as adopted in the city Municipal Code, although deed restrictions are not imposed by the City.
Policy L33 Size of Lots in the Low Density Residential Land Use Designation: While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around	Consistent	The Project proposes lots sizes between 5,000 square feet and 7,000 square feet. The Project is consistent with the minimum lot size requirements of the Low Density Residential land use designation and the proposed prezone of R-L-5.

Goals and Policies	Consistency Determination	Project Consistency
shared open space amenities or through density bonus policies.		
Policy L114 Services and Facilities: Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should live within a ½ mile walking distance of schools, parks and retail services.	Consistent	The Project site is located in proximity to a variety of services, including commercial services approximately 0.3 miles east of the Project site and a larger community commercial area approximately 0.5 miles north. The Project proposes the development of a neighborhood park to be utilized by residents of the development and provide recreational opportunities to existing and future residents. Additionally, Centennial Park is located approximately 0.6 miles east of the Project site. The nearest existing school site is approximately one mile east of the Project site. Therefore, there is a variety of accessible services and facilities within reach of the proposed Project site.
Policy L120 Encroachment of Incompatible Land Uses: Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment.	Consistent	Per the City of Hanford General Plan, a mixture of residential and commercial uses are proposed in proximity to the Project site. There are no incompatible land uses adjacent to or in proximity of the site that would negatively impact the residential living environment.
Policy L147 Hanford-Armona Road Residential and Mixed Use Development: Encourage residential and mixed use developed in the	Consistent	The Project is consistent with the General Plan land designation of Low Density Residential.

Goals and Policies	Consistency Determination	Project Consistency
Hanford-Armona Road Corridor between 10th and 13th Avenues.		The Project proposes 326 residential zoned lots.
Policy T1 Coordination of Circulation and Land Use: Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element.	Chapter 4: Transportation and Circulation Consistent	The Project proposes to access the subdivision from Hanford Armona Road and adjacent local roads. Access from Hanford Armona Road and internal roadways are subject to the design standards adopted by the City of Hanford.
Policy T29 Maximum Level of Service: Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary.	Consistent	The prepared Traffic Impact Analysis (TIA) found Level of Service for the 13 th Avenue and Hanford Armona Road intersection would operate at LOS E by the year 2043. To mitigate Project impacts on the intersection, signalization of the intersection was found to raise the LOS from LOS F to LOS A. Therefore, with implementation of the mitigation measure MM 4.2-1, the Project would be consistent with Policy T29.
Policy T33 Street improvements and Priorities: Prioritize street improvements with emphasis on current and forecasted service levels.	Consistent	The Project is expected to pay Traffic Impact Fees and pay its fair share towards improvements to the intersection that is anticipated to perform below LOS standards as identified in the Traffic Impact Analysis.
Policy T36 Traffic Impact Fees: Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street,	Consistent	The Project proponent will pay Traffic Impact Fees as required by the City.

Goals and Policies	Consistency Determination	Project Consistency
intersection, and highway improvements.		
Policy T40 Pedestrian and Bicycle Placemaking: Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.	Consistent	The Project proposes to connect to the existing residential neighborhood to the east, Hume Avenue to the south, and Hanford Armona Road to the north. Right-of-way improvements including pedestrian and bicycle-related enhancements would be developed pursuant to standards adopted in the City development code.
Policy T49 Subdivision Connectivity: Design subdivision to maximize connectivity both internally and with other surrounding development.	Consistent	The Project has right-of-way connections to the existing subdivision to the east and proposes access to proposed subdivisions to the south and west.
•		
Policy T64 Bicycle Network Master Planning: Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage, and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.	Consistent	The 2035 Pedestrian and Bicycle Plan slates Hanford Armona Road and Hume Avenue for Class II Bike Lanes. The Project would not conflict with the adopted Pedestrian and Bicycle Plan.

Goals and Policies	Consistency Determination	Project Consistency
Policy T70 Pedestrian Connections: Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers, and other destinations throughout the city.	Consistent	The proposed subdivision connects to existing and proposed neighborhoods to the east, west, and south. The Project would be developed to City of Hanford development code standards and provide access to Hanford Armona Road to the north, and Hume Avenue to the south where connection to commercial development exists east and north of the Project site.

Chapter 5: Open Space, Conservation and Recreation

Goal 08: The equitable distribution of parks throughout the community that are well-designed, accessible, and integrated with the surrounding neighborhood.	Consistent	In addition to the proposed park located within the Project site, residents are within approximately half a mile of Centennial Park. The proposed park is located towards the northern portion of the Project site with internal roadways providing access to the neighborhood park to all residents of the subdivision. Proposed access points from surrounding proposed and existing neighborhoods will also have access to the proposed park.
Goal 09: Parks provided at a combined ratio of 3.5 acres per 1,000 residents.	Consistent	The Project proposes a 326-lot single-family residential subdivision on an 88.9-acre Project site. Assuming an average person per unit of 3.11 (U.S. Census), the Project would have approximately 1,014 residents. Per the performance standard of 3.5 acres per 1,000 residents, the Project would need approximately 3.55 acres of park space. Therefore, with the anticipated population, the

Goals and Policies	Consistency Determination	Project Consistency
		proposed 3.58-acre park would be sufficient to meet Goal 09.
Policy 01 Boundary between Urban and Agricultural Uses: Utilize the Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary.	Consistent	The Project site is located within the SOI/Planned Area Boundary. The Project proposes a single-family residential subdivision and does not conflict with the General Plan designation for low density residential.
Policy 02 Agricultural Buffer: Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities.	Consistent	Per the Kings County General Plan, land within the SOI of a city is designated for limited agriculture to serve as the buffer between agriculture and the urban boundary of the City. The area outside of the SOI would continue to hold its limited agriculture or general agriculture designation.
Policy 04 Interim Agricultural Use: Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.	Consistent	The Project is following the correct procedures to change its County designation of limited agriculture to the City's low density residential designation by providing a consistent prezone and annexation request. The site is located within the primary SOI and is adjacent to the current city limits.
Policy 012 Soil Erosion: Require new development to implement measures to minimize soil erosion related to construction.	Consistent	The California Regional Water Quality Control Board requires that construction projects disturbing more than one acre of land will need to prepare and seek approval of a NPDES permit and SWPPP. The NPDES permit and

Goals and Policies	Consistency Determination	Project Consistency
		SWPPP address best management practices (BMP) to minimize soil erosion and prevent pollution on surface and groundwater. The Project is also required to be constructed in compliance with City adopted development standards which include the California Building Code.
Policy 015 Energy-efficient Design Features: Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation to meet or exceed California Code of Regulations Title 24.	Consistent	As noted, the Project is required to be constructed in compliance with the California Building Code and City development standards. These standards include compliance with the California Code of Regulations, Title 24, Part 11.
Policy 016 Vegetation to Conserve Energy: Encourage the use of native and drought-tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.	Consistent	The Project will comply with the adopted City development code standards and the California Building Code. The California Building Code also provides recommendations for energy-saving standards in the Green Code, Title 24, Part 11.
Policy 021 Water Conservation Ordinance: Actively enforce and periodically update the City Water Conservation Ordinance.	Consistent	The Project proposes a connection to City services for water. Future residents would be subject to and comply with the provisions of the City Water Conservation Ordinance.
Policy 022 Water Conservation Efforts: Actively encourage water conservation	Consistent	See Consistency Finding Policy 021

Goals and Policies	Consistency Determination	Project Consistency
by both agricultural and urban water users.		
Policy 024 Drought Tolerant Vegetation: Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers.	Consistent	Development of the Project including landscaping is subject to the City Municipal Code. Landscaping is to be reviewed and approved by the City which can include the use of drought-tolerant vegetation.
Policy 025 Recharge Basins: Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.	Consistent	The Project proposes the development of a 2.86-acre basin for stormwater management in addition to groundwater recharge. The basin would be developed in accordance with Municipal Code requirements.
Policy 028 Water Availability in Emergencies: Ensure that public and private water facilities have adequate capacity to supply emergency needs.	Consistent	The Water Supply Assessment prepared for the IS/NOP (Appendix A) determined that the City of Hanford has sufficient water supplies to service the daily and potential emergency needs of the Project.
Policy 029 Water Conservation Measures for New Development: Encourage new development projects to include water conservation measures, including the use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and	Consistent	Project construction is subject to compliance with the adopted development code and California Building Code including the CalGreen Code (Title 24, Part 11). The standards include the use of water-efficient appliances, and plumbing fixtures <u>such as low flow toilets and showers, and drip irrigation and drought tolerant plants for outdoor landscaping.</u> The Project proposes connection to City services and will comply with water

Goals and Policies	Consistency Determination	Project Consistency
appliances, and water-efficient landscapes.		conservation measures implemented by the City.
Policy 030 Storm Water Pollution Prevention: Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a stormwater pollution prevention plan, including the use of best management practices, to control erosion and sedimentation during construction.	Consistent	Per NPDES Permit and SWPPP requirements, the Project will disturb more than one acre of land. Therefore, preparation and approval of the NPDES and SWPPP from the Regional Water Quality Control Board will be necessary as a regulatory requirement.
Policy 035 Impacts from Development: Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.	Consistent	A reconnaissance survey of the Project site and a 50-foot buffer (Biological Survey Area, or BSA) was conducted for the IS/NOP (Appendix A) to determine the presence of a sensitive species of habitat. The IS/NOP determined that the site does not contain a special status species or sensitive habitat. A preconstruction survey would be conducted to ensure no species are present at the time of construction and avoidance measures would be implemented as necessary.
Policy 036 Nonnative Invasive Species: Manage or eliminate nonnative invasive species from City-owned property and open space.	Consistent	The proposed park design is subject to review and approval by the City. The use of non-native invasive species <u>or require intensive water usage</u> would not be approved.

Goals and Policies	Consistency Determination	Project Consistency
Policy 037 Mature Trees: Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees	Consistent	Under Municipal Code standards, landscaping including the planting of street trees would be complied with. The survey of the Project site indicated that mature trees are not present on the site.
Policy 038 Native Tree Species and Drought-Tolerant Vegetation: Encourage the planting of native tree species and drought-tolerant vegetation.	Consistent	Development of the Project including landscaping is subject to the City Municipal Code. Landscaping is to be reviewed and approved by the City which can include the use of native tree species and drought-tolerant vegetation.
Policy 039 Endangered Wildlife and Habitat: Establish programs in connection with environmental review processes that protect endangered wildlife and their habitats.	Consistent	The reconnaissance survey as part of the IS/NOP did not identify a special status species or sensitive habitat where protection of an endangered species or sensitive habitat is necessary. A preconstruction survey would be conducted to determine the presence of a special-status species and avoidance measures would be implemented as necessary.
Policy 040 Sensitive Wildlife: Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City.	Consistent	The reconnaissance survey as part of the IS/NOP did not identify a special status species or sensitive habitat where consultation with a State or federal agency is necessary.
Policy 044 Flexible Land Use Standards: Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses,	Consistent	The Project is proposed on land that has historically been utilized for agricultural purposes and is improved with a single-family residence. The single-family residence has not been found to be historically significant. The

Goals and Policies	Consistency Determination	Project Consistency
while minimizing impacts to the historic value and character of sites and structures.		IS/NOP determined that no impacts to historical structures would occur as a result of the Project.
Policy 046 Archaeological Site Consultation: Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.	Consistent	A cultural resource records search and requests for tribal consultations pursuant to Assembly Bill 52 were conducted. The records search indicated negative results, and tribal consultation was conducted and completed with no identification of an archaeological site.
Policy 047 Archaeological Site Study: Require archaeological studies by a certified archaeologist in areas of archaeological potential significance prior to approval of development projects.	Consistent	A review of the Project site within the IS/NOP for archaeological significance provided negative results.
Policy 048 Cultural Site Consultation: Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.	Consistent	A Sacred Lands Files search was conducted with the Native American Heritage Commission and a records search with the Southern San Joaquin Valley Information Center. Both searches found that the Project site does not contain a cultural resource.
Policy 049 Cultural Site Discovery: Halt construction at a development site if cultural resources are encountered unexpectedly during construction.	Consistent	There is no indication that a cultural resource is likely to be found at the Project site, however, the Project proponent will comply with Policy 049 and halt construction if a

Goals and Policies	Consistency Determination	Project Consistency
		cultural resource is unexpectedly encountered during construction.
Policy 050 Parks, Recreation, and Open Space Master Plan: Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for new growth identified in the land use element.	Consistent	The Project does not conflict with the goals and policies established in the Parks, Recreation, and Open Space Master Plan. The Project proposes the establishment of a neighborhood park approximately 3.58 acres in size and meets the 3.5 acre per 1,000 resident performance goal of the General Plan and Parks, Recreation, and Open Space Master Plan.
Policy 057 Neighborhood Parks: Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood.	Consistent	The Project proposes a neighborhood park approximately 3.58 acres in size and provides internal circulation that provides access for the entirety of the subdivision and surrounding neighborhoods.
Policy 058 Neighborhood Parks Service Area: Neighborhood parks shall have a general service area of approximately ½ mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines, and major waterways.	Consistent	The proposed neighborhood park provides access to the entirety of the subdivision through internal right-of-way circulation. Proposed roads also connect with existing and proposed subdivisions to the east, west, and south where access to the park is available.
Policy 064 Park Visibility: Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are	Consistent	The proposed park is located internally within the neighborhood and is not directly adjacent to residential property lines.

Goals and Policies	Consistency Determination	Project Consistency
minimized and the visibility of parks from public streets is maximized.		
Policy 065 Development Impact Fee for Parks: Adopt and periodically update a park development impact fee to fund new neighborhood and community parks needed to serve new growth.	Consistent	The Project proponent will pay the Parks Impact Fee as part of their permitting process.
Chapter 6: Public Facilities and Services		
Goal P1: Adequate water quality and quantity to meet existing and planned needs.	Consistent	The prepared Water Supply Assessment (WSA) included with the IS/NOP determined that the City of Hanford has the capacity to service the Project.
Goal P2: Adequate wastewater collection and treatment to meet both existing and planned needs.	Consistent	The City of Hanford Sewer System Master Plan accounts for future development within their service area and planned area boundary. As the Project site is located within the planned area boundary, wastewater needs for the development are accounted for in the General Plan buildout. Costs related to future sewer extensions where the Project would be built are addressed through the use of impact fees that are to be paid by the Project proponent for their fair share of costs associated with extending service.
Goal P3: Adequate and effective stormwater collection and disposal to meet both existing and planned needs.	Consistent	The City of Hanford Storm Drainage System Master Plan accounts for future development within their service area and planned area boundary. As the Project site is located within

Goals and Policies	Consistency Determination	Project Consistency
		the planned area boundary, stormwater drainage needs for the development are accounted for in the General Plan buildout. The Project proposes the use of a stormwater drainage basin within the neighborhood to address stormwater collection, however, should the extension of City services be necessary, costs related to future stormwater drainage extensions where the Project would be built are addressed through the use of impact fees that are to be paid by the Project proponent for their fair share of costs associated with extending service.
Goal P5: Adequate solid waste disposal capacity to meet existing and future demands.	Consistent	Solid waste disposal is managed by the Kings County Waste Management Authority and licensed waste haulers. Solid waste would be sent to the Kettleman Hills Landfill which has a remaining capacity of 17.4 million cubic yards. The IS/NOP determined that construction and operation-related solid waste would have a less than significant impact on solid waste disposal capacity for existing and future demands. <u>The NOP/IS also noted that the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development Projects to incorporate storage areas for recycling bins into the proposed Project design. Recycling of construction-related materials will comply with City and State requirements. Once</u>

Goals and Policies	Consistency Determination	Project Consistency
		<u>operational, the development will include the required waste receptacles for the separation of recyclable materials from those that would be sent to the landfill for disposal.</u>
Goal P12: Adequate provision of school facilities to serve projected growth.	Consistent	The City of Hanford has six elementary school districts and one high school district within the Planning Area. The Project site would be located within the Sierra Pacific High School area and the Armona Union Elementary School per the General Plan Background Report. The siting of a new school site is determined by the school district; however, the Project proponent is required to pay development impact fees for the school district to account for impacts related to new residential development and the subsequent new population that would utilize school facilities.
Policy P1 Adequate Water Services: Provide adequate water services to support the level of development identified in the land use element.	Consistent	The prepared Water Supply Assessment (WSA) included with the IS/NOP determined that the City of Hanford has the capacity to service the Project. The Project site is located within the planning area boundary and is accounted for in the General Plan buildout. Development impact fees for the fair share costs of service extensions will be assessed and paid for by the Project proponent at the time of construction.
Policy P3 Water Supply and Fire Flow Availability: Condition approval of new	Consistent	The prepared Water Supply Assessment (WSA) included with the IS/NOP determined

Goals and Policies	Consistency Determination	Project Consistency
development projects and water service extensions on the availability of adequate water supply and the ability to meet domestic and fire flow needs of the area.		that the City of Hanford has the capacity to service the Project.
Policy P7 New Water Infrastructure: Require developers to fund and install new water distribution facilities to service their new developments.	Consistent	The Project proponent will be required to install internal water distribution infrastructure and facilities that will connect with City infrastructure. These improvements will be subject to City development standards.
Policy P8 Impact Fees for Water Facilities: Adopt and periodically update a water impact fee to fund community-wide water supply, treatment, and distribution infrastructure needed to serve new growth.	Consistent	The Project proponent will be subject to development impact fees associated with water service.
Policy P9 Sufficient Collection and Treatment: Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element.	Consistent	See Consistency Finding Goal P2.
Policy P13 New Wastewater Infrastructure: Require developers to fund and install new wastewater	Consistent	See Consistency Finding Goal P2.

Goals and Policies	Consistency Determination	Project Consistency
collection facilities to service their new development.		
Policy P14 Impact Fees for Wastewater Facilities: Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth.	Consistent	See Consistency Finding Goal P2.
Policy P15 Adequate Storm Water Services: Provide adequate stormwater drainage infrastructure to support the level of development identified in the land use element.	Consistent	See Consistency Finding Goal P3. The proposed stormwater basin and internal infrastructure of the subdivision will be built to City development standards.
Policy P17 Adequate Storm Water Drainage Improvements Availability: Condition approval of development projects on the provision of adequate stormwater drainage improvements.	Consistent	See Consistency Finding Goal P3 and Policy P15.
Policy P21 New Stormwater Drainage Infrastructure: Require developers to fund and install new stormwater drainage facilities to service their new developments.	Consistent	See Consistency Finding Goal P3 and Policy P15.
Policy P22 Impact Fees for Wastewater Facilities: Adopt and periodically update a wastewater drainage impact	Consistent	The Project proponent will be subject to development impact fees associated with wastewater service.

Goals and Policies	Consistency Determination	Project Consistency
fee to fund area-wide stormwater drainage needed to serve new growth.		
Policy P24 New Development Run-Off Volumes: Require new development to discharge stormwater runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage infrastructure in accordance with an adopted drainage plan.	Consistent	See Consistency Finding Goal P3 and Policy P15.
Policy P37 Impact Fees for Police Facilities: Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs for new population growth.	Consistent	The Project proponent will be subject to development impact fees associated with City police services.
Policy P46 Building Design for Safety: Encourage building designs that help to reduce crime and improve resident safety.	Consistent	<u>The Project includes the construction of a park within the subdivision. The park will be designed to meet the City's 5.7.6 Park Design and Maintenance Policy 064 Park Visibility standards that call for new neighborhoods to be designed so that common side and rear residential property lines with parks are minimized and visibility of parks from public streets is maximized. The "Eyes On the Park" design has all the surrounding houses facing the park, which will provide more visibility to</u>

Goals and Policies	Consistency Determination	Project Consistency
		the park to help to reduce crime. The park may also use security lighting as well. The Project will be built pursuant to municipal code standards adopted by the City of Hanford.
Policy P47 Lighting for Safety: Facilitate public safety through the placement and design of outdoor lighting, while respecting the privacy of surrounding properties.	Consistent	The Project will be built pursuant to the development code and zoning ordinance standards adopted by the City of Hanford. This includes exterior lighting standards under Section 17.50.140 of the Municipal Code.
Policy P52 Impact Fees for Fire Facilities: Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development.	Consistent	The Project proponent will be subject to development impact fees associated with City fire services.
Policy P59 Fire and Building Codes: Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property.	Consistent	The Project will be constructed in compliance with City adopted development standards including the California Building Code, California Fire Code, and Hanford Municipal Code.
Policy P79 Impact Fees for General Government Facilities: Require developers to contribute impact fees to fund the cost of providing expanded general government facilities needed to support new population growth and development.	Consistent	The Project proponent will be subject to development impact fees associated with City services.

Goals and Policies	Consistency Determination	Project Consistency
Chapter 7: Health, Safety, and Noise		
Goal H1: Reduced impacts to human life, property, the local economy, and the environment resulting from natural hazards, human-trade hazards, and noise.	Consistent	As determined in the IS/NOP, the Project has been determined to be less than significantly impacted by natural hazards, hazardous materials, and noise.
Goal H5: Protection from the harmful effects of hazardous materials.	Consistent	As reported in the IS/NOP, the Project site does not contain a hazardous waste facility, a cleanup site, or oil extraction well site. The potential use of limited amounts of hazardous materials related to construction would not create a significant impact. Hazardous materials are required to be handled in accordance with federal, State, and local statutes and regulations. The Project does not create a significant hazard to the public or environment as there is minimal use of hazardous materials related to the operation of the Project.
Goal H7: Protection from the harmful and annoying effects of excessive noise.	Consistent	Project construction and operation are subject to the provisions of the adopted City of Hanford Noise Ordinance. Construction activities would occur between the hours of 7:00 a.m. and 8:00 p.m. consistent with the Noise Ordinance. Residents of the subdivision are subject to and protected by the Noise Ordinance for excessive noise.
Goal H8: Protection of the City's economical base by preventing	Consistent	The proposed development of a single-family residential subdivision and rezoning of the

Goals and Policies	Consistency Determination	Project Consistency
incompatible land uses from encroaching upon existing or planned noise-producing uses.		site to R-L-5 is consistent with the City General Plan designation of low density residential. Surrounding land uses under the City General Plan include low density residential, medium density residential, and conservation. The Project does not result in an encroachment of incompatible land uses.
Policy H15 Building Codes and Standards for Earthquakes: Maintain and enforce current building codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.	Consistent	Project construction is subject to the standards of the adopted Municipal Code which includes compliance with the California Building Code.
Policy H17 Geologic and Soils Studies: Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.	Consistent	Prior to development of the Project, geologic and soil studies of the site would be conducted to determine site conditions and applicable development methods. No geologic or soil-related hazard has been identified on the site and has been confirmed in a prepared Phase I Site Assessment (Appendix A).
Policy H20 New Development Requirements for Flood Protection: Require new development to provide onsite drainage or contribute towards their fair share cost of off-site drainage facilities to handle surface runoff.	Consistent	The Project site is not located or near a special flood hazard zone. Construction activities will be subject to the conditions of approval for the approved NPDES permit and SWPPP. Drainage improvements including the drainage basin will be developed in accordance to adopted City development standards.

Goals and Policies	Consistency Determination	Project Consistency
Policy H27 Fire Code: Ensure that all new buildings are constructed to current Fire Code Standards.	Consistent	Project construction is subject to the Fire Code development standards and would be reviewed and approved by City Fire Department Staff prior to issuance of permits.
Policy H34 Sensitive Receptors: Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous materials or may emit toxic air contaminants.	Consistent	The Project site is located approximately 1.4 miles west of the nearest industrial zoned area and is not subject to hazardous materials or toxic air contaminants.
Policy H39 Aircraft Noise: Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan.	Consistent	The Project site is located approximately 2.7 miles west of the Hanford Municipal Airport and is outside of the Airport Overlay District and buffer established by the Kings County Airport Land Use Compatibility Plan.
Policy H41 Interior Noise Exposure: Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code concerning interior noise exposure for new single, multi-family housing. Hotels, and motels.	Consistent	The Project will comply with the Municipal Code and California Building Code standards for noise insulation and development of single-family housing.
Policy H42 Noise Evaluation for New Development: Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.	Consistent	The IS/NOP determined that design of the Project including the use of a six-foot block wall would reduce noise emanating from the proposed residences and protect residences

Goals and Policies	Consistency Determination	Project Consistency
		from noise generated from Hanford Armona Road.
Policy H50 Sound Walls: Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.	Consistent	See Consistency Finding Policy H50.
Policy H53 Land Use Zones that Encourage Health Food Sales: Designate land use zones that allow for convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood.	Consistent	The Project site is located along Hanford Armona Road and is in proximity to various commercial designated areas to the north, east, and west. A large Regional Commercial area exists to the north, smaller Neighborhood Commercial and Neighborhood Mixed Use exists east of the site, and planned Highway Commercial, and Corridor Mixed Use are present west of the site. These commercial areas will provide a variety of commercial opportunities for the proposed Project.
Policy H60 Health and Land Use Decisions: Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture,	Consistent	The Project site is located towards the southwestern portion of the City where established residential and commercial uses exist. Industrial activities are located towards the central and extreme southern portions of the city which are located more than a mile from the Project site and would not provide undesirable land uses or significant impacts to future and existing residents.

Goals and Policies	Consistency Determination	Project Consistency
ethnicity, gender, race, socioeconomic status, or geographic location.		
Policy H61 Public Amenities: Consider environmental justice issues as they are related to the equitable provisions of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.	Consistent	The Project proposes the development of a neighborhood park to be utilized by residents of the proposed subdivision and existing adjacent residents. Additionally, the Project site is in proximity where access to additional recreational facilities is available.
Policy H65 Comfortable Walking and Biking Environments: Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.	Consistent	The Project would develop pedestrian facilities in accordance with adopted Municipal Code development standards. The Project would not conflict with the 2016 City adopted Pedestrian and Bicycle Master Plan.
Policy H66 Non-Vehicular Access: Improve, bicycle, pedestrian, and public transportation access to residential areas, education and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.	Consistent	The Project would develop internal circulation and pedestrian facilities in accordance with adopted Municipal Code development standards. The Project would not conflict with the 2016 City adopted Pedestrian and Bicycle Master Plan or the Kings Area Regional Transit route access.
Policy H68 New Growth Areas: Encourage land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable	Consistent	The Project proposed development of internal circulation and pedestrian facilities in accordance with City Municipal Code requirements. The site is located adjacent to Hanford Armona Road where access to bicycle lanes and public transit is within walking

Goals and Policies	Consistency Determination	Project Consistency
choices for public transit, bicycling, and walking.		distance to reduce potential vehicle miles traveled. The nearest public transit station is located at the intersection of Hanford Armona Road and 12 th Avenue located approximately a half-mile east of the Project site.
Policy H69 Separation between Incompatible Land Uses and Residential Neighborhoods: Maintain a separation between uses that are incompatible with residential neighborhoods.	Consistent	The Project site is located towards the southwestern portion of the City where established residential and commercial uses exist. Industrial activities are located towards the central and extreme southern portions of the city which are located more than a mile from the Project site. The Project is being proposed, consistent with the City General Plan and Zoning Map.

4.2 - Transportation

4.2.1 - INTRODUCTION

This section describes the potential impacts to the transportation system associated with the proposed Silicon Valley Ranch Project (Project). The impact analysis examines the roadway, transit, bicycle, pedestrian, rail, and aviation components of the transportation system in the City of Hanford. To provide a context for the impact analysis, this section begins with the environmental setting, which describes the existing physical and operational conditions of the transportation system. Followed by the relevant regulatory framework, which influences the transportation system and provides the basis for impact significance thresholds that are used in the impact analysis findings and recommended mitigation measures.

4.2.2 - ENVIRONMENTAL SETTING

Roadway Network

The roadway network in the City is a traditional grid-based network of north/south and east/west streets, except for portions of the downtown area, whose grid-based network of streets is angled, consistent with the northeast/southwest railroad alignment. Almost all of the major streets in the City are regularly spaced at half-mile intervals. The grid system provides high levels of accessibility (i.e., travel choices) for residents. The road network is divided into five categories: State Highways, Arterial Streets, Collector Streets, Local Streets, and Alleys (see Tables 4.2-1 and 4.2-2). Hanford has five north/south arterials, 14 east/west arterials, 12 north/south collectors, seven east/west collectors, and numerous local and alleyway streets. Freeways are under the jurisdiction of the State and are outside of City control, but have been assessed for the purposes of this EIR section due to their location within the Project area.

**Table 4.2-1
Existing Arterial Streets**

North/South Arterial Streets	
Street Name	Limits
13th Avenue	Houston Avenue to Fargo Avenue
12th Avenue	Idaho Avenue to Flint Avenue
11th Avenue Jackson	Avenue to Flint Avenue
10th Avenue Jackson	Avenue to Hwy 43
9th Avenue	Houston Avenue to Lacey Boulevard
East/West Arterial Streets	
Street Name	Limits
Jackson Avenue	11th Avenue to 10th Avenue
Idaho Avenue	12th Avenue to 10th Avenue
Iona Avenue	12th Avenue to 10th Avenue

Street Name	Limits
Houston Avenue	13th Avenue to SR 43
Hanford-Armona Road	13th Avenue to 10th Avenue, 9th Avenue to SR 43
3rd Street (one way)	11th Avenue to 10th Avenue
4th Street (one way)	11th Avenue to 10th Avenue
6th Street	11th Avenue to 10th Avenue
7th Street	Mall Drive to 10th Avenue
E. Lacey Boulevard	10th Avenue to SR 43
W. Lacey Boulevard	13th Avenue to Irwin Street
Grangeville Boulevard	13th Avenue to SR 43
Fargo Avenue	13th Avenue to SR 43
Flint Avenue	12th Avenue to SR 43

Table 4.2-2
Existing Collector Streets

North/South Collector Streets	
Street Name	Limits
Campus University	6th Street to Grangeville Boulevard
Greenfield Street	Lacey Boulevard to Centennial Drive
Rodgers Street	11th Avenue to Mallard Way (potentially to Cortner Street)
Redington Street	4th Street to Grangeville Boulevard
Irwin Street	4th Street to Grangeville Boulevard
Harris Street	6th Street to Grangeville Boulevard
Fitzgerald Lane	Grangeville Boulevard to Fargo Avenue
Douty Street	Hanford-Armona Road to Flint Avenue
Kensington Street	Grangeville Boulevard to Fargo Avenue
9 ¼ Avenue	Lacey Boulevard to Leland Way
Centennial Drive	Lacey Boulevard to Heather Lane
Glacier Way	Fargo Avenue to Flint Avenue
East/West Collector Streets	
Street Name	Limits
Hume Street	12th Avenue to 11th Avenue
3rd Street	10th Avenue to 9th Avenue
Garner Street	Lacey Boulevard to 11th Avenue
Ivy Street	10th Avenue to 11th Avenue
Florinda Street	11th Avenue to 9 ¼ Avenue
Malone Street	Douty Street to 10th Avenue
McCreary Street	11th Avenue to Douty Street

State Facilities

The State facilities in the City of Hanford are listed below and are operated and maintained by Caltrans.

- State Route (SR) 198 is an east-west State highway that begins at U.S. Route 101 (US 101) south of King City and ends in Sequoia National Park. It connects the California Central Coast to the San Joaquin Valley, running through Hanford and Visalia. SR 198 intersects the major north-south routes in the Central Valley, including Interstate 5 (I-5) and SR 41, 43, 33, and 99. The portion of SR 198 through Hanford was upgraded to a four-lane freeway in the 1960s. In 2012, the portion from Hanford to SR 99 was upgraded to a four-lane expressway. Interchanges within the Planning Area are located at Highway 43, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.
- SR 43 is a north-south State highway running roughly parallel to SR 99, connecting Shafter, Wasco, Corcoran, Hanford, and Selma. Arterial access is limited within the Planning Area to intersections at Flint Avenue, Fargo Avenue, 10th Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, and Houston Avenue.

Public Transportation

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). 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 a scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City, and Avenal.

There are currently eight fixed routes that circulate throughout the City and operate as early as 6:30 a.m. until as late as 9:00 p.m. The Fresno route, with service every Monday, Wednesday, and Friday, includes stops at Children's Hospital, Veterans Hospital, Community Regional Medical Center, St. Agnes Medical Center, and Kaiser Permanente Medical Center, as well as access to the downtown area with a stop at Fulton Mall. KART also offers limited service on Saturdays. In addition, KART provides regular transportation service to Visalia Monday through Friday.

KART began a scheduled fixed-route bus service for Hanford in July of 1991. The scheduled bus service operates Monday through Friday from 7:30 a.m. to 11:00 p.m. Expansion of the service is planned as new retail developments are built. West Hills College in Lemoore is served by the system, as are educational institutions in Visalia, including the College of Sequoias, Galen College, San Joaquin Business College, and Chapman College.

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona, and Avenal. The KART dial-a-ride operates from 7:00 a.m. to 11:00 p.m. Monday through Friday and, on Saturday, from 9:00 a.m. to 4:00 p.m.

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, major highways, or local arterials where conveniently scheduled transit service is provided. Lots are designed exclusively for commuters, or they can consist

of an area of parking spaces in complementary land uses such as shopping centers and churches. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43. There are a number of informal Park and Ride lots located in various communities throughout Kings County and served by KCAPTA vanpools. One of the largest is the old Wal-Mart parking lot located on the northwest corner of 12th Avenue and Lacey Avenue in Hanford.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides funding for public transportation kiosks and the construction of Park-and-Ride lots. The purpose of this program is to encourage commuter rideshare activities as an alternative to single-occupant vehicle (SOV) commutes. Funds are available for eligible projects that meet specific program criteria on a first-come, first-served basis until the program funds are exhausted.

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 number of vehicles on the road. Vanpooling is somewhat different from carpooling, though it is based upon the same principle: reducing single-occupant commuting. KART established a vanpool program for riders to the Corcoran and Avenal State prisons in 2001 and has purchased additional vans to implement new vanpools. The program has become very successful with 180 vans in service in 2009 and extends to the areas of Tulare, Kings, Kern, Madera, Ventura, Monterey, and Fresno counties. CalVans has grown to include more than 200 vanpools tailored to meet the needs of commuters, plus nearly 150 vans specially designed for farm workers. The SJVAPCD offers Vanpool Voucher Incentive Programs. The program is meant to encourage commuter rideshare practices among frequent long-distance riders in the San Joaquin Valley.

Bicycle and Pedestrian Circulation

Nearly all arterials in the city limits have been designated as bikeways except 13th Avenue, Houston Avenue, and Lacey Boulevard. Some collector streets have been identified as bikeways, including Pepper Drive, Glacier Way, Irwin Street, and Rodgers Street. Encore Drive, Nell Way, Leland Way, Fitzgerald Lane, Centennial Drive, Florinda Street, McCreary Avenue, Mall Drive, Liberty Street, Sangiovese Street, University Avenue, Greenfield Avenue, and Hume Drive.

The San Joaquin Valley Railroad has also been designated as a location for an east-west bike path. The railway corridor is not abandoned, and currently, there are no plans to abandon it. Any possible bike path will need to be located within an easement adjacent to the railroad line but not in the railway easement.

Rail/Highway Freight

Almost 87 percent of the total freight tonnage is moved out of the Valley by truck, while rail accounts for 11 percent. 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 25 and 30 trains per day on the system. SJVR has a limited schedule of one train per day. The development of new industry along the SJVR right-of-way has prompted renewed investment in the east/west service. SJVR anticipates an increase to three round trips per week and in the speed of trains using this route. Planning for improvements must include identifying future surface crossings that are needed to implement the City's circulation system. In the process of improving the SJVR trackage, existing street crossings need to be modernized to ensure safety and adequate operational standards for both rail and vehicular traffic.

Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford to the San Francisco Bay Area and Sacramento and service to Southern California 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 train. 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 Los Angeles, Sacramento, San Francisco, and many other points in Northern and Southern California. Passengers can transfer to the Amtrak Coast Starlight, which continues north to Portland and Seattle. Trains are accessible to the disabled and provide onboard bicycle racks, checked baggage, and food services.

High-Speed Train

In addition to the airport, train, and bus travel mentioned above, the California High-Speed Rail (HSR) will also serve as a regional transportation system ~~for~~ to the central valley communities, with stations in Fresno, Hanford, Bakersfield and surrounding communities other proposed cities within the central Valley. The proposed HSR line, if approved and funded, would ultimately extend through the San Joaquin Valley, linking San Francisco with Los Angeles. The initial construction section is planned to start in Madera County just north of Bakersfield, with a station located in Fresno's downtown, aligned with Mariposa Street. 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 high-voltage power lines between 7th and Avenue 8th Avenue.

Aviation

Hanford Municipal Airport (HJO) is the only public aviation facility in Kings County. The airport does not offer commercial flights. The airport is located on the southeast edge of Hanford and is owned and operated by the City of Hanford. The airport enforces City, State,

and federal aviation regulations and administers airport leases, tie-downs, hangars, shelters, fueling, and their overall maintenance.

At present, airport property totals approximately 295 acres. Airport acreage consists of a runway and full-length parallel taxiway, transient and based tie-down aprons, and aircraft storage areas. The runway's current length is 5,180 feet, 75 feet wide, and oriented roughly north/south. The runway is designed to accommodate aircraft with wingspans of up to 79 feet and speeds of up to 121 knots. The runway can accommodate larger aircraft on an occasional basis. Currently, the aircraft parking capacity totals 116 spaces and includes 37 hangar units, 30 shade hangar units, and 49 tie-downs.

Hanford Municipal Airport also serves as a base for the National Weather Service (NWS). The primary function of NWS is to provide current and forecasted weather conditions in the area (e.g., humidity, wind speed, barometer, dewpoint, temperature, and visibility).

4.2.3 - REGULATORY SETTING

This section summarizes the transportation policies, laws, and regulations that apply to the proposed Project. This information provides context for the impact discussion related to the Project's consistency with applicable regulatory conditions.

Federal

No federal plans, policies, regulations, or laws pertaining to transportation are applicable.

State

CALIFORNIA DEPARTMENT OF TRANSPORTATION

The California Department of Transportation (Caltrans) is responsible for operating and maintaining the State highway system. In the Project vicinity, State Routes 43 and 198, along with all the freeway ramp terminal intersections, fall under Caltrans jurisdiction. Caltrans provides administrative support for transportation programming decisions made by the California Transportation Commission (CTC) for State funding programs. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans.

SENATE BILL 743

Senate Bill 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by the level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In December 2018, OPR and the State Natural Resources Agency submitted the updated CEQA Guidelines to the Office of Administrative Law for final approval to implement SB 743. The Office of Administrative Law subsequently approved the updated CEQA Guidelines, thus, implementing SB 743 and making vehicle miles traveled (VMT) the primary metric used to analyze transportation impacts.

COMPLETE STREETS

The California Complete Streets Act (Act) requires general plans updated after January 30, 2011, to develop a plan for a multi-modal transportation system. The goal of the Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements and come up with creative solutions that emphasize all modes of transportation. Complete Streets design has many advantages. When people have more transportation options, there are fewer traffic jams, and the overall capacity of the transportation network increases. Additionally, increased transit ridership, walking, and biking can reduce air pollution, energy consumption, and greenhouse gas emissions while improving the overall travel experience for road users. Providing more transportation options will allow the City to meet its future travel demands without solely relying on motorized vehicles.

While there is no standard design template for a Complete Street, it generally includes one or more of the following features: bicycle lanes, wide shoulders, well-designed and well-placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special bus lanes, audible and accessible pedestrian signals, sidewalk bulb-outs, center medians, street trees, planter strips, and ground cover. Complete Streets create a sense of place and improve public safety due to their emphasis on comprehensively encouraging pedestrian activity. The Act is implemented through the City's Active Transportation Plan and General Plan.

Regional

KINGS COUNTY ASSOCIATION OF GOVERNMENTS (KCAG)

The KCAG is the State-designated Regional Transportation Planning Agency (RTPA) recognized by the State's Business, Transportation, and Housing Agency. KCAG is responsible for:

- Administering the Regional Transportation Plan.
- Preparing a Regional Transportation Improvement Program and the Federal Transportation Improvement Program.
- Reviewing the State Transportation Improvement Program and other State transportation programs.
- Monitoring local public transit operations.
- Overseeing federal transportation grant proposals.
- Administering the Local Transportation Fund and State Transit Assistance funds.

Other objectives of KCAG include facilitating planning on a regional scale with an emphasis on transportation, finding and researching problems in urban growth, and considering common concerns of its constituent agencies. KCAG aims to tackle the issues that the members have in common but could not otherwise handle individually.

2018 KINGS COUNTY REGIONAL TRANSPORTATION PLAN

The 2018 Regional Transportation Plan (RTP) is a comprehensive assessment of all forms of transportation available in Kings County and the needs for travel and goods movement through the year 2042. The 2018 RTP update was accomplished within the framework of the KCAG, with assistance from Avenal, Corcoran, Hanford, Lemoore, and Kings County. The Santa Rosa Tachi-Yokut Tribe was also consulted during the development of the RTP. Caltrans District 6 and the San Joaquin Valley Air Pollution Control District staff provided invaluable service by furnishing helpful information, comments, and general support (KCAG, 2022).

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

The Regional Transportation Improvement Program (RTIP) is a list of transportation projects and programs to be funded and implemented over the next three years. KCAG submits this document to Caltrans and amends the program on a quarterly cycle (KCAG, 2022).

Local

CITY OF HANFORD GENERAL PLAN

The Hanford General Plan serves as the community's guide for the continued development, enhancement, and revitalization of the City of Hanford. The General Plan includes the following policies related to transportation and circulation that are relevant to this analysis:

Policy T1 Coordination of Circulation and Land Use

Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the Land Use Element.

Policy T2 Street Classification System

Designate a functional street classification system that includes Highways, Major Arterials, Arterials, Collectors, Minor Collectors, and Local streets.

Policy T3 Circulation Map

Identify the locations of existing and future Highways, Major Arterials, Arterials, Collectors, and Minor Collectors with the Planned Area Boundary on the Circulation Map. Locations shown shall be fixed, with allowance for slight variation from the depicted alignments of new Collectors and Minor Collectors.

Policy T4 Regional System Improvements

Identify and support improvements to regional transportation system improvements both within and outside the Planning Area that will improve mobility to and from Hanford. Policy T5 Funding Sources and Improvements coordinate with Caltrans and KCAG for funding and timely construction of programmed State highway and interchange improvements.

Policy T6 Highway Improvements

Coordinate with Caltrans to identify needed improvements to highway facilities in the City.

Policy T7 Highway 198 and 9th Avenue

Identify any program improvements necessary to maintain LOS standards at the intersection of SR 198 and 9th Avenue.

Policy T8 Highway 43 Access Limitations

Limit new direct access to Highway 43, and require building setbacks and offers of dedication to accommodate future widening.

Policy T9 Highway 43 Intersection Limitations

Limit roadway intersections with Highway 43 to Flint Avenue, 10th Avenue, Fargo Avenue, future 9th Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, and Jackson Avenue.

Policy T10 Purpose of Major Arterials

Major Arterials shall provide through traffic movement around the edge of Hanford on continuous routes with very limited access to abutting property and local streets.

Policy T11 Designation of Major Arterials

Major Arterials shall be designated on Flint Avenue between 13th Avenue and SR 43, on 13th Avenue between Flint Avenue and Houston Avenue, and Houston Avenue between 13th Avenue and SR 43.

Policy T12 Access to Major Arterials

New access to Major Arterials shall be limited to new intersections with Arterials and Collectors, and where the Major Arterial is a property's only legal access to a public right of way.

Policy T13 Purpose of Arterials

Arterials shall provide for through traffic movement on continuous routes through Hanford with limited access to abutting property.

Policy T14 Designation of Arterials

Arterials shall be designated generally on the one-mile grid of streets within the Planned Area Boundary. The specific streets designated are Flint Avenue, Fargo Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, 7th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.

Policy T15 Access to Major Arterials

New access to Arterials from new local streets and new driveways shall be limited to maximize through traffic movements.

Policy T16 Consolidation of Arterial Access Points

Encourage the consolidation or elimination of driveways, access points, and curb cuts along existing Arterials.

Policy T17 Purpose of Collectors

Collectors shall provide traffic movement within a limited area and connect local roads to the Arterial street system.

Policy T18 Designation of Collectors

Collectors shall be designated generally at half-mile intervals between Arterials in new growth areas and on selected existing through streets that connect to two or more Arterials.

Policy T19 Access to Collectors

New access to Collectors from new local streets and abutting property is generally permitted but may be limited in some cases depending on planned roadway capacity and adjacent land use development patterns.

Policy T20 Purpose of Minor Collectors

Minor Collectors shall provide internal traffic movement within a neighborhood and connect local roads to Collectors and/or Arterials.

Policy T21 Designation of Collectors

Minor Collectors shall be designated in developed areas without a half-mile Collector interval and/or where the street is not wide enough to be designated a Collector.

Policy T22 Access to Collectors

Minor Collectors shall have no access limitations.

Policy T23 Purpose of Local Streets

Local streets shall provide internal traffic movement within a neighborhood and direct access to abutting property.

Policy T24 Block Lengths

Adopt standards for block lengths for new local streets to promote ease of movement and connectivity.

Policy T25 Cul-de-sacs

Construct cul-de-sacs on all permanent dead-end streets. New cul-de-sacs shall be discouraged in commercial and industrial developments. Adopt maximum lengths of new local streets with cul-de-sacs.

Policy T26 Cul-de-sac

Non-motorized connectivity encourages sidewalks and breaks in perimeter walls to allow pedestrian, bicycle, and visual access from cul-de-sac streets to other nearby streets.

Policy T27 Maintenance of Local Streets

Adopt policies that incorporate the use of maintenance districts to fund local street maintenance.

Policy T28 Alleys

Generally discourage new alleys, but allow in limited cases when effectively incorporated into the overall neighborhood design. Fund the maintenance of new alleys with maintenance districts.

Policy T29 Maximum Level of Service

Maintain a peak hour LOS E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour LOS D on all other streets and intersections with the Planned Growth Boundary.

Policy T30 Capital Improvement Program

Include the acquisition of right-of-way and the construction and maintenance of streets in the City Capital Improvement Program.

Policy T31 Coordination with Development Approvals

Coordinate additions and modifications to the roadway system with land development approvals.

Policy T32 Ultimate Rights-of-Way

Acquire control of land within ultimate right-of-way of Arterial and Collector streets during early stages of development.

Policy T33 Street Improvements and Priorities

Prioritize street improvements with emphasis on current and forecasted service levels.

Policy T34 Kings County Regional Transportation Plan

Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.

Policy T35 Caltrans Coordination

Coordinate with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198 and its interchanges/intersections with local roadways.

Policy T36 Traffic Impact Fees

Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new streets, intersections, and highway improvements.

Policy T37 Shade Trees in Planter Strips

Where adequate space permits, include street trees planted in planter strips between the curb and sidewalk to shade paved street surfaces.

Policy T38 Operational Improvements First

Maximize operational improvements before widening existing streets even when they do not meet current width standards.

Policy T39 Accommodating All Modes of Traffic

Plan, design, and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, and persons of all abilities.

Policy T40 Pedestrian and Bicycle Placemaking

Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T41 Streetscape Enhancements

Strive to improve the visual character of roadway corridors by improving streetscapes with amenities such as street trees, pedestrian-scaled lighting, underground utilities, water-efficient landscaping, and streetscape furniture.

Policy T42 Existing Sound Walls and Fences

Encourage landscaping improvements along walls and fences adjacent to major streets to discourage graffiti and enhance visual character.

Policy T43 Safe Routes to Schools Programs

Promote Safe Routes to Schools Programs for all schools serving the City.

Policy T44 Funding

Seek outside funding for Safe Routes to Schools projects.

Policy T45 Truck Routes

Minimize the adverse impact of truck traffic on the community by designating, maintaining, and enforcing a system of designated truck routes.

Policy T46 Good Movement Strategies

Coordinate with regional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently, and minimize negative environmental impacts.

Policy T47 Truck Parking

Identify locations where heavy truck parking is acceptable and where it is prohibited based upon adjacent land use designations.

Policy T48 Traffic Calming

Consider the use of traffic-calming designs such as roundabouts, bulb-outs, and other traffic-calming designs, which will improve the operation or LOS of a street.

Policy T49 Subdivision Connectivity

Design subdivisions to maximize connectivity both internally and with other surrounding development.

Policy T50 Carpool Programs

Encourage the use of carpooling, vanpooling, and flexible employment hours.

Policy T51 Alternative Design Standards

Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:

- Narrower street widths on local roadways.
- Smaller turning radii geometrics on street intersections to improve safety for pedestrians.
- Tree-lined streets in parkways between the curb and sidewalk.
- Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.

Policy T65 Bicycle Network Master Planning

Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage, and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

Policy T70 Pedestrian Connections

Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers, and other destinations throughout the city.

CITY OF HANFORD VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES

The City of Hanford adopted a set of vehicle miles traveled (VMT) thresholds to support the shift from a delay-based analysis (LOS) to VMT. The adopted VMT Thresholds and Implementation Guidelines. The City VMT Guidelines provide implementation of CEQA VMT metrics as applicable to the City of Hanford through the establishment of VMT screening criteria and VMT analysis thresholds.

City VMT Guidelines provide a list of screening criteria for projects and activities that may result in a reduction of VMT and GHG emissions. If a project meets one or more of the following screening factors, the project may be presumed to produce a less than significant VMT impact:

- The project is within 0.5 miles (mi) of a transit priority area or a high-quality transit area and is consistent with the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), has a floor area ratio (FAR) equal or greater than 0.75, does not provide more parking than what is required by the City's Municipal Code, or does not reduce the number of affordable residential units. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A "major transit stop" means: "a site containing an existing rail transit

station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.” A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

- The project includes local-serving retail with a combined area of less than 55,000 square feet (sf). Whether a retail project is local-serving or not will be determined at the discretion of the City. As included in Appendix A, a list of recently completed local serving retail projects (as identified by the City) demonstrates that retail projects up to 55,000 sf could be considered as local serving. Additionally, as shown in Table B, retail projects up to 125,000 sf would not have a significant GHG impact. As explained in section 3.1.1, projects not having a significant GHG impact would not also have a significant VMT impact. However, based on substantial evidence for justifying local serving retail, as included in Appendix A, the City establishes retail projects less than 55,000 sf to be screened out.
- Redevelopment projects that result in an equal or net reduction in VMT can be considered to have less than significant VMT impact. A net reduction in VMT would occur if the land use proposed by the project would generate less VMT than the existing land use.
- The project includes 100 percent affordable housing units. Affordable housing units consists of low-income households and research has shown that low-income households produce lower VMT compared to a market-rate housing unit.
- A project consistent with the City’s General Plan can be successfully screened if the project would generate fewer than 1,000 average daily trips (ADT), while a project not consistent with the City’s General Plan can be screened if the project would generate fewer than 500 ADT. Consistency with the General Plan is required because the GHG and therefore VMT reduction targets for MPOs were established by CARB and are included in the RTPs. The RTP utilizes the latest version of City’s General Plan for analyzing GHG emissions.
- Institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g., police stations, fire stations, government offices, utilities, public libraries, community centers, and refuse stations) would be a part of the community and, as public services, the VMT would be accounted for within the community. A decision whether a particular project can be categorized as a public service facility will be determined at the discretion of the City. Similarly, any other similar use not included in the list can be approved on a case-by-case basis by the City as applicable. As such, these uses would result in reduction in total VMT due to the proximity of these services within the community. Additionally, many of these facilities would generate fewer than 1,000 ADT and/or use vehicles other than passenger-cars or

light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as the California Air Resources Board (CARB) and San Joaquin Valley Air Pollution Control District.

- Local parks, daycare centers, student housing projects on or adjacent to a college campus, local-serving gas stations, banks, and K–12 public schools.
- Projects located in areas with low VMT may be screened out from further CEQA analysis. The TA acknowledges that residential and office projects located in areas having a low VMT, (which incorporate features such as density, mix of uses, transit accessibility), tend to exhibit similarly low VMT. Also, areas that are mapped as low VMT areas do not need to prepare any additional VMT analysis. Therefore, residential, office, industrial, or mixed-use projects that are consistent with the City's General Plan and located within low VMT areas (using the City of Hanford VMT Screening Tool2 and applying appropriate thresholds) can be presumed to have similar low VMT profiles and could be screened out from the need for further VMT analysis. It should be noted that if a project constitutes a General Plan Amendment or Zone Change, such projects will be evaluated on a case-by-case basis. Figures 4, 5, and 6 illustrate the VMT per capita, VMT per employee, and VMT per service population screening maps for the City.
- The 2022 State CEQA Guidelines Section 15007 (c) states that “if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved.” Therefore, if a development/land use plan/transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration/Mitigated Negative Declaration, then subsequent projects that are consistent with the approved project will not require a new VMT analysis unless mandated by another section of the CEQA Guidelines.

If the project meets any one of the screening criteria, it may be presumed to have a less than significant transportation impact. No further VMT analysis would then be necessary. The CEQA document shall enumerate the screening criteria and how the project meets or exceeds that applicable VMT threshold. If project screening does not apply, a VMT analysis will be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. For all projects that require a VMT analysis, use of the KCAG TDM is required unless the project includes a special land use that is difficult to analyze using a travel demand model. For the latter, the City may require a qualitative analysis or an analysis using empirical data as applicable to the project. Next, the project-generated VMT (per capita, per employee, per service population, or total) is compared to the appropriate significance threshold. If the project VMT metric is less than the significance threshold, the project is presumed to create a less-than-significant impact. No further VMT analysis for CEQA purposes would be required.

**Table 4.2-3
City of Hanford VMT Thresholds**

VMT Metric	Threshold	Regional Average
VMT per Capita	8.99	10.33
VMT per Employee	16.95	19.48
VMT per Service Population	21.84	25.10

Source: City of Hanford VMT Thresholds and Implementation Guidelines

Should project VMT metrics exceed the significance threshold stated in Table 4.2-3, mitigation measures will be required.

4.2.4 - IMPACTS AND MITIGATION MEASURES

Methodology

As stated above, SB 743 requires all CEQA analyses relating to transportation impacts to be conducted using the vehicle miles traveled (VMT) metric. As the City of Hanford and KACAG have adopted guidelines and thresholds for VMT, the screening and thresholds from their guidelines are utilized to determine if an impact occurs as a result of the Project. A Traffic Impact Study (TIS) Report was prepared for this Project (see Appendix B) (Ruettgers and Schuler Civil Engineers, 2024).

Thresholds of Significance

The following criteria, as established in Appendix G of the CEQA Guidelines, will be utilized to determine if a project could potentially have a significant impact:

- 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 Section 15064.3, Subdivision (b)?*

Project Impacts

Impact 4.2-1 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The first step to determining Project trip generation is to assess the impacts that the Project may have on the surrounding roadway network in the City of Hanford. The trip generation rates for the proposed Project were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). The ITE uses a Land Use Code classification assigned to a type of land use by the Institute of Transportation Engineers in the version of "Trip Generation" adopted by the City (Ruettgers and Schuler Civil Engineers, 2024). At build-out, the Project is estimated to generate a maximum of 2,993 daily trips, 219 AM peak hour trips, and 302 PM peak hour trips.

As noted in the regulatory section above, the Hanford General Plan has policies related to traffic systems. The General Plan has established LOS E as the acceptable level on streets and intersections within the area bounded by State Route 198, 10th Avenue, 11th Avenue, and Florinda Avenue, and a peak hour LOS D on all other streets and intersections within the Planned Growth Boundary. The County of Kings has established LOS D as the acceptable level of traffic congestion on County roads. Since the study facilities for this Project lie outside of the SR 198, 10th Avenue, 11th Avenue, and Florinda Avenue boundary, the LOS D threshold was utilized to evaluate the potential significance of LOS impacts to the City of Hanford roadway facilities and the County of Kings facilities.

Existing Level of Service Analysis

The following roadways and corresponding intersections were analyzed in the TIA:

- 11th Avenue
- 12th Avenue
- 13th Avenue
- Hanford-Armona Road
- Hume Avenue
- State Route 198

As noted in the TIA for this Project (Appendix B), all study intersections currently operate at an acceptable LOS during both AM and PM peak periods.

Existing Plus Project Traffic Conditions

Access to and from the Project site will be from four main access points and two internal access points connecting to the existing easterly adjacent subdivision. One access point will be from Hanford-Armona Road. Three access points will be located along the south side of the site providing access to Hume Avenue.

The TIA analyzed the location of the existing and proposed roadways and access points relative to those in the vicinity of the Project site. Based on this review, all proposed roadways and access points are proposed in locations that minimize traffic-operational impacts to existing and future roadway networks.

A capacity analysis of the study intersections was conducted utilizing the Transportation Research Board's *Highway Capacity Manual* (HCM), which is a standard method with concepts and methods that guide analysts and jurisdictions on how to evaluate a particular type of intersection or roadway segment, based on what can be extensive national or international datasets of operational performance. The capacity analysis was based on the City's available existing traffic and operational data, and produced estimates for the following traffic scenarios:

- Existing Year (2024)
- Existing Year (2024) + Project

- Opening Year (2026)
- Opening Year (2026) + Project
- Future Year (2044)
- Future Year (2044) + Project

LOS criteria for unsignalized and signalized intersections as defined in HCM are presented in Tables 4.2-4 and 4.2-5 below.

Table 4.2-4
Unsignalized Intersection Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short delays
C	> 15 and ≤ 25	Average delays
D	> 25 and ≤ 35	Long delays
E	> 35 and ≤ 50	Very long delays
F	> 50	Extreme delays

Source: Appendix B

Table 4.2-5
Signalized Intersection Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
B	> 10 and ≤ 20	0.61 - 0.70
C	> 20 and ≤ 35	0.71 - 0.80
D	> 35 and ≤ 55	0.81 - 0.90
E	> 55 and ≤ 80	0.91 - 1.00
F	> 80	> 1.00

Source: Appendix B

Tables 4.2-6 and 4.2-7 summarize the Weekday AM and PM Peak Hour LOS for study area intersections. Based on the analysis prepared, two intersections are projected to operate at below the acceptable LOS in the 2044 and 2044 + Project scenarios.

Table 4.2-6
Intersection Level of Service Weekday AM Peak Hour

ID#	Intersection	Control Type	2024	2024+Project	2026	2026+Project	2044	2044+Project	2044+Project w/Mitigation
1	12th Ave & SR 198 WB Ramps	Signal	B	B	B	B	B	B	-
2	12th Ave & SR	Signal	B	B	B	B	B	B	-

ID#	Intersection	Control Type	2024	2024+Project	2026	2026+Project	2044	2044+Project	2044+Project w/Mitigation
3	198 EB Ramps SR 198 WB Ramps & Hanford Armona Rd	Roundabout	A	A	A	A	B	C	-
4	SR 198 EB Ramps & Hanford Armona Rd	NB	B	B	B	B	C	C	-
5	13th Ave & Hanford Armona Rd	NB SB Signal	B A -	B A -	B A -	C A -	D (31.4) A -	F (35.0) A -	- - A
6	12th Ave & Hanford Armona Rd	Signal	C	C	C	C	C	C	C
7	11th Ave & Hanford Armona Rd	Signal	B	B	B	B	C	C	-
8	12th Ave & Hume Ave	WB	B	B	B	B	C	C	-

Source: Appendix B

Table 4.2-7
Intersection Level of Service Weekday PM Peak Hour

ID#	Intersection	Control Type	2024	2024+Project	2026	2026+Project	2044	2044+Project	2044+Project w/Mitigation
1	12th Ave & SR 198 WB Ramps	Signal	B	B	C	B	C	C	-
2	12th Ave & SR 198 EB Ramps	Signal	A	A	A	B	B	B	-
3	SR 198 WB Ramps & Hanford Armona Rd	Roundabout	A	A	A	A	B	B	-
4	SR 198 EB Ramps & Hanford Armona Rd	NB	B	B	B	B	C	C	-
5	13th Ave & Hanford Armona Rd	NB SB Signal	C A -	C A -	C A -	C A -	F (>300) A -	F (>300) A -	- - B
6	12th Ave & Hanford Armona Rd	Signal	C	C	C	C	D (40.9)	D (42.1)	C
7	11th Ave & Hanford Armona Rd	Signal	B	B	C	C	C	C	-
8	12th Ave & Hume Ave	WB	B	B	B	B	C	C	-

Source: Appendix B

Annual growth rates ranging between 1.10 and 5.03 percent were applied to the existing peak hour volumes to estimate future volumes for the years 2026 (opening year) and 2044 (horizon year). These growth rates were estimated based on the TIA's review of data from the KCAG travel demand model. The KCAG travel demand model takes into account in-construction and anticipated to-be-constructed projects, which includes 11 out of the 12 projects identified by the City within a 1.5-mile radius of the Project site. The remaining project (Grangeville Mixed Use Project) is currently under environmental review and the scope of intersections does not overlap with the proposed Project, therefore little to no influence on traffic from the Grangeville Project would occur on the proposed Project. Future peak hour volumes for the years 2026 and 2044 both without and with project traffic include peak hour trip estimates for two tracts of the Live Oak development, a master planned community located northwest, southwest, and southeast quadrants of 12th Avenue and Hume Avenue which are under construction. As found in the TIA, there are two intersections that will need improvements by the 2044 year to maintain or improve the operational level of service of the street system in the vicinity of the Project.

As noted in the Traffic Impact Study (TIS) prepared for the Project, signal warrant criteria were met for the 13th Avenue and Hanford Armona Road intersection, which is included in the City's traffic impact fee program (Ruetters and Schuler Civil Engineers, 2024). However, it is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. Pursuant to General Plan Policy T36, the Project proponent will be required to pay traffic development impact fees. The provision of an intersection signalization would be determined by the City of Hanford. Improvement costs for signalization are within the purview of traffic development impact fees as required in Policy T36, therefore eventual signalization of the intersection by the City would address the LOS deficiency caused by General Plan buildout (2044) and Project development (2044+Project).

For the 12th Avenue and Hanford Armona Road intersection, the TIA recommends improvements be made to the eastbound roadway to include changing the existing eastbound right turn lane (EBR) to an eastbound through and right turn lane (EBTR). As identified in the City's TIF, the Project proponent would be required to pay their fair share cost for the needed improvement to ensure that the intersection by the year 2044, operates at an acceptable LOS (Ruetters and Schuler Civil Engineers, 2024). The inclusion of fair share cost payment is recommended as a Mitigation Measure and is included as MM 4.2-1.

Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to less than significant.

MITIGATION MEASURES

MM 4.2-1: The Project proponent or developer shall be required to pay their fair share of costs for the needed improvements. This includes changing the 12th Avenue and Hanford

Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.

The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time. The fair share fees were determined as part of the analysis in the TIS (Ruettgers and Schuler Civil Engineers, 2024)

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with implementation of mitigation measures*.

Impact 4.2-2 - Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

The VMT Analysis prepared for this Project (Appendix B) follows the guide of the City of Hanford VMT Thresholds and Implementation Guidelines, dated November 2022 (VMT Guidelines) to analyze the Project's VMT and compare them to the established VMT threshold.

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The project does not meet any of the screening criteria. Therefore, a detailed VMT analysis is required and is included as Appendix B.

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. According to the VMT Guidelines, residential developments that generate more than 8.99 daily VMT for residential VMT per capita would be considered to have a significant transportation impact.

Baseline VMT

The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The established region for the Project is Kings County, which is modeled by the KCAG.

Based on the VMT analysis included in the TIS, the Project would result in 9.61 VMT per capita and exceed the 8.99 VMT per capita threshold. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per Capita. In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the Project. According to the VMT Guidelines, proposed mitigation to reduce project VMT “must be supported by substantial evidence illustrating that the measure(s) will mitigate VMT impacts to less than significant.”

The *VTM Guidelines* cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruettgers and Schuler Civil Engineers, 2024).

Below are quantitative measures contained in the CAPCOA Handbook for residential projects in suburban areas. Measure identifiers are shown within parentheses, and italicized text addresses the applicability of each measure to the Project.

- Increase residential density to a level higher than the national average (T-1)

***Applicable, but not feasible:** The residential density for the project is 6.5 dwelling units/acre (326 single-family homes/50 acres of developable land). As stated in the CAPCOA Handbook, the national average is 9.1 dwelling units/acre and includes apartments, townhomes and condominiums in addition to detached single-family housing.*

Below is the VMT reduction formula in the CAPCOA Handbook for this measure (-0.22 = VMT elasticity factor).

$$\text{VMT reduction} = [(\text{project du/acre} - 9.1 \text{ du/acre}) / 9.1 \text{ du/acre}] \times (-0.22)$$

Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less than significant level. Such an increase in project residential density (approximately 80 percent) would not be feasible. Per the General Plan and the allowable density in the zone district, an increase in density is not feasible without a zone change and General Plan Amendment to increase residential density beyond what is allowed.

- Provide easy access to high-quality public transit (T-3)

***Not applicable:** Because the project does not meet implementation requirements. Project must be located within 0.5 miles of a high frequency transit station (either rail or bus rapid transit with headways of less than 15 minutes).*

- Integrate affordable and below market rate housing (T-4)

***Not applicable:** Because the project does not meet implementation requirements. Project must be a multifamily residential development permanently dedicated as affordable housing for lower income families. This project is not a low income housing project, therefore it is not applicable and the VTM analysis applies.*

- Provide electric vehicle charging infrastructure (T-14)

Not applicable to single-family residential projects: Mitigation potential available only to developments with buildings that have designated parking areas (e.g., commercial, educational, retail and multifamily housing).

- Limit residential parking supply (T-15)

Not applicable: The measure is ineffective in locations where unrestricted street parking or other off-street parking is available and has adequate capacity to accommodate project-related vehicle parking demand.

- Unbundle residential parking costs from property costs (T-16)

Not applicable: There are no residential parking costs associated with the project.

As noted, the measures listed above are found to be infeasible (Ruettgers and Schuler Civil Engineers, 2024). There are no applicable and feasible mitigation measures available to reduce VMT below the adopted City and County thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Measures such as purchasing bicycles for home buyers, added bike lanes and new bus routes have not been either accepted by the City or shown to be an effective way to reduce VTM. Therefore, the Project is expected to result in a significant transportation impact under CEQA.

MITIGATION MEASURES

No mitigation measures

LEVEL OF SIGNIFICANCE

Impacts would be *significant and unavoidable*.

Cumulative Setting Impacts and Mitigation Measures

CUMULATIVE SETTING

The study area for the analysis of cumulative impacts is the City of Hanford and unincorporated portions of Kings County located adjacent to the city limits. Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, those projects are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. One of the projects is currently under environmental review, the Grangeville Mixed

Use Project. A review of the scope of intersections in the Grangeville traffic study did not overlap with any of the intersections included in the Silicon Valley Ranch TIS. Therefore, there would be little to no influence of traffic from the Grangeville project on the Silicon Valley Ranch project.

CUMULATIVE IMPACTS

As noted above, use of the KCAG travel demand model and estimates provided in the TIS (Appendix B), impacts related to LOS would be less than significant with mitigation measures incorporated for the proposed Project and for the cumulative year 2044. Based on the analysis in the TIS, cumulative impacts for LOS would be less than significant with mitigation incorporated.

As for VMT, Project impacts are considered significant and unavoidable. This is in large part due to the lack of applicable and feasible VMT mitigation measures. The cumulative impacts for the City of Hanford would be considered significant and unavoidable.

MITIGATION MEASURES

Implementation of MM 4.17-1.

CUMULATIVE LEVEL OF SIGNIFICANCE

Cumulative impacts for LOS would be *less than significant with mitigation incorporated*.

Cumulative impacts for VMT would be *significant and unavoidable*.

4.3 - Approach to Environmental Analysis

Section 4.1 of this Draft EIR contains discussions of the environmental setting, regulatory setting, thresholds of significance, and potential environmental impacts related to the construction and operation of the proposed Project. These sections also include a discussion of mitigation measures and the level of significance after the implementation of mitigation measures.

Section 15125(a) of the CEQA Guidelines identifies that an EIR includes a description of the physical environmental conditions in the vicinity of the Project. This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant.

The study area for the analysis of the Project and cumulative impacts is the Hanford city limits, the portions of Kings County located adjacent to the City. The applicable cumulative projections include growth projections from the Hanford General Plan and the Kings County General Plan.

The regulatory setting includes a discussion of the regulatory environment as it existed prior to the implementation of the Project. There is federal, State, regional, and local regulations

identified within each environmental issue discussion, where appropriate. It is acknowledged that although the existing City of Hanford development codes currently guide development within the City.

The impact analysis contains a discussion of Project-specific impacts as well as cumulative impacts. The Project that is evaluated is the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). Lots will range between 5,000 and 7,000 square feet. Associated utility and right-of-way infrastructure would be developed in accordance with City standards and regulations. Specific components of the Project are not separately evaluated; however, the Project, as a whole, is evaluated. The Project, as a whole, is referred to as the proposed Project or Project, throughout this EIR.

The impacts within the impact analysis section are identified as *no impact*, *less-than-significant impact*, *potentially significant impact*, or *significant impact*. The project-specific impacts address the potential environmental impacts that could occur under the development activity anticipated to occur with the proposed Project.

4.4 - Environmental Topics

The potential environmental effects associated with the implementation of the proposed Project are analyzed in the following topical environmental issue areas:

- Land Use Planning
- Transportation
- Mandatory Findings of Significance

4.5 - Organization of Issue Areas

Each environmental issue section contains the following components:

- Introduction - includes a brief discussion of the information used for the analysis.
- Environmental Setting - identifies and describes the existing physical environmental conditions of the Project area associated with each of the impact sections.
- Regulatory Setting - provides an understanding of the regulatory environment that exists prior to the implementation of the Project. This discussion includes the applicable goals, objectives, and policies from the City of Hanford 2035 General Plan as well as other regulations that currently exist.
- Methodology - identifies which criteria, technical documents, or formulas were used to analyze specific environmental impacts.
- Thresholds of Significance - identifies thresholds from Appendix G of the CEQA Guidelines that assist in determining the significance of an impact. Some thresholds

include a more detailed discussion to address the City of Hanford's or other local agency's specific significance criteria for the Project area.

- **Project Impacts** - describes environmental changes to the existing physical conditions that may occur if the proposed Project is implemented and evaluates these changes with respect to the CEQA thresholds of significance. This section includes a Project-specific impact analysis and a cumulative impact analysis. Mitigation measures are identified for the potentially significant project and cumulative impacts, if determined feasible. The mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also includes a discussion of the level of significance after mitigation that describes the level of impact significance remaining after mitigation measures are implemented.

4.6 - Level of Significance

Determining the severity of the project and cumulative impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines Section 15091 requires that decision-makers mitigate, as completely as is feasible, the significant impacts identified in Project EIR. If the Project EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision-makers in approving a project to adopt a Statement of Overriding Considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the EIR.

The level of significance for each impact examined in this EIR is determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds are developed using criteria from the CEQA Guidelines and checklist; federal, State, and local regulatory schemes; local/regional plans and ordinances; accepted practice; consultation with agencies and recognized experts; and other professional opinions. When adopting or using thresholds of significance, a Lead Agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

4.7 - Format Used for Impact Analysis and Mitigation Measures

The format adopted in this EIR to present the evaluation of impacts is described and illustrated below.

Summary Heading of Impact

Impact 4.1-1: An impact summary heading appears immediately preceding the impact description (Summary Heading of Impact in this example). The impact number correlates to the section of the report (4.1 for Aesthetics in this example) and the sequential order of the impact (1 in this example) within that section. To the right of the impact number is the impact statement, which identifies the potential impact, corresponding to CEQA thresholds.

Project Impact Analysis

A narrative analysis follows the impact statement. The analysis identifies the significant environmental effects of the proposed Project on the environment, based on an examination of the changes in the existing physical conditions in the affected area as they exist at the time the Notice of Preparation is published. Direct and indirect significant effects of the Project on the environment are identified and described for both the short-term and long-term effects. The analysis includes relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services.

Cumulative Impact Analysis

A narrative analysis of cumulative impacts follows the project impacts section. The cumulative impacts analysis includes a discussion of the level of impact that would occur if the proposed Project, in combination with cumulative development, as described in Chapter 1 - *Executive Summary* of this EIR, are implemented. If the combined level of impact is *no impact* or *less-than-significant* impact, the Project's incremental effect would be less than cumulatively considerable. If the combined level of impact is *significant*, the Project's incremental effect is determined to be cumulatively considerable. The discussion of cumulative impacts is guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

Mitigation Measures

Mitigation measures to reduce potential project-specific and cumulative impacts include a summary heading and description using the format presented below:

MM 4.4-1: Project-specific or cumulative mitigation is identified that would reduce the impact to the lowest degree feasible. The mitigation number links the particular mitigation to the impact section with which it is associated (Impact 4.4-1 in this example).

Level of Significance After Mitigation

This section identifies the resulting level of significance of the project-specific or cumulative impact following mitigation.

CHAPTER 5 - CONSEQUENCES OF PROJECT IMPLEMENTATION

5.1 - Environmental Effects Found to be Less than Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) “contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.”

The City of Hanford has engaged the public in the scoping of the environmental document. Comments received during scoping have been considered in the process of identifying issue areas that should receive attention in the EIR. The contents of this EIR were established based on the Notice of Preparation (NOP) prepared in accordance with the CEQA Guidelines and on public and agency input received during the scoping process.

After further study and environmental review in this EIR, direct and indirect impacts of the proposed Project (not including cumulative impacts) would be less than significant or could be reduced to less-than-significant levels with mitigation measures for the resource areas listed below.

5.1.1 - POTENTIAL FOR LESS THAN SIGNIFICANT IMPACTS TO OCCUR

Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality
- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Agriculture and Forestry Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use
- Impact 4.2-5: 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

Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptor to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: 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 Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: 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

Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5
- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of formal cemeteries

Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation
- Impact 4.6-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Geology and Soils

- Impact 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault
- Impact 4.7-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking
- Impact 4.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction
- Impact 4.7-4: Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides
- Impact 4.7-5: Result in substantial soil erosion or loss of topsoil
- Impact 4.7-6: 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse
- Impact 4.7-7: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property
- Impact 4.7-9: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Greenhouse Gas Emissions

- Impact 4.8-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Impact 4.8-2: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Impact 4.9-2: 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
- Impact 4.9-3: Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Impact 4.9-4: Be located on a site that 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
- Impact 4.9-5: 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 or excessive noise for people residing or working in the Project area
- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality
- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin
- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site
- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Impact 4.10-3(iv): Impede or redirect flood flows
- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Land Use and Planning

- Impact 4.1-2 (Impact 4.11-2 of Appendix G): Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

Public Services

- Impact 4.15-1: 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 to other performance objectives for any of the public services for fire protection services
- Impact 4.15-2: 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 police protection services
- Impact 4.15-3: 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 school services

- Impact 4.15-4: 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 park services
- Impact 4.15-5: 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 other public facilities

Recreation

- Impact 4.16-1: 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

Transportation and Traffic

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1(i): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- Impact 4.18-1(ii): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code

Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe

Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects
- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed
- Impact 4.19-3: Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments
- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals
- Impact 4.19-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste

Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan
- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire
- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment
- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

5.1.2 - POTENTIAL FOR LESS THAN SIGNIFICANT IMPACTS TO OCCUR WITH INCORPORATION OF MITIGATION MEASURES

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to be less than significant with the incorporation of mitigation measures.

Transportation

- Impact 4.2-1 (Impact 4.17-1 of Appendix G): Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities

5.2 - Significant Environmental Effects that Cannot be Avoided

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. Potential environmental effects of the project and proposed mitigation measures are discussed in detail in Chapter 4, *Environmental Analysis*, of this EIR.

The environmental impacts determined to be significant and unavoidable are described in Table 5-1, *Summary of Significant Impacts of the Proposed Project*.

Table 5-1
Summary of Significant Impacts of the Proposed Project

Resources	Project Impacts	Cumulative Impacts
Transportation and Traffic Impact 4.2-2 (Impact 4.17-2 of Appendix G)	VMT associated with the Project is estimated to be at 9.61 VMT per Capita and would exceed City of Hanford adopted VMT per Capita thresholds of 8.99. Since the Project exceeds the City's adopted <u>VMT threshold and as is noted in that document and the TIS prepared for the Project</u> , no feasible mitigation has been identified <u>in that document</u> to reduce impacts, permanent (operation) impacts are considered significant and unavoidable.	No feasible mitigation measure has been identified that would be feasible and reduce Project impacts to a less than significant impact. For these reasons, the proposed Project would have a significant and unavoidable cumulatively considerable contribution to VMT generation.

5.3 - Growth Inducing Impacts

Growth inducement can be a result of new development that requires an increase in dwelling units or an increase in employment, removes barriers to development, or provides resources that lead to secondary growth. Development pressures are a result of economic investment in a particular locality. These pressures help to structure the local politics of growth and the local jurisdiction's policies related to growth management and land use. The land use policies established by the City will regulate growth in the City.

CEQA does not consider growth inducement to be necessarily detrimental, beneficial, or of significance to the environment. Typically, the growth inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could also be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way

The Project is situated in a growing urbanized area, where substantial employment and housing opportunities will continue to grow. The Project would accordingly accommodate planned growth and not induce unplanned growth. The proposed Project would create a relatively minor amount of new (temporary) employment opportunities during construction; however, those positions would likely be readily filled by the existing employment base.

With respect to removing barriers to development, such as by providing access to previously undeveloped areas, the Project is not anticipated to result in significant growth inducement. The Project does not include the construction of infrastructure that could provide for future residential development; it does not remove barriers to off-site development. Although the Project accommodates planned economic growth at suitable locations, the net increase in population on the Project site would be less than significant.

5.4 - Significant Irreversible Changes

As stated in the CEQA Guidelines, an EIR must address any significant irreversible environmental change that would result from project implementation. According to Section 15126.2(c) of the CEQA Guidelines, such a change would occur if one of the following scenarios occurs:

- *The Project would involve a large commitment of nonrenewable resources.*
The proposed Project would not result in land use changes that will commit future generations to uses that are not already prevalent either on the present Project site or throughout the mostly urbanized Project area.

- *Irreversible damage can result from environmental accidents associated with the Project.*

Potential environmental accidents of concern include those events that would adversely affect the environment or public because of the nature or quantity of materials released and the receptors exposed to that release.

- *The proposed consumption of resources is not justified (e.g., the Project would result in the wasteful use of energy).*

Consumption of nonrenewable resources includes issues related to increased energy consumption, conservation of agricultural lands, and lost access to mining reserves. There would be an irretrievable commitment of labor, capital, and materials used during construction and operation of the Project. Nonrenewable resources would be committed, primarily in the form of fossil fuels such as fuel, oil, natural gas, and gasoline used by equipment associated with construction of the Project. The consumption of other non-renewable or slow renewable resources would also occur. These resources would include lumber and other forest products, sand and gravel, asphalt, and metals such as steel, copper, and lead.

However, as noted, with the lack of a viable surface water or groundwater source, the land cannot be successfully cultivated, therefore the land would go fallow and remain unused until a different land use was proposed.

During the operational phase of the proposed Project, energy would be used for lighting, heating, cooling, and other requirements and petroleum products would be used by vehicles associated with the residents of the proposed development. The use of these resources would not be substantial and would not constitute a significant effect.

The environmental effects of the proposed Project are thoroughly discussed in Chapter 4, *Environmental Impact Analysis*, of this EIR and summarized in the Executive Summary. Implementation of the proposed Project would commit nonrenewable resources during any construction activities and the construction of the proposed residential subdivision ~~future cannabis-related facility operations. Future cannabis-related operations,~~ oil, gas, and other nonrenewable resources would be consumed for the cultivation, ~~manufacturing, distribution, and retail sales of cannabis products.~~ Therefore, an irreversible commitment of nonrenewable resources would occur as a result of the proposed Project. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the Hanford General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The policies of the Hanford General Plan ensure that any irreversible environmental changes associated with those commitments will be minimized.

CHAPTER 6 - ALTERNATIVES

6.1 - Introduction

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the Project or to the location of the Project site that could feasibly avoid or lessen any significant environmental impacts of the Project while attaining most of the Project's basic objectives. An EIR also must compare and evaluate the environmental effects and comparative merits of the alternatives. This chapter describes alternatives considered but eliminated from further consideration, including the reasons for elimination, and compares the environmental impacts of several alternatives retained with those of the Project.

The following are key provisions of the CEQA Guidelines (Section 15126.6):

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be costlier.
- The No Project Alternative shall be evaluated, along with its impacts. The no project analysis shall discuss the existing conditions at the time the Notice of Preparation was published, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a "rule of reason;" therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need to be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives.

Under case law and CEQA Section 15126.6(f), the discussion of alternatives need not be exhaustive and is subject to a rule of reason. CEQA Section 15126.6(d) states that “if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternatives shall be discussed, but in less detail than the significant effects of the project as proposed.” Determining factors that may be used to eliminate alternatives from detailed consideration in an EIR are (a) failure to meet most of the basic project objectives, (b) infeasibility, or (c) inability to avoid significant environmental impacts. CEQA Section 15364 defines “feasibility” as “Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.”

The Project has the potential to have significant adverse effects, at either a project level or cumulative level, on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, population, and housing at the Project site. Even with the mitigation measures described in Chapter 4, *Environmental Analysis*, of this EIR, impacts in these issue areas would be significant and unavoidable. Therefore, per the CEQA Guidelines, this section discusses alternatives that are capable of avoiding or substantially lessening the effects on these resources. Significant, unavoidable impacts of the Project are summarized below. Following these summaries, Section 6.2, *Project Objectives*, restates the Project proponent’s objectives. Section 6.3, *Alternatives Eliminated from Further Consideration*, presents alternatives to the Project that were considered but eliminated for further analysis. Section 6.4, *Alternatives Analyzed in This EIR*, presents alternatives fully analyzed in this EIR, provides a comparison of alternatives, and makes a determination about the environmentally superior alternative.

6.1.1 - SIGNIFICANT IMPACTS OF THE PROJECT

The implementation of the proposed Project would result in significant and unavoidable impacts and significant impacts prior to mitigation incorporated. These potential significant and unavoidable impacts and less-than-significant impacts with mitigation incorporated are evaluated for each of the alternatives that are considered and evaluated as discussed below.

No Potential for Impacts to Occur

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have no potential for impacts to occur:

Aesthetics

- Impact 4.1-1: Have a substantial adverse effect on a scenic vista
- Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

Agriculture and Forest Resources

- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract
- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))
- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

Biological Resources

- Impact 4.4-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities conservation plan, or other approved local, regional, or State habitat conservation plan

Geology and Soils

- Impact 4.7-8: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Hazards and Hazardous Materials

- Impact 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

Hydrology and Water Quality

- Impact 4.10-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

Land Use and Planning

- Impact 4.11-1: Physically divide an established community

Mineral Resources

- Impact 4.12-1: 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

- Impact 4.12-2: 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

Noise

- Impact 4.13-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels

Population and Housing

- Impact 4.14-2: Displace substantial number of existing people or housing necessitating the construction

Recreation

- Impact 4.16-2: Include recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Potential for Less than Significant Impacts

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have less than significant impacts to occur:

Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality
- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Agriculture and Forest Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use
- Impact 4.2-5: Involve other changes in the existing environment which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptors to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: 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 Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on State or federally Protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: 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

Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5
- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of dedicated cemeteries

Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation
- Impact 4.6-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency

Geology and Soils

- Impact 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault
- Impact 4.7-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking
- Impact 4.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction
- Impact 4.7-4: Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides
- Impact 4.7-5: Result in substantial soil erosion or loss of topsoil
- Impact 4.7-6: 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse
- Impact 4.7-7: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property
- Impact 4.7-9: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Greenhouse Gas Emissions

- Impact 4.8.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Impact 4.8.2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Impact 4.9-2: 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
- Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Impact 4.9-4: Create a hazard to the public or the environment as a result of being located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5
- Impact 4.9-5: 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 or excessive noise for people residing or working in the Project area
- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality
- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin
- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site
- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site
- Impact 4.10-3(iii): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the

addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff

- Impact 4.10-3(iv): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows
- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Land Use and Planning

- Impact 4.1-2 (Impact 4.11-2 of CEQA Appendix G): Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies
- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

Public Services

- Impact 4.15-1: 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 fire protection
- Impact 4.15-2: 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 police protection services

- Impact 4.15-3: 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 school services
- Impact 4.15-4: 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 park services
- Impact 4.15-5: 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 other public facilities

Recreation

- Impact 4.16-1: Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated

Transportation

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature or incompatible uses
- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its

discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1

Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects
- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed
- Impact 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments
- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals
- Impact 4.19-5: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste

Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan
- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire
- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment
- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effect was determined to be less than significant with the incorporation of mitigation measures.

Transportation

- Impact 4.2-1 (Impact 4.17-1 of CEQA Appendix G): Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities

Potential for Significant and Unavoidable Impacts to Occur

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have potential for significant and unavoidable impacts to occur:

Transportation

- Impact 4.2-2 (Impact 4.17-2 of CEQA Appendix G): Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)

6.1.2 - OTHER IMPACTS OF THE PROJECT

Impacts of the Project on the other resources evaluated in this EIR were found to be either less than significant or less than significant after mitigation. Therefore, consideration of alternatives that would further reduce impacts on these resources is not required by CEQA. Only alternatives that reduce or substantially lessen the Project's impacts on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, or population and housing are considered in this EIR. If one of the alternatives would cause a greater adverse impact on another resource, these impacts are disclosed in Section 6.4, *Alternatives Analyzed in this EIR*. Otherwise, impacts to the remaining resources evaluated in this EIR are not discussed further in this section.

6.2 - Project Objectives

The Project has the following objectives:

1. Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.

2. Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
3. Create a successful and financially feasible Project by meeting the housing needs of the area.
4. Provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

CEQA requires that an EIR describe a reasonable range of alternatives to the Project, or to the location of the Project, that would avoid or substantially lessen any of the significant effects of the Project and that would feasibly attain most of the basic Project objectives (Title 14, Section 15126.6). Attainment of the Project objectives is discussed for each retained alternative in Section 6.4.

6.3 - Alternatives Considered but Rejected

There are no Project alternatives that were considered and rejected.

6.4 - Alternatives Considered and Evaluated

An evaluation of three alternatives that were considered and evaluated is provided below. These alternatives represent a reasonable range of alternatives to the proposed Project. This analysis includes alternatives that could feasibly accomplish some of the basic objectives of the proposed Project and could potentially avoid or substantially lessen one or more of the significant effects. The following is an evaluation of each of the alternatives to the proposed Project that were further considered for analysis. Table 6-1, below, provides a summary of the impacts comparison between the proposed Project and the Project alternatives.

6.4.1 - ALTERNATIVE A - NO PROJECT ALTERNATIVE

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would keep the site as agriculture and remain under the jurisdiction of Kings County. As no change would occur, the Project site would continue to be consistent with the Kings County General Plan land use designation and zoning of Limited Agriculture, 10 acres (AL10). meet the State Regional Housing Needs Allocation (RHNA) for new housing in the City under the Housing Element of the City General Plan.

The No Project Alternative would not: (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually

attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

With regard to transportation impacts, the No Project Alternative would result in no new trips generated. Therefore, the No Project Alternative would reduce the less than significant impact associated with LOS thresholds and significant and unavoidable impact relating to VMT.. The No Project Alternative would not fulfill the objectives of the Project or assist the City in meeting its housing goals as outlined in the General Plan.

6.4.2 - ALTERNATIVE B - REDUCED PROJECT ALTERNATIVE

This alternative would decrease the number of single-family residential houses from 326 to 242. As described in this draft EIR, the proposal to approve the tentative tract map, annex the site into the City, and rezoning the site to R-L-5 would remain the same. With **Alternative B** a similar outcome to the proposed Project would occur with regard to County and City General Plan consistency. The annexation would meet County and LAFCo objectives in addition to providing planned City expansion within their SOI. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting regional housing needs. Under **Alternative B**, overall VMT for the Project would decrease; however, per capita VMT impacts of significant and unavoidable would remain the same as the proposed Project. With regard to City LOS thresholds, overall trip generation would be reduced, resulting in lessened impacts on studied intersections. However, this reduction is still likely to exceed LOS thresholds cumulatively, and require mitigation as indicated in this draft EIR to improve the impacted intersection of 12th Avenue and Hanford Armona Road. Impacts regarding LOS would continue to be *less than significant with mitigation incorporated*.

6.4.3 - ALTERNATIVE C – MULTI-FAMILY ALTERNATIVE

This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Project site is currently designated by the General Plan for low-density residential and rezoned R-L-5. The proposed Project request would be modified to include a General Plan Amendment and a Zone Change to Medium Density Residential (R-M) to allow multi-family apartments. Although it is not guaranteed that multifamily housing would be rented at rates to meet the criteria as very low or low incoming housing, if such units were constructed and rented at those rates, they would help the City meet the housing requirements for new very low or low income housing in the City under the Housing Element of the City General Plan.

With regard to the addition of a General Plan Amendment, consistency findings with General Plan goals and policies would be necessary to determine if the proposed Medium Density Residential land use would comply. However, due to its proximity to designated Medium

Density Residential land northerly adjacent to the Project site, consistency findings can likely be made as availability of City services, implementation of pedestrian, bicycle, and vehicle standards, and payment of impact fees would still be applicable to the development.

Under **Alternative C**, the overall density increase could result in higher trips generated, which in turn, may cause impacts to LOS and VMT. It has been theorized that residents who live in very low or low income housing tend to utilize mass transit. Although it is unknown, if the multifamily housing met the criteria for very low or low income housing, LOS might not increase with the use in mass transit. However, if the multifamily units were considered as moderate or above moderate income units, the Project could generate a rise in vehicle trips due to an increased number of residents originating from the Project site, and would result in higher utilization of intersections in the vicinity of the site. Therefore, depending on the income category the multifamily housing units, **Alternative C** could decrease LOS impacts or could negatively impact LOS for the studied intersections and would potentially require additional mitigation/improvements to intersections to meet LOS standards.

In regard to VMT, the City of Hanford has adopted VMT Thresholds and Implementation Guidelines, which was utilized for the proposed Project to determine impacts, as noted in the TIS prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024). With regard to the adopted screening criteria and VMT thresholds, **Alternative C** does not meet the screening criteria and could generate more than 1,000 average daily trips, is not located within 0.5 miles of a transit priority area and is not located within an area where existing VMT per capita is low. The City's VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for measures with quantitative methods for estimating VMT reduction.

It was found that in the CAPCOA Handbook, that an increase in density over the national average (9.1 dwelling units per acre) can result in a VMT reduction. Assuming no change in the amount of developable land, the Project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less-than-significant level. (Ruettgers and Schuler Civil Engineers, 2024). As **Alternative C** proposes a density larger than the national average, it can be seen that a reduction in Project VMT would occur. Therefore, VMT under **Alternative C** would result in a less than significant impact.

6.4.4 - ALTERNATIVE D – DIFFERENT SITE ALTERNATIVE

This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to being located closer to major transit corridors. This alternative would locate the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, State Route 43 to the east, and Grangeville Boulevard to the north. This alternative will meet all Project objectives and would assist the City in meeting its housing needs.

Additionally, **Alternative D** would result in similar conditions as the proposed Project, consistency findings with Kings County and LAFCo for annexation, and General Plan conformity with the City can be made. With regard to LOS standards, the alternative site would require an analysis of intersections in the vicinity of the site and the comparisons of future conditions at the chosen intersections. It can be assumed that under **Alternative D**, impacts to LOS at intersections could occur similar to the proposed Project. Dependent on the LOS grade found as a result of Project implementation, mitigation measures for intersection improvements and the use of transportation impact fees per General Plan policy would be applicable to **Alternative D** and therefore result in similar impacts as the proposed Project.

Under **Alternative D**, overall VMT per capita for the Project would still exceed City VMT thresholds as the majority of the site is located within a high VMT area and cannot be screened out using the City's screening thresholds, the *VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruettgers and Schuler Civil Engineers, 2024), in addition to no changes made to the Project lot count. Therefore, per capita, VMT would remain similar to the proposed Project as there are no other factors including proximity to high-quality transit corridors that could provide VMT reductions. Impacts would continue to be *significant and unavoidable*. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties.

6.5 - Environmentally Superior Alternative

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three other Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Site.

Based on the evaluation of the three alternatives, Alternative C – Multi-Family could reduce the significant and unavoidable environmental impacts relating to VMT if the criteria for very low or low income units was met, LOS impacts would not increase with the increased density of units. while fulfilling most of the objectives of the proposed Project. Although this is speculative, if realized, Alternative C would be considered the Environmentally Superior Alternative. However, if the multifamily units are considered moderate or above moderate, it is unlikely that VMT impacts would be reduced to less than significant impacts, and LOS impacts might increase and require additional mitigation measures.

**Table 6-1
Summary of Alternatives Impacts**

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
Land Use and Planning: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant	Similar	Similar	Similar	Similar
Land Use and Planning: Cumulative Impacts associated with land use plan, policy, or regulation	Less than significant	Similar	Similar	Similar	Similar
Transportation and Traffic: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	Less than significant with mitigation incorporated	Fewer	Fewer	Fewer/Similar	Similar
Transportation and Traffic: Cumulative Impacts associated with LOS	Less than significant with mitigation incorporated	Fewer	Fewer	Fewer/Similar	Similar
Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	Significant / Unavoidable	Fewer	Similar	Fewer/Similar	Similar
Transportation and Traffic: Cumulative Impacts associated with VMT	Significant / Unavoidable	Fewer	Similar	Fewer/Similar	Similar
Meet Project Objectives	Yes	No	Yes	Yes	Yes
Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant	No	Yes	No	Possibly	No

CHAPTER 7 - RESPONSE TO COMMENTS

Pursuant to CEQA Guidelines Section 15087m the drafted Focused EIR was circulated for public comment for 45 days, from November 26, 2024 through January 9, 2025.

No comments were received during the public comment period.

However, some revisions were made to the text of the draft EIR. Clarifications and modifications to the Draft EIR text are shown with underline and text removed from the Draft EIR is shown with ~~striketrough~~. The revisions, as outlined fall within the scope of the original project analysis included in the draft EIR and do not result in an increase to any identified impacts or produce any new impacts. No significant new environmental impact would result from the changes. Therefore, no significant revisions have been made that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5 (Recirculation of an EIR Prior to Certification).

CHAPTER 8 - ORGANIZATIONS AND PERSONS CONSULTED

Note: All of the below entities were either notified or contacted directly to ask for or directly receive consultation on their applicable area of expertise with respect to this proposed Project. This may not be an all-inclusive list.

Federal Agencies

- U.S. Department of Agriculture/Natural Resources Conservation Service
- U.S. Environmental Protection Agency—Region IX
- U.S. Fish and Wildlife Service

State Agencies

- California Air Resources Board
- California Highway Patrol
- California Department of Conservation
- California Department of Toxic Substances Control
- California Department of Parks and Recreation
- California State Department of Water Resources
- California Department of Fish and Wildlife
- California Department of Forestry and Fire Protection
- California Department of Health Services
- Native American Heritage Commission
- California Department of Transportation District 6
- Regional Water Quality Control Board/Central Valley Region
- State Clearinghouse Office of Planning and Research

Regional and Local

- Kings County Public Works Department
- Kings County Sheriff's Department
- City of Hanford Public Works Department
- City of Hanford Community Development Department
- City of Hanford Parks & Recreation Department
- City of Hanford Police Department
- City of Hanford Airport Department
- Hanford Elementary School District
- Hanford Joint Union High School District
- Pacific Gas & Electric Company
- San Joaquin Valley Unified Air Pollution Control District
- Southern San Joaquin Valley Information Center
- Southern California Gas Company
- Southern California Edison

Native American Consultation

In accordance with Assembly Bill 52 and the California Tribal Consultation guidelines, the appropriate native groups were consulted with respect to the Project's potential impacts on Native American places, features, and objects. As of the writing of this report, staff have not received any comments from consulted tribes regarding the department's AB 52 request. Staff notes consultation with appropriate Native American groups per AB 52 requirements has occurred.

CHAPTER 9 - LIST OF PREPARERS

Lead Agency

CITY OF HANFORD

Jason Waters – Deputy City Manager, Director of Community Development
Gabrielle Myers – Senior Planner, Community Development Department

Technical Assistance

QK

Jaymie L. Brauer, Principal Planner
Thomas Kobayashi, Senior Associate Planner

RUETTIGERS & SCHULER, CIVIL ENGINEERS

Ian Parks, PE, RCE

GEO TECK, INC

Kyle R. McHargue, CEG, Project Geologist
Anna M. Scott, Project Geologist

CHAPTER 10 - REFERENCES

California Department of Conservation. (2022). *California Farmland Mapping and Monitoring Program*. Retrieved from California Important Farmland Finder: <https://maps.conservation.ca.gov/DLRP/CIFF/>

GeoTeck, Inc. (2024). *Phase I and Limited Phase II Environmental Site Assessment, Westing Tentative Subdivision Map No. 943*.

KCAG. (2022). *KCAG 2018 RTP*. Retrieved from https://www.kingscog.org/rtp_adopted

Kings County. (2010). *County of Kings 2035 General Plan*.

Kings County Council of Governments. (2020). *KCAG VMT and Parcels*. Retrieved from ArcGIS: <https://www.arcgis.com/home/item.html?id=e62d55a0d03841a0aa41f3655c5f4770>

Ruettgers and Schuler Civil Engineers. (2024). *Traffic Study, Silicon Valley Ranch*.



NOTICE OF AVAILABILITY FOR PUBLIC REVIEW AND HEARING ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED SILICON VALLEY RANCH RESIDENTIAL DEVELOPMENT PROJECT

This is to advise that the City of Hanford has prepared an Environmental Impact Report (EIR) for the project identified below. As mandated by State law, the minimum public review period for this document is 45 days.

Project Name and Description

Silicon Valley Ranch Residential Development Project – a request to construct 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence (SOI) but will be annexed into the City limits through annexation.

Project Location

The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The Project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027)

COMMENT PERIOD: November 25, 2024 to – January 9, 2025 (45 days)

PUBLIC HEARING AND COMMENT: The City of Hanford is soliciting comments on the adequacy and completeness of the analysis and proposed mitigation measures described in the Draft EIR. You may comment by providing testimony at the public hearing on:

DATE: Tuesday, January 14, 2025

TIME: 5:30 p.m.

LOCATION: Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, CA.

The document and documents are available for review at the City of Hanford, Community Development Department located at 317 N. Douty Street, and at the Hanford Branch Library located at 401 Douty Street, Hanford, CA 93230 or <https://www.cityofhanfordca.com/1236/Current-Frindex>; or <https://coganet.org.ca.gov/2024060956>

HOW TO COMMENT: You may provide testimony at the public hearing on the date and time specified above or provide written comments prior to the close of public comment period on Tuesday, January 14, 2025, at 5:30 p.m. to: Senior Planner, Gabrielle Myers, 317 N. Douty Street, Hanford, CA 93230 or via email: gmyers@hanfordca.gov

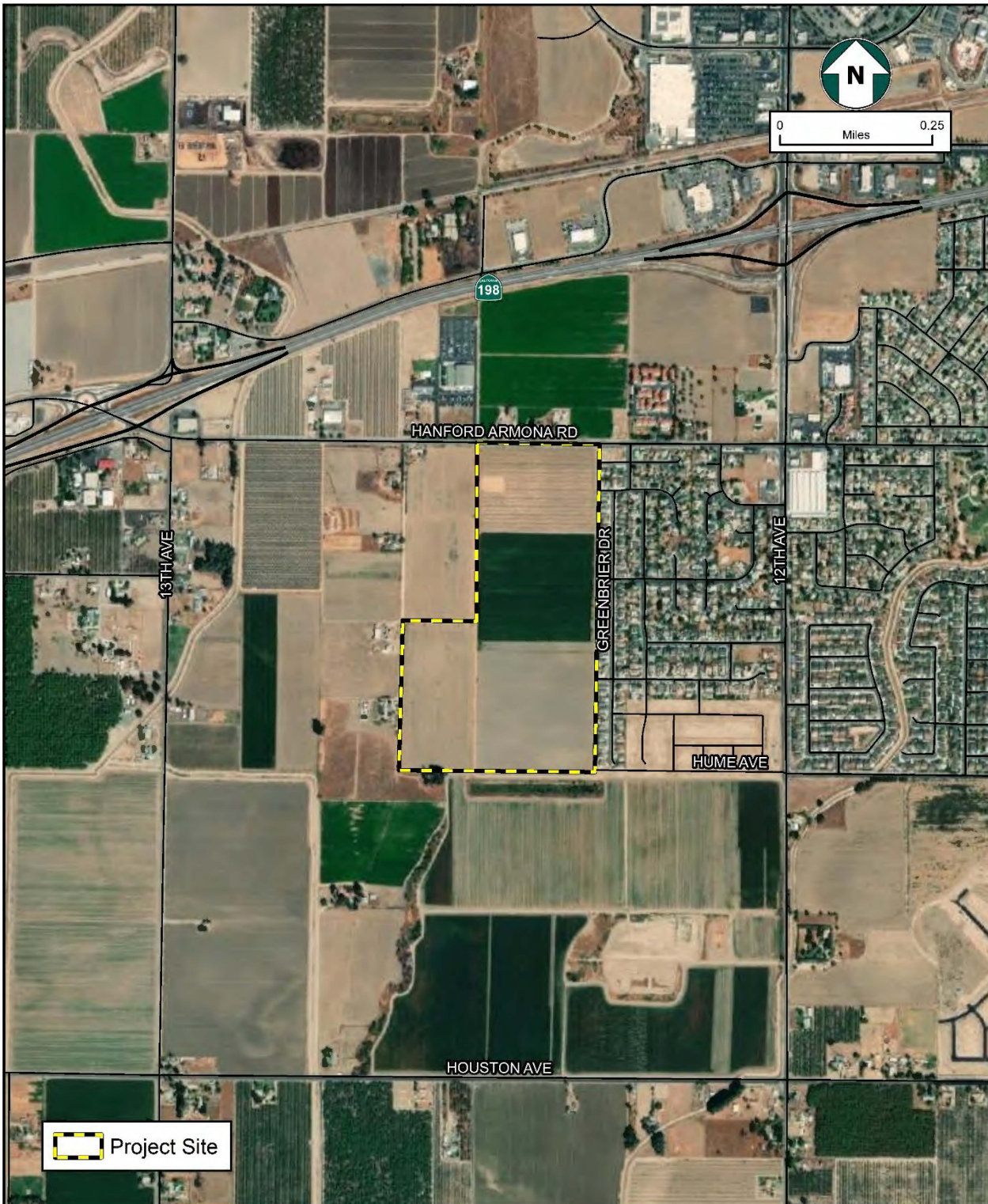


Figure 3-1
Project Site Area

CITY OF HANFORD
PUBLIC HEARING NOTICE AND NOTICE OF AVAILABILITY OF FINAL FOCUSED ENVIRONMENTAL IMPACT
REPORT

Silicon Valley Ranch Residential Project
(SCH #2024060956)

NOTICE IS HEREBY GIVEN that the City of Hanford has completed and is making available for public review the Final Focused Environmental Impact Report (Final EIR) prepared for the proposed Silicon Valley Ranch Residential Project – Annexation 161, Prezone No. 0005-23, and Vesting Tentative Tract 943 located south of Hanford-Armona Road between 12th and 13th Avenues. The Planning Commission will hold a public hearing on Tuesday, February 25, 2025 at 5:30 p.m. in the Council Chambers of the Civic Auditorium, 400 Douty Street, Hanford, California, to consider recommendation of certification of the Final Focused EIR and the associated entitlements to the City Council of the City of Hanford

PROJECT LOCATION: The Project is adjacent to Hanford Armona Road to the north, between Greenbrier Drive to the east and 13th Avenue to the west, and encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027). The Project site is located within the Hanford USGS Quad, Section 3, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

PROJECT DESCRIPTION: The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence. The Project will be annexed into the City under separate application. An approximately 12.5-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a three-acre retention basin. Lots will range between 5,000 to 6,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Construction:

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flat beds)
- Small tools (generators, light plants, compactors, air compressors)

EIR CERTIFICATION: A Draft EIR was prepared for the project to assess potential environmental impacts and was made available and circulated for public review and comment, pursuant to the provisions of the California Environmental Quality Act (CEQA). It also examined environmental impacts for alternatives to the project, as required by CEQA. The Draft EIR concluded that the potential impacts of the Project were determined to be less than significant for the following topics: 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, noise, population and housing, recreation, tribal cultural resources, utilities and service systems, and wildfire. The potential impacts of the Project were determined to be significant and

unavoidable impacts for Transportation and Traffic. A Mitigation Monitoring and Reporting Plan and a Statement of Overriding Considerations are part of the EIR certification.

The Draft EIR was made available for a public comment period of 45 days from November 25, 2024 to January 9, 2025.

The Final EIR includes the response to the comment(s) in response to the input received on the Draft EIR. No new information was required as part of the response to comments. The Final EIR does not constitute “significant new information” within the meaning of CEQA so as to require recirculation of the Draft EIR or Final EIR.

The Final EIR will be available for review for a 10-day period from February 14 to February 24, 2025 at the Community Development Department at City Hall, 317 N. Douty Street in Hanford and online at:

Hanford Website: <https://www.cityofhanfordca.com/1236/Current-Projects> and the Office of Planning and Research’s CEQAnet web portal at <https://ceqanet.opr.ca.gov/>

PUBLIC COMMENT: All interested parties are invited to attend the meeting and/or send written comments to:

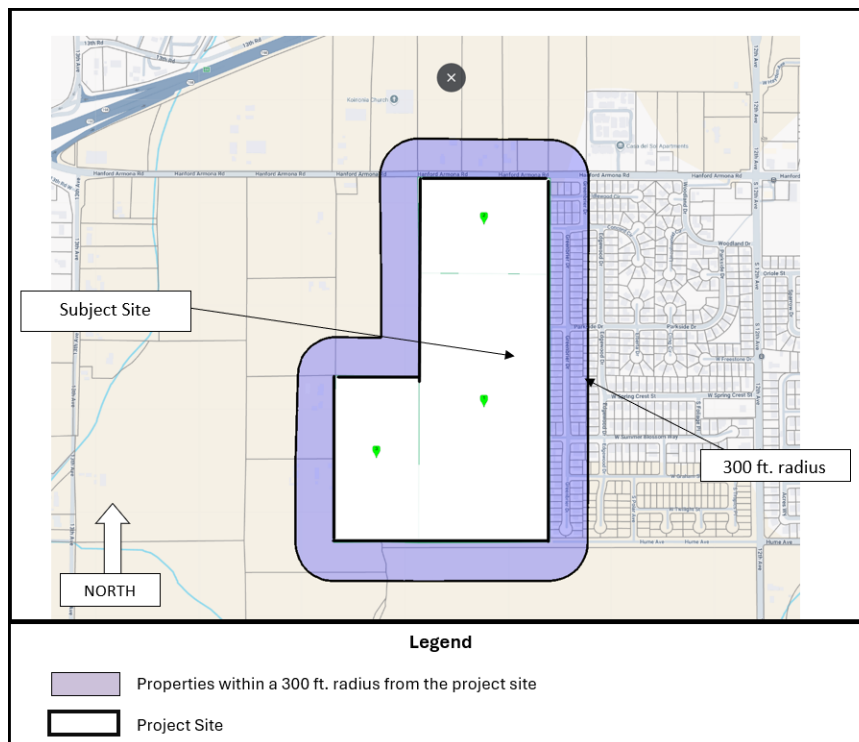
Gabrielle Myers, Senior Planner
City of Hanford
317 N. Douty Street
Hanford CA 93230

or via email to gmyers@hanfordca.gov

To ensure comments will be considered, all comments are requested to be submitted to the City by 12:00 p.m. the day of the meeting. Oral and written comments may be submitted until the close of the public hearing. For further information, contact the Hanford Community Development Department at (559) 585-2580.

NOTE: If you challenge the City’s final action on this project 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 at, or prior to, the public hearing. (Gov. Code 65009(b)(2)).

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT



**FINDINGS OF FACT IN SUPPORT OF FINDINGS
RELATED TO SIGNIFICANT ENVIRONMENTAL IMPACTS**

State CEQA Guidelines Section 15091

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

**Final Environmental Impact Report
SCH# 2024060956**

Lead Agency: City of Hanford

SECTION I. INTRODUCTION

The following findings of fact are based in part on the information contained in the draft and final Environmental Impact Report (EIR) for the Silicon Valley Ranch Residential Development Project (Project) as well as additional facts found in the complete record of proceedings. The final focused EIR is hereby incorporated by reference and is available for review at the City of Hanford (City), City of Hanford Community Development Department, 317 N Douty St, Hanford, CA 93230.

**SECTION II. FINDINGS REGARDING THE POTENTIAL ENVIRONMENTAL EFFECTS
OF THE PROJECT**

The City issued a notice of preparation of a draft focused EIR on June 21, 2024. Based on the initial study, technical studies and Notice of Preparation, a determination was made that the final focused EIR would contain a comprehensive analysis of environmental issues not screened out during the Notice of Preparation. With respect to all impacts identified as “less than significant” or as having “no impact” in the final focused EIR, the Planning Commission finds that those impacts have been described accurately and are less than significant or have no impact. Despite concluding that certain impacts would be less than significant or would have no impact, the final focused EIR nonetheless incorporates mitigation measures in the form of complying with the goals, policies, and implementation measures of the City of Hanford General Plan or other adopted regulations. The Planning Commission finds that these effects are less than significant or have no impact before and after implementation of these mitigation measures.

In addition, one impact in the final focused EIR was found to be “significant and unavoidable.” The Planning Commission finds that this impact has been described accurately and is significant and unavoidable.

LAND USE AND PLANNING

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

The Project could cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Impact 4.2-1)

The City of Hanford General Plan establishes land use policies and regulations that are applicable to the Project. In addition to the City of Hanford General Plan, applicable policies and regulations of the Kings County General Plan and Kings County LAFCo were identified as they pertain to annexations of land.

The Project site has a General Plan designation of Low Density Residential and would be rezoned R-L-5. Per the City General Plan zoning matrix, the R-L-5 zone district is compatible with the General Plan designation. Approval of the tentative map subject to the provisions of the City of Hanford municipal code would allow subdivision of the Project area into lot sizes consistent with the R-L-5 zone district. Pursuant to Table 17.08.020, the proposed development of single-family dwellings throughout the subdivided Project area is permitted uses under the R-L-5 zone district.

The Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. Therefore, the Project would not 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 mitigation an environmental effect. Impacts of the Project are less than significant, and no mitigation is required.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

The Project would not have any environmental effects on land use and planning that are potentially significant and that can be mitigated to less than significant levels.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

The Project would not have any environmental effects on land use and planning that cannot be mitigated to a less than significant level.

Findings

The proposed Project would not have any potentially significant environmental effects related to land use and planning. No mitigation would be required, and impacts are less than significant.

Level of Significance

Impacts would be less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, impacts related to land use and planning would be less than significant, and no mitigation measures are required.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

As discussed in the Cumulative Project List section of the draft EIR, 12 similar projects are proposed within a one and a half-mile radius of the proposed Project, the geographic scope being the City of Hanford General Plan planning area. The Project and future development are required to be consistent with the City of Hanford General Plan and other applicable planning documents. Cumulative projects requiring additional

consideration including rezones, General Plan Amendments, and annexation would require approval by the County. Consistency with the City's applicable General Plan policies and Zoning Ordinance (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Additionally, all cumulative projects are subject to environmental review and compliance with all federal, State, and local policies and plans. As such, the proposed Project's incremental contribution to the less than significant cumulative impacts would not be cumulatively considerable. Cumulative impacts related to land use and planning would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

The Project would not have any cumulative effects on land use and planning that would have a significant impact.

Findings

The proposed Project would not have any potentially cumulative significant environmental effects related to land use and planning. No mitigation would be required and impacts are less than significant.

Level of Significance

Impacts would be cumulatively less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, cumulative impacts would be less than significant, and no mitigation measures are required.

TRANSPORTATION AND TRAFFIC

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

The Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Impact 4.2-1).

The Hanford General Plan has policies related to traffic systems. The General Plan has established LOS E as the acceptable level on streets and intersections within the area bounded by State Route (SR) 198, 10th Avenue, 11th Avenue, and Florinda Avenue, and a peak hour LOS D on all other streets and intersections within the Planned Growth Boundary. The County of Kings has established LOS D as the acceptable level of traffic congestion on County roads. Since the study facilities for this Project lie outside of the SR 198, 10th Avenue, 11th Avenue, and Florinda Avenue boundary, the LOS D threshold was utilized to evaluate the potential significance of LOS impacts to the City of Hanford roadway facilities and the County of Kings facilities.

As noted in the Traffic Impact Study (TIS) prepared for the Project, signal warrant criteria was met for the 13th Avenue and Hanford Armona Road intersection, which is included in the City's traffic impact fee program. However, it is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. Pursuant to General Plan Policy T36, the Project proponent will be required to pay traffic development impact fees. The provision of an intersection signalization would be determined by the City of Hanford. Improvement costs for signalization are within the purview of traffic development impact fees as required in Policy T36, therefore eventual signalization of the intersection by the City would address the LOS deficiency caused by General Plan buildout (2044) and Project development (2044+Project).

For the 12th Avenue and Hanford Armona Road intersection, the TIS recommends improvements be made to the eastbound roadway to include changing the existing eastbound right turn lane (EBR) to an eastbound through and right turn lane (EBTR). The Project proponent would be required to pay their fair share cost for the needed improvement to ensure that the intersection by the year 2044, operates at an acceptable LOS (Ruetters and Schuler Civil Engineers, 2024). The inclusion of fair share cost payment as determined in the TIS is recommended as a Mitigation Measure and is included as MM 4.2-1. Implementation of MM 4.2-1 would allow the intersection studied to operate at an acceptable LOS under City LOS standards and reduce impacts to less than significant.

Mitigation Measures

MM 4.2-1: The Project proponent or developer shall be required to pay their fair share of costs for the improvements needed. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.

The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time

Level of Significance

Impacts would be *less than significant with implementation of mitigation measures*.

Finding

The proposed Project would not have any potentially significant environmental effects related to LOS and the impacts that the Project may have on the surrounding roadway network. With implementation of Mitigation Measure MM 4.2-1 would reduce impacts to less than significant.

Brief Explanation of the Rational for Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts related to General Plan policies related to LOS. Implementation of Mitigation Measure MM 4.2-1 as described above, would reduce impacts to a less than significant level.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) (Impact 4.2-2)

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The Project does not meet any of the screening criteria. Therefore, a detailed VMT analysis was prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024).

An analysis of Project VMT was conducted in accordance with the *VMT Thresholds and Implementation Guidelines*, City of Hanford, dated November 2022 (VMT Guidelines). The analysis involved comparing an estimate of VMT attributable to the project to a threshold VMT and assessing whether project VMT would result in a significant transportation impact under the California Environmental Quality Act (CEQA). For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. According to the VMT Guidelines, residential developments that generate more than 8.99 daily VMT for residential VMT per capita would be considered to have a significant transportation impact.

Based on the VMT analysis included in the TIS, the Project would result in 9.61 VMT per capita and exceeds the 8.99 VMT per capita threshold. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per capita. In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the project.

The VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction. Below are quantitative measures contained in the CAPCOA Handbook for residential projects in suburban areas. Measure identifiers are shown within parentheses, and italicized text addresses the applicability of each measure to the Project.

- Increase residential density to a level higher than the national average (T-1)
Applicable, but not feasible: The residential density for the project is 6.5 dwelling units/acre (326 single-family homes/50 acres of developable land). As stated in the CAPCOA Handbook, the national average is 9.1 dwelling units/acre and includes apartments, townhomes and condominiums in addition to detached single-family housing.

Below is the VMT reduction formula in the CAPCOA Handbook for this measure (-0.22 = VMT elasticity factor).

$$VMT\ reduction = [(project\ du/acre - 9.1\ du/acre) / 9.1\ du/acre] \times (-0.22)$$

Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less than significant level. Such an increase in project residential density (approximately 80 percent) would not be feasible.

Per the General Plan and the allowable density in the zone district, an increase in density is not feasible without a zone change and General Plan Amendment to increase residential density beyond what is allowed.

- Provide easy access to high-quality public transit (T-3)
Not applicable: Because the project does not meet implementation requirements. Project must be located within 0.5 miles of a high frequency transit station (either rail or bus rapid transit with headways of less than 15 minutes).
- Integrate affordable and below market rate housing (T-4)
Not applicable: Because the project does not meet implementation requirements. Project must be a multifamily residential development permanently dedicated as affordable housing for lower income families. This project is not a low income housing project, therefore it is not applicable and the VTM analysis applies
- Provide electric vehicle charging infrastructure (T-14)
Not applicable to single-family residential projects: Mitigation potential available only to developments with buildings that have designated parking areas (e.g., commercial, educational, retail and multifamily housing).
- Limit residential parking supply (T-15)
Not applicable: The measure is ineffective in locations where unrestricted street parking or other off-street parking is available and has adequate capacity to accommodate project-related vehicle parking demand.
- Unbundle residential parking costs from property costs (T-16)
Not applicable: There are no residential parking costs associated with the project.

As noted, the measures listed above are found to be infeasible (Ruettgers and Schuler Civil Engineers, 2024). There are no applicable and feasible mitigation measures available to reduce VMT below the adopted City and County thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Therefore, the Project is expected to result in a significant transportation impact under CEQA

Mitigation Measures

No mitigation measures

Level of Significance

Impacts would be ***significant and unavoidable***

Finding

As noted above, there are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Therefore, impacts are considered significant and unavoidable.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

There are no cumulative impacts related to transportation and traffic would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

Significant Effect

The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Description of Significant Impact

The Project's VMT would exceed the City's adopted VMT per capita thresholds.

Finding

There are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Measures such as purchasing bicycles for home buyers, adding bike lanes and new bus routes have either not been accepted by the City, or are shown to be an effective way to reduce VTM. Therefore, impacts are considered significant and unavoidable. This impact is overridden by Project benefits as set forth in the statement of overriding considerations. There are no other feasible mitigation measures or changes to the Project that would reduce this impact to a less than significant level

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

SECTION III. FINDINGS REGARDING CONSIDERATIONS, WHICH MAKE CERTAIN ALTERNATIVES, ANALYZED IN THE FINAL ENVIRONMENTAL IMPACT REPORT INFEASIBLE.

The following findings and brief explanation of the rationale for the findings regarding Project alternatives identified in the EIR are set forth to comply with the requirements of Section 15091(s)(3) of the *CEQA Guidelines*.

The consideration of alternatives is an integral component of the CEQA process. The selection and evaluation of a reasonable range of alternatives provides the public and decision-makers with information on ways to avoid or lessen environmental impacts created by a Project. When selecting alternatives for

evaluation, CEQA requires alternatives that meet most of the basic objectives of the Project, while avoiding or substantially lessening the Project's significant effects. Thus, the objective of the Project was considered by this board in evaluating the alternatives. This objective is to build and operate an economically viable and competitive development with a mix of commercial and residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible. Thus, objectives for the Project were considered in evaluating the alternatives.

The Project has the following objectives:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the housing needs of the area.
- Provide a residential development that assists the City in meeting its housing goals and objectives.

The alternatives considered in this EIR include two land use alternatives, a reduced construction alternative, and the No-Project Alternative. CEQA requires that alternatives that have been considered but rejected by the lead agency be addressed in the EIR. This portion of the EIR is also to determine which alternative is considered to be environmentally superior. This evaluation is to be based on which alternatives have the fewest unmitigated impacts and this comparison is to be made even for alternatives that may not completely fulfill all of the Project objectives. For the purpose of this evaluation, the following impacts were determined to be unmitigable after implementation of the mitigations recommended in the EIR.

Significant Impacts Listed

- Transportation and Traffic – The project and the project in conjunction with cumulative projects would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b).

All other impacts can be mitigated to a relative level of insignificance through the implementation of the mitigation measures. Mitigation measures that reduced these impacts to a level below the Thresholds of Significance are detailed in the EIR.

Alternative A- No Project Alternative

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would keep the site as agriculture and remain under the jurisdiction of Kings County. As no change would occur, the Project site would continue to be consistent with the Kings County General Plan land use designation and zoning of Limited Agriculture, 10 acres (AL10). The No Project Alternative would not: (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

With regard to transportation impacts, the No Project Alternative would result in no new trips generated. The No Project Alternative would reduce the significant and unavoidable impact relating to VMT; however, none of the General Plan goals and objectives for new housing in the City would be met.

Alternative B- Reduced Project Alternative

This alternative would decrease the number of single-family residential houses from 326 to 242. As described in this draft EIR, the proposal to approve the tentative tract map, annex the site into the City, and rezoning the site to R-L-5 would remain the same. A similar outcome to the proposed Project would occur with regard to County and City General Plan consistency. The annexation would meet County and LAFCo objectives in addition to providing planned City expansion within their SOI. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting the City's housing needs. Under this Alternative, overall VMT for the Project would decrease; however, per capita VMT impacts would remain *significant and unavoidable*.

With regard to City LOS thresholds, overall trip generation would be reduced, resulting in lessened impacts on studied intersections. However, this reduction is still likely to exceed LOS thresholds cumulatively, and require mitigation as indicated in this draft EIR to improve the impacted intersection of 12th Avenue and Hanford Armona Road. Impacts regarding LOS would continue to be *less than significant with mitigation incorporated*.

Alternative C- Multi-Family Alternative

This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Project site is currently designated by the General Plan for low-density residential and rezoned R-L-5. The proposed Project request would be modified to include a General Plan Amendment and a Zone Change to Medium Density Residential (R-M) to allow multi-family apartments. With regard to the addition of a General Plan Amendment, consistency findings with General Plan goals and policies would be necessary to determine if the proposed Medium Density Residential land use would comply. Although it is not guaranteed that the multifamily housing would be rented at rates to meet the criteria as very low or low income housing, if such units were constructed and rented at those rates, they would help the City meet the housing requirements for new very low or low income housing in the City under the Housing Element of the City General Plan.

Under Alternative C, the overall density increase could result in higher trips generated, which in turn, may cause impacts to LOS and VMT. It has been theorized that residents who live in very low or low income housing tend to utilize mass transit. Although it is unknown, if the multifamily housing met the criteria for very low or low income housing, LOS might not increase with the use in mass transit. However, if the multifamily units were considered as moderate or above moderate income units, the Project could generate a rise in vehicle trips due to an increased number of residents originating from the Project site, and would result in higher utilization of intersections in the vicinity of the site. Therefore, depending on the income category of the multifamily housing units, Alternative C could decrease LOS impacts or could negatively impact LOS for the studied intersections and would potentially require additional mitigation/improvements to intersections to meet LOS standards.

In regard to VMT, the City of Hanford has adopted VMT Thresholds and Implementation Guidelines, which was utilized for the proposed Project to determine impacts, as noted in the TIS prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024). With regard to the adopted screening criteria and VMT thresholds, Alternative C does not meet the screening criteria and could generate more than 1,000 average daily trips, is not located within 0.5 miles of a transit priority area and is not located within an area where existing VMT per capita is low. The City's VMT Guidelines cite the Handbook for Analyzing Greenhouse

Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for measures with quantitative methods for estimating VMT reduction.

It was found in CAPCOA Handbook that an increase in density over the national average (9.1 dwelling units per acre) can result in a VMT reduction. Assuming no change in the amount of developable land, the Project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less-than-significant level. (Ruetters and Schuler Civil Engineers, 2024). As Alternative C proposes a density larger than the national average, it can be seen that a reduction in Project VMT would occur. Therefore, VMT under Alternative C would result in a less than significant impact.

Alternative D- Different Site Alternative

This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to be located closer to major transit corridors. This alternative would place the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, SR 43 to the west, and Grangeville Boulevard to the north. This alternative will meet all Project objectives and would assist the City in meeting its housing needs.

Additionally, Alternative D would result in similar conditions as the proposed Project, consistency findings with Kings County and LAFCo for annexation, and General Plan conformity with the City can be made. With regard to LOS standards, the alternative site would require an analysis of intersections in the vicinity of the site and the comparisons of future conditions at the chosen intersections. It can be assumed that under Alternative D, impacts to LOS at intersections could occur similar to the proposed Project. Dependent on the LOS grade found as a result of Project implementation, mitigation measures for intersection improvements and the use of transportation impact fees per General Plan policy would be applicable to Alternative D and therefore result in similar impacts as the proposed Project.

Under Alternative D, overall VMT per capita for the Project would still exceed City VMT thresholds as the majority of the site is located within a high VMT area and cannot be screened out using the City's screening thresholds, the VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruetters and Schuler Civil Engineers, 2024), in addition to no changes made to the Project lot count. Therefore, per capita, VMT would remain similar to the proposed Project as there are no other factors including proximity to high-quality transit corridors that could provide VMT reductions. Impacts would continue to be significant and unavoidable. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties. As noted, available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4.1-1, below. The proposed Project is considered implementation of the General Plan..

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the CEQA Guidelines requires that an

environmentally superior alternative be designated, and states, “[I]f the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” In Chapter 6-Alternatives, Table 6-1 displays the environmental impacts of alternatives to the Project in terms of the impact areas that were analyzed in this Draft EIR in Chapter 4, Environmental Impact Analysis. As shown, No Project is environmentally superior, but does not meet any of the objectives of the Project or the City. The Multi-Family Alternative could be considered the environmentally superior alternative if the criteria for very low or low income units was met, LOS impacts would not increase with the increased density of units. while fulfilling most of the objectives of the proposed Project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Project on a comparison of the remaining environmental impacts of each alternative. In conducting this comparative evaluation, it can be difficult to make a determination of relative significance because some categories are relatively more or less important and cannot be simply summed. In some cases, these categories do not create a picture of the nuances of the alternatives.

Finding: The Planning Commission finds that the No Project alternative is the environmentally superior alternative, but that the No Project Alternative would be less desirable than the Project because it would not achieve any of the City General Plan policies or goals for new housing or any Project objectives.

Facts Supporting the Finding: The EIR contains facts and analyses supporting the Finding, some of which are set forth here. The No Project Alternative would not help the City to meet General Plan goals and policies for new housing in the City. The Alternative would not fulfill the objectives of the Project. Demand for residential development would be met by other projects that may have greater impacts than the proposed Project. Moreover, employment opportunities would not be generated for construction workers in Handford or Kings County. In short, the No Project Alternative does not meet overall Project objectives.

Environmentally Superior” Build Alternative”

Where, as here, the environmentally superior alternative is the” No Project Alternative”, the State CEQA Guidelines require the identification of an environmentally superior alternative from among the remaining alternatives. (CEQA Guidelines, Section 15126.6(e)(2).)

Finding: The Planning Commission evaluated the Project and Alternatives A, B, C and D to the Project, and finds that Alternative C is the environmentally superior alternative. Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project. However, as discussed in the Section 6.4- Alternatives Considered and Evaluated of the EIR, while Alternative C could incrementally reduce LOS and VMT impacts of the Project, it possibly would not reduce significant and unavoidable impacts of the Project to below a level of significance. Moreover, it may not be economically feasible to implement, thereby impeding the ability to meet the Project objectives set forth by the applicant.

STATEMENT OF OVERRIDING CONSIDERATIONS

State CEQA Guidelines Section 15093

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

Final Environmental Impact Report (SCH# 2024060956)

Lead Agency: City of Hanford

The California Environmental Quality Act (CEQA) allows a public agency to balance the benefits of a proposed Project against its significant unavoidable adverse impacts in determining whether to approve the Project. Section 15093 of the CEQA Guidelines states:

CEQA requires the decision making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological, or other benefits of a proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

As discussed in more detail in the final EIR and CEQA Findings of Fact (Section 15091), the Project will result in environmental impacts related to Vehicle Miles Traveled (VMT), which cannot be feasibly mitigated by the implementation of mitigation measures, will remain significant and unavoidable adverse impacts. These significant unavoidable impacts are summarized below and constitute those impacts for which this Statement of Overriding Considerations is made. These impacts are summarized below and constitute those impacts for which this statement of overriding considerations is made.

Significant and Unavoidable Impacts

1. Transportation and Traffic The Project’s Vehicle Miles Travelled (VMT) and Cumulative VMT would exceed the City’s VMT thresholds and is considered significant and unavoidable.

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds. The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In addition, in combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Findings

The City Planning Commission (Commission) finds and determines in recommending approval of the development of the Project that it has considered the identified means of lessening or avoiding the Project’s significant effects. The Commission further finds and determines that the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of the project, as discussed below, outweigh its unavoidable adverse environmental effects. Therefore, this Commission

finds and determines in recommending approval that such benefits override, outweigh, and make “acceptable” any such remaining environmental impacts of the project (CEQA Guidelines Section 15092 (a) and (b)).

The following benefits and considerations outweigh such significant and unavoidable adverse environmental impacts. All of these benefits and considerations are based on the facts set forth in the findings, the final focused EIR, and the record of proceedings for the project. Each of these benefits and considerations constitutes a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit or consideration justifies project approval, the Commission would stand by its determination that the remaining benefits or considerations are sufficient to justify and substantiate project approval.

Facts in Support of Statement of Overriding Considerations

The objective of the Project is to build and operate an economically viable and competitive development with residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible.

Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, and the City Council determines that the adverse environmental impacts of the project are “acceptable” if any of these benefits would be realized. The project would provide benefits as follows:

- 1. Accommodates the Need for Housing.** At buildout, the Project proposes to construct approximately 326 dwelling units. As discussed in EIR Section 4.1 Land Use and Planning Table 4.1-2 the Project is consistent with the applicable City General Plan Goals and Policies. As noted in Section 6.4- Alternatives Considered and Evaluated -, the Project would help the City achieve its need to accommodate residential growth. It would also (a) address the City’s current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

The Project aligns with the City's General Plan, specifically with the policies within the Urban Form, Land Use, and Design Element, such as Goal L1, to promote a well-planned community that grows in an organized fashion, Goal L3, limiting urban sprawl, Goal L4 Adequate land available to meet housing needs for all citizens through the year 2035, Goal L6 , which encourages the City to support development with a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels, L7 that promotes the City’s SOI to be coterminous to the Planned Area Boundary, L18 that new development is compatible with existing and surrounding neighborhoods, L27 that encourages mixing of residential densities and lot sizes within neighborhoods . As noted, the Project would help fulfill the goals and housing objectives of the City and implement the projected population growth of the City and surrounding area .

- 2. Provides Orderly Expansion and Consistent with General Plan and Zoning Ordinance.** The proposed Project provides new development in an orderly manner and is coordinated with the

General Plan Policy L15 regarding the criteria needed to initiate annexation of land into the City boundary, Policy L24 that ensures new residential developments have the sufficient urban infrastructure and public facilities needed, and Goal L32, to improve Hanford's quality of life through use of practical design principles and standards. The Project proposes to eliminate several dead end roads by the development of new through streets, and will connect the dead-end roads along the eastern boundary so that residents have another access to Hanford Armona Road, which allows for a more efficient traffic flow in that area of the City. In addition, the proposed Project provides a safe and efficient street system that links all Project areas and allows for the movement of both vehicle and non-vehicle traffic. The Project will be required to use and expand upon the existing local road system and contribute to certain transportation improvements that will help to develop the orderly development of the roadway system in the area.

Further, per the 2016 Island Study prepared by LAFCO the Project would fill in an undeveloped island of county land surrounded by development and will build the infrastructure to connect to the City's existing infrastructure of roads, water, sewage and drainage. As analyzed in the EIR, the City concurs that it can support the proposed residential development without significant impacts to public services or facilities.

3. **Provides More Efficient Use of Land and Existing Resources.** The property was previously farmed with animal feed and fodder such as wheat, milo and corn. The last two years only had enough water for a portion of the property and the crops grown, corn and milo, which are considered low-income crops generating a small net income. Permanent crops such as almonds, pistachios, vineyard and olives were no longer viable due to reduced water availability. The property owner states that surface water supplied by the local water district can no longer reach the property due to adjacent developments. This left only underground water available for agriculture, which the property owner stated was too expensive.

The General Plan identifies the Project parcel as within the Planned Area Boundary and is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion."

4. **Will Provide Additional Economic Benefits.** Farming the site required less than two workers for the entire year, as noted by the property owner. The economic benefit and revenue were marginal to the City and County.

The Project will result in creating affordable housing at lower market rates, in addition to providing good paying construction jobs. According to available data, the median home price in the City is approximately \$217,260. The typical annual property tax rate is 1.08%, and tax bills run at approximately \$2,159 annually, which is below the national median of \$2,690.¹ To be conservative, using a median home cost of \$217,260 and a tax rate of 1.08% the tax revenue per home is anticipated to be \$2,346/year or \$760,236 of tax revenue paid annually at full buildout of the Project.

¹ Ownwell- Hanford California Property Taxes: <https://www.ownwell.com/trends/california/kings-county/hanford>

Conclusion

As the CEQA Lead Agency for the proposed action, the City has reviewed the project description for the Project and the FEIR and fully understands the Project proposed by the applicant. Based on the entire record before the Commission, and having considered the unavoidable adverse impacts of the Project, the Commission hereby determines that all feasible mitigation has been adopted to reduce the potentially significant impacts identified in the FEIR, and that no additional feasible mitigation is available to further reduce significant impacts.

The Commission finds that economic, social, technological, and other considerations of the Project outweigh the unavoidable adverse impacts described above. Further the Commission finds that each of the separate benefits of the Project is hereby determined to be, in itself and independent of the other Project benefits, a basis for overriding all unavoidable environmental impacts identified in the FEIR and in the CEQA Findings. In making this finding, the Commission has balanced the benefits of the Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks



AGENDA STAFF REPORT

MEETING DATE: 2/25/2025

AGENDA SECTION: PUBLIC HEARING

SUBJECT:

Tentative Parcel Map No. 0003-23: a request to divide a 72,673-square-foot parcel into four parcels (Parcel A: 12,001 sq. ft.; Parcel B: 9,000 sq. ft.; Parcel C: 12,014 sq. ft.; Parcel D: 21,020 sq. ft.) in the R-M Medium Density Residential zone district. The project is located at 715 S. Irwin Street (APN 012-231-028).

RECOMMENDATION:

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-11, approving Tentative Parcel Map No. 0003-23.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2025-11, approving Tentative Parcel Map No. 0003-23.

PROJECT DESCRIPTION

Tentative Parcel Map No. 0003-23 is a request to subdivide a 72,673 sq. ft. (1.67 acres) parcel into four parcels, Parcel A - 12,001 sq. ft. (0.28 acres), Parcel B - 9,000 sq. ft. (0.21 acres), Parcel C - 12,014 sq. ft. (0.28 acres), and Parcel D - 21,020 sq. ft. (0.48 acres), in the R-M Medium Density Residential zone district (see **Attachment 1**). The project will include the construction of a public street, W. Lincoln Street, and its dedication to the City of Hanford. The existing property is vacant. Future use of the property for residential is proposed, but no plans have been submitted.

Project Location

The project is located at 715 S. Irwin St. (APN 012-231-028) (see Figure 1, below). The site is designated as Medium Density Residential by the General Plan (see Figure 2, below). The site is zoned R-M Medium Density Residential, which corresponds with the General Plan designation (see Figure 3, below).

Figure 1: Land Use
(Property outlined in red)



Figure 2: General Plan Designation
Medium Density Residential
(Property outlined in red)

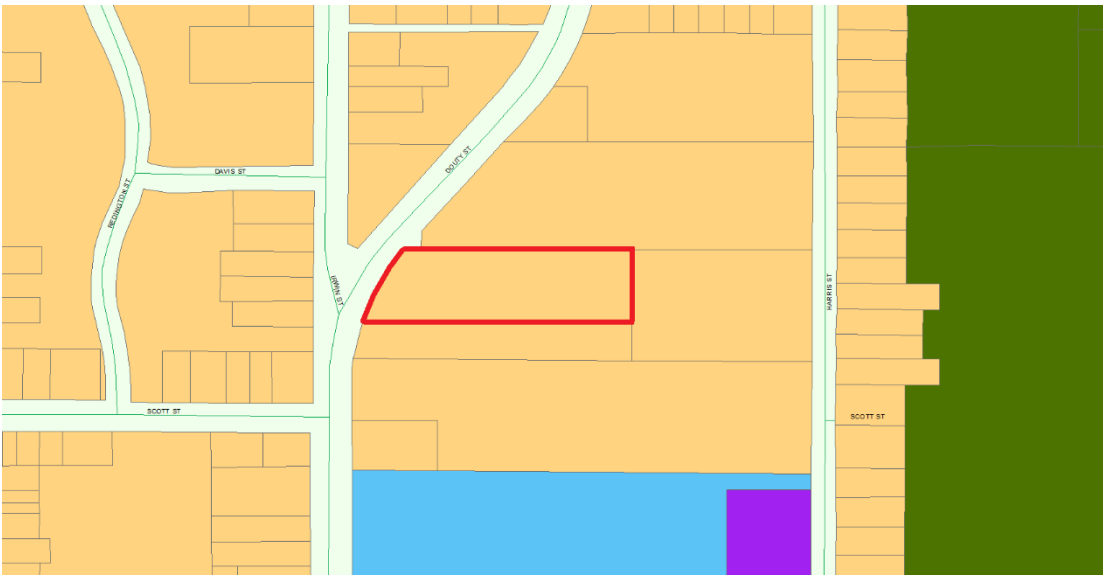
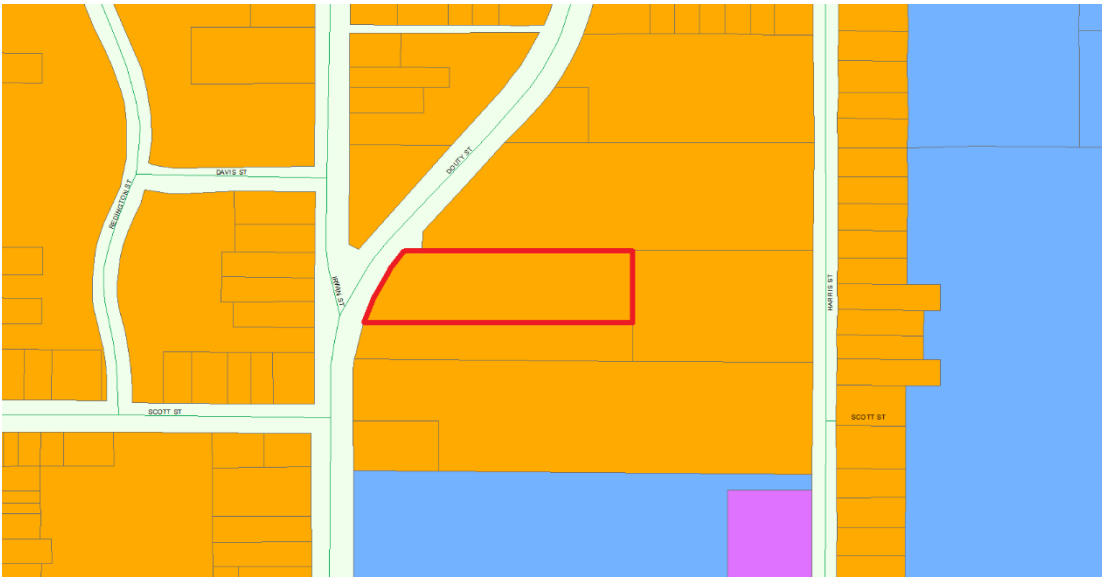


Figure 3: Zoning Designation
R-M Medium Density Residential
(Property outlined in red)



BACKGROUND

General Plan Designation

The General Plan designates the property as Medium Density Residential. According to General Plan Policy L27, Hanford shall encourage mixing of residential densities and lot sizes within neighborhoods. According to General Plan Policy L136, Hanford shall encourage land assembly to achieve building sites large enough to support infill development. The subdivision of the parcel, as proposed, is consistent with the General Plan, as it allows a mix of residential densities and lot sizes within a neighborhood with an existing mix of residential densities and lot sizes, as well as achieves building sites large enough to support development.

Zoning Designation

The site is zoned R-M Medium Density Residential. The project is evaluated for consistency with Section 17.12 of the Hanford Municipal Code, pertaining to the R-M Medium Density Residential zone district, below.

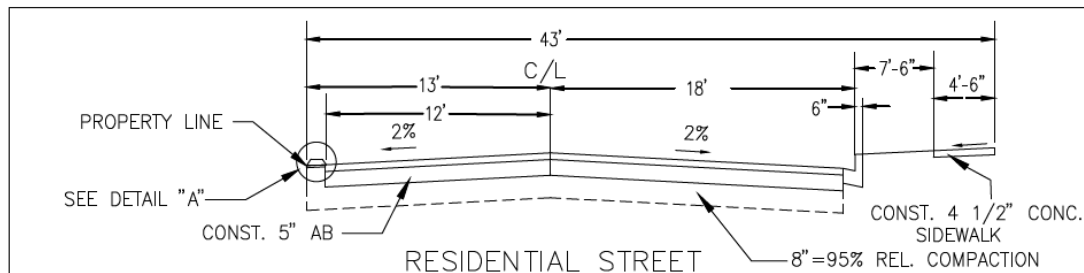
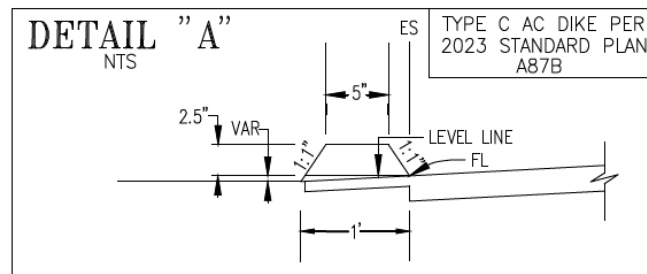
PROJECT EVALUATION

Project Design

The project is a request to subdivide a 72,673 sq. ft. (1.67 acres) parcel into four parcels, Parcel A - 12,001 sq. ft. (0.28 acres), Parcel B - 9,000 sq. ft. (0.21 acres), Parcel C - 12,014 sq. ft. (0.28 acres), and Parcel D - 21,020 sq. ft. (0.48 acres), in the R-M Medium Density Residential zone district. In addition, the project will include the construction of a public street, W. Lincoln Street, and its dedication to the City of Hanford.

The street will be constructed per City Standard ST-32 for a residential street and ST-38 for a cul-de-sac, including, but not limited to, the construction of concrete curb and gutter, curb returns, detached sidewalk, landscaping, streetlights, street paving, street signing, striping, utilities, and a fire hydrant, except that the portion of the road adjacent to the property to the north will be developed as a partial width street (see Residential Street detail below). Per Section 16.20.190(B) of the Subdivision Ordinance Code, partial width streets proposed adjacent and parallel to the boundary line of the subdivision shall be permitted at a minimum of one-half of the required right-of-way plus a 12 foot travel lane. Improvements of partial

width streets shall meet the standards prescribed in the city's standard specifications. A Caltrans standard Type C A.C. dike will be placed between the proposed street and the property to the north until the adjacent property is developed (see Detail "A" below). Completion of the street will be required upon development of the property to the north. In addition, a five-foot wide public utility easement along the frontage of each new parcel shall be dedicated.



	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>	<u>Parcel C</u>	<u>Parcel D</u>
Area:	1.67 acres; 72,673 sq. ft.	0.28 acres; 12,001 sq. ft.	0.21 acres; 9,000 sq. ft.	0.28 acres; 12,014 sq. ft.	0.48 acres; 21,020 sq. ft.
Street Frontage:	171.13 ft. along Douty St.	75.69 ft. along W. Lincoln St.; 105.57 ft. along Douty St.	86.06 ft. along W. Lincoln St.	137.61 ft. along W. Lincoln St.	145.17 ft. along W. Lincoln St.
Width:	147.58 ft. (minimum width); 171.13 ft. (maximum width)	75.69 ft. (minimum width); 137.24 ft. (maximum width)	86.06 ft.	122.30 ft. (minimum width); 137.61 ft. (maximum width)	145.17 ft. (minimum width); 147.58 ft. (maximum width)
Depth:	493.40 ft.	104.58 ft.	104.58 ft.	104.58 ft.	116.75 ft.
Sidewalk:	Existing sidewalk along Douty St. and proposed along W. Lincoln St.	Existing sidewalk along Douty St. and proposed along W. Lincoln St.	Proposed along W. Lincoln St.	Proposed along W. Lincoln St.	Proposed along W. Lincoln St.
Existing Use:	Vacant	Vacant	Vacant	Vacant	Vacant

Proposed Use:	Split into four lots	Residential	Residential	Residential	Residential
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Conformance with the standards of the R-M Medium Density Residential zone district

17.12.030 Lot Area

In the R-M Medium Density Residential zone district, the minimum lot area shall be 5,000 square feet. Tentative Parcel Map No. 0003-23 is a request to divide a 1.67-acre parcel into four separate parcels, resulting in the following lot sizes:

	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>	<u>Parcel C</u>	<u>Parcel D</u>
Area:	1.67 acres; 72,673 sq. ft.	0.28 acres; 12,001 sq. ft.	0.21 acres; 9,000 sq. ft.	0.28 acres; 12,014 sq. ft.	0.48 acres; 21,020 sq. ft.

All parcels from the resulting parcel split will each have a lot area greater than 5,000 sq. ft.

17.12.040 Lot Dimensions

Lot Frontage

The minimum lot frontage in the R-M Medium Density Residential zone district shall be 40 feet. Each parcel will have the following lot frontage along Douty and Lincoln Streets:

	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>	<u>Parcel C</u>	<u>Parcel D</u>
Street Frontage:	171.13 ft. along Douty St.	75.69 ft. along W. Lincoln St.; 105.57 ft. along Douty St.	86.06 ft. along W. Lincoln St.	137.61 ft. along W. Lincoln St.	145.17 ft. along W. Lincoln St.

All lots proposed under Tentative Parcel Map No. 0003-23 exceed the requirement for lot frontage in the R-M Medium Density Residential zone district.

Lot Width

The minimum lot width in the R-M Medium Density Residential zone district shall be 50 feet for interior lots and 60 feet for corner lots. Parcel A is a corner lot. Parcels B, C, and D are interior lots. Each parcel will have the following lot width:

	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>	<u>Parcel C</u>	<u>Parcel D</u>
Width:	147.58 ft. (minimum width); 171.13 ft. (maximum width)	75.69 ft. (minimum width); 137.24 ft. (maximum width)	86.06 ft.	122.30 ft. (minimum width); 137.61 ft. (maximum width)	145.17 ft. (minimum width); 147.58 ft. (maximum width) ft.

All lots proposed under Tentative Parcel Map No. 0003-23 exceed the requirement for lot width in the R-M Medium Density Residential zone district.

Lot Depth

The minimum lot depth in the R-M Medium Density Residential zone district shall be 90 feet. Using the midpoint of each parcel, each parcel will have the following lot depth:

	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>	<u>Parcel C</u>	<u>Parcel D</u>
Depth:	493.40 ft.	104.58 ft.	104.58 ft.	104.58 ft.	116.75 ft.

All lots proposed under Tentative Parcel Map No. 0003-23 exceed the requirement for lot depth in the R-M Medium Density Residential zone district.

17.12.050 Site Area per Dwelling Unit

In the R-M Medium Density Residential zone district, the minimum site area per dwelling unit shall be 3,000 square feet. Each parcel may have the following maximum number of units, not including any requests for a density bonus or to construct accessory dwelling units:

	<u>Parcel A</u>	<u>Parcel B</u>	<u>Parcel C</u>	<u>Parcel D</u>
Number of Units:	Four	Three	Four	Seven

All lots proposed under Tentative Parcel Map No. 0003-23 will have buildable lot configurations that will allow the maximum number of units to be constructed.

All lot area and dimension requirements of the R-M Medium Density Residential zone district have been satisfied, in accordance with Section 17.12 of the Hanford Municipal Code. All remaining zoning requirements, including site area per dwelling unit, coverage, setback, height, driveway, parking, open space, landscaping, and fence requirements, will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-M Medium Density Residential zone district.

FINDINGS FOR APPROVAL

Pursuant to Section 16.04.010 of the Subdivision Ordinance Code and Section 66474 of the Subdivision Map Act, the Planning Commission is required to make the following findings:

1. Consistency Finding: That the proposed map is consistent with applicable general and specific plans.

Analysis: That the proposed map is consistent with the applicable General Plan. According to General Plan Policy L27, Hanford shall encourage mixing of residential densities and lot sizes within neighborhoods. According to General Plan Policy L136, Hanford shall encourage land assembly to achieve building sites large enough to support infill development. The subdivision of the parcel, as

proposed, is consistent with the General Plan, as it allows a mix of residential densities and lot sizes within a neighborhood with an existing mix of residential densities and lot sizes, as well as achieves building sites large enough to support development.

2. Design Finding: That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

Analysis: That the design of the proposed subdivision is consistent with the General Plan. The General Plan designates the project site as Medium Density Residential. Each parcel is designed in conformance with Section 17.12 of the Hanford Municipal Code, pertaining to the R-M Medium Density Residential zone district. All lot area and dimension requirements of the R-M Medium Density Residential zone district have been satisfied, in accordance with Section 17.12 of the Hanford Municipal Code. All remaining zoning requirements, including site area per dwelling unit, coverage, setback, height, driveway, parking, open space, landscaping, and fence requirements, will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-M Medium Density Residential zone district.

3. Type of Development Finding: That the site is physically suitable for the type of development.

Analysis: That approval of the subdivision will yield four parcels with buildable lot configurations, which are physically suited for residential development. Any future development proposals will be evaluated by the Community Development Department for consistency with the General Plan and the standards of the R-M Medium Density Residential zone district.

4. Density Finding: That the site is physically suitable for the proposed density of the development.

Analysis: That General Plan prescribes a density range between seven to 20 units per gross acre for Medium Density Residential. The division of the properties, as proposed, will not affect the ability of the property to meet the density required. The lot size, pre-subdivision, is 72,673 square feet. The subdivision of the property into four lots, Parcel A – 12,001 sq. ft., Parcel B - 9,000 sq. ft., Parcel C - 12,014 sq. ft., and Parcel D - 21,020 sq. ft., yields a density range of 2-6, 1-4, 2-6, and 3-10 units per acre, respectively, which is consistent with the density range prescribed by the General Plan.

5. Environmental Finding: That the design of the subdivision or the proposed improvements is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That this division of land is considered categorically exempt by California Environmental Quality Act (CEQA) Guidelines Section 15315 Minor Land Divisions. A Notice of Exemption has been prepared for the project in accordance with CEQA guidelines and is attached as **Attachment 2**.

6. Public Health Finding: That the design of the subdivision or type of improvements is unlikely to cause serious public health problems.

Analysis: That this application has been reviewed by various City departments. Any improvements required for public health and safety were applied to the proposal and required in the conditions of approval. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposure to accidents. Adequate fire apparatus turning radii and fire hydrant access are accommodated and verified.

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

Analysis: That the design of the proposed subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. Any off-site improvements such as curbs, gutters, sidewalks, and drive approaches will be inspected and/or verified to ensure the design, material, and installation of said improvements meet or exceed standards adopted by the City of Hanford. To provide street access to all proposed parcels, W. Lincoln Street will be constructed to City requirements and dedicated to the City of Hanford.

ENVIRONMENTAL ASSESSMENT

That this project is categorically exempt from further environmental review, as per Section 15315 Minor Land Divisions 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 2**.

PUBLIC COMMENTS

A Notice of Public Hearing and Notice of a Tentative Parcel Map was published in the newspaper on February 14, 2025, and mailed to property owners within 300 feet of the project site on February 13, 2025. The Community Development Department has not received comments on the project, as of the preparation of this report.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-11, approving Tentative Parcel Map No. 0003-23.

Applicant/Engineer:

CVEAS, Inc.
2511 Logan St.
Selma, CA 93662

Property Owner:

Jose Gabriel Sosa
1601 E. Knight Ct.
Visalia, CA 93292

ATTACHMENTS:

1. Resolution No. 2025-11
2. Attachment 1 - Tentative Parcel Map
3. Attachment 2 - Notice of Exemption No. 2025-07

RESOLUTION NO. 2025-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO TENTATIVE PARCEL MAP NO. 0003-23, A REQUEST TO DIVIDE A 72,673-SQUARE-FOOT PARCEL INTO FOUR PARCELS (PARCEL A: 12,001 SQ. FT.; PARCEL B: 9,000 SQ. FT.; PARCEL C: 12,014 SQ. FT.; PARCEL D: 21,020 SQ. FT.) IN THE R-M MEDIUM DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED AT 715 S. IRWIN STREET (APN 012-231-028).

At a regular meeting of the City of Hanford Planning Commission duly called and held on February 25, 2025 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Parcel Map No. 0003-23, a request to divide a 72,673-square-foot parcel into four parcels (Parcel A: 12,001 sq. ft.; Parcel B: 9,000 sq. ft.; Parcel C: 12,014 sq. ft.; Parcel D: 21,020 sq. ft.) in the R-M Medium Density Residential zone district has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 16.04 of the Hanford Subdivision Ordinance; and

WHEREAS, the project is located at 715 S. Irwin Street (APN 012-231-028); and

WHEREAS, the configuration of the proposed parcels is shown on attached **Exhibit A**; and

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

WHEREAS, the project is exempt from environmental review, per Section 15315 Minor Land Divisions of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared;

THEREFORE, BE IT RESOLVED, 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 16.04.010 of the Subdivision Ordinance Code and Section 66474 of the Subdivision Map Act:

1. Consistency Finding: That the proposed map is consistent with applicable general and specific plans.

Analysis: That the proposed map is consistent with the applicable General Plan. According to General Plan Policy L27, Hanford shall encourage mixing of residential densities and lot sizes within neighborhoods. According to General Plan Policy L136, Hanford shall encourage land assembly to achieve building sites large enough to support infill development. The subdivision of the parcel, as proposed, is consistent with the General Plan, as it allows a mix of residential densities and lot sizes within a neighborhood with an existing mix of residential densities and lot sizes, as well as achieves building sites large enough to support development.

2. Design Finding: That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

Analysis: That the design of the proposed subdivision is consistent with the General Plan. The General Plan designates the project site as Medium Density Residential. Each parcel is designed in conformance with Section 17.12 of the Hanford Municipal Code, pertaining to the R-M Medium Density Residential zone district. All lot area and dimension requirements of the R-M Medium Density Residential zone district have been satisfied, in accordance with Section 17.12 of the Hanford Municipal Code. All remaining zoning requirements, including site area per dwelling unit, coverage, setback, height, driveway, parking, open space, landscaping, and fence requirements, will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-M Medium Density Residential zone district.

3. Type of Development Finding: That the site is physically suitable for the type of development.

Analysis: That approval of the subdivision will yield four parcels with buildable lot configurations, which are physically suited for residential development. Any future development proposals will be evaluated by the Community Development Department for consistency with the General Plan and the standards of the R-M Medium Density Residential zone district.

4. Density Finding: that the site is physically suitable for the proposed density of the development.

Analysis: That General Plan prescribes a density range between seven to 20 units per gross acre for Medium Density Residential. The division of the properties, as proposed, will not affect the ability of the property to meet the density required. The lot size, pre-subdivision, is 72,673 square feet. The subdivision of the property into four lots, Parcel A – 12,001 sq. ft., Parcel B - 9,000 sq. ft., Parcel C - 12,014 sq. ft., and Parcel D - 21,020 sq. ft., yields a density range of 2-6, 1-4, 2-6, and 3-10 units per acre, respectively, which is consistent with the density range prescribed by the General Plan.

5. Environmental Finding: That the design of the subdivision or the proposed improvements is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That this division of land is considered categorically exempt by California Environmental Quality Act (CEQA) Guidelines Section 15315 Minor Land Divisions. A Notice of Exemption has been prepared for the project in accordance with CEQA guidelines.

6. Public Health Finding: That the design of the subdivision or type of improvements is unlikely to cause serious public health problems.

Analysis: That this application has been reviewed by various City departments. Any improvements required for public health and safety were applied to the proposal and required in the conditions of approval. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposure to accidents. Adequate fire apparatus turning radii and fire hydrant access are accommodated and verified.

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

Analysis: That the design of the proposed subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. Any off-site improvements such as curbs, gutters, sidewalks, and drive approaches will be inspected and/or verified to ensure the design, material, and installation of said improvements meet or exceed standards adopted by the City of Hanford. To provide street access to all proposed parcels, W. Lincoln Street will be constructed to City requirements and dedicated to the City of Hanford.

THEREFORE, BE IT RESOLVED that Tentative Parcel Map No. 0003-23 be approved, subject to the conditions of approval, attached as **Exhibit B**.

EXPIRATION

This Tentative Parcel Map becomes null and void after eighteen (18) months has elapsed from the date of approval if the map has not been recorded. The Commission may grant a time extension if a written request and fee is received from the applicant prior to the expiration date. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the Tentative Parcel Map is granted.

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

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

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

I, **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 25th day of February 2025.

Jason Waters, Secretary

Exhibit A
Tentative Parcel Map No. 0003-23

Exhibit B
Conditions of Approval

ADMINISTRATION DEPARTMENT

Contact the City Attorney's Office: (559) 584-6656
concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

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

PLANNING DEPARTMENT

Contact Associate Planner Mark Manha (559) 585-2583
concerning questions that you may have on the conditions listed below:

General:

1. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.
2. That all approved proposals of the application be conditions of development if not mentioned herein.
3. That the general design of the parcel map be approved with minor modifications being approved by the Community Development and Public Works Departments.
4. That prior to recording the parcel map, it is to be submitted to the City Engineer and Community Development Department for compliance with the tentative approval.
5. That in accordance with California Government Code Section 66020, the applicant is hereby notified that the 90-day appeal period identified in California Government Code Section 66020 during which you may protest the imposition of the fees, dedications, reservations and other extractions identified in this Tentative Parcel Map No. 0008-24 will begin to run on the date of the approval of this application by the Planning Commission.
6. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
7. That any development of the site be subject to the applicable regulations of the Hanford Municipal Code, specifically the R-M Medium Density Residential zone district.



TPM0003-23 | 715 S IRWIN ST. HANFORD, CA 93230 | 012231028000

Utilities Division Comments

GENERAL REQUIREMENTS:

1. That all work within the public street right-of-way shall be under the control of a General Engineering Contractor, licensed for that purpose. Contractor shall verify all conditions in the field prior to commencing construction.
2. That locations of existing water, sanitary sewer and storm drain mains in the vicinity of the project site will be marked by Public Works Department staff based upon the city's best available records when the Contractor creates an 811 Underground Service Alert (U.S.A.) ticket.
3. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition.

WATER REQUIREMENTS:

1. That the developer shall install a Six (6) inch water main and water valve in conformance with the City of Hanford's "WATER CRITERIA" and City Standard Detail's ST-8 and WA-23 at the existing water main crossing located on Irwin Street. Water main shall extend on West Lincoln Street to the end of the cu-de-sac.
2. That the developer shall install a fire hydrant per City Standard Detail WA-20 at the end of the cu-de-sac in lieu of a blow-off system.
3. That the developer shall furnish and install any new one (1) inch water service assemblies, including water meters and meter boxes for domestic water service use per City Standard Detail WA-14 for each individual lot.
4. That all existing water wells, or water services, if any, located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

UTILITY REQUIREMENTS:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire development for City Engineering Department review and approval.
2. That the developer shall install a six (6) inch sanitary sewer main in conformance with the City of Hanford's "SANITARY SEWER SYSTEM CRITERIA" and per City Standard Detail ST-8. The developer shall also construct a sanitary sewer manhole at the existing sewer main crossing located on Irwin Street per City Standard Detail SS-11. The sewer main shall extend on West Lincoln Street to the end of the cu-de-sac.
3. That the developer shall install a sanitary sewer manhole per City Standard Detail SS-11 at the end of the cu-de-sac.
4. The developer shall properly size and install all sanitary sewer laterals in conformance with City Standard Detail SS-23 to serve each individual lot, connecting the building structure to the City's sanitary sewer main. All installations, including connection fittings, shall comply with the latest edition of the Uniform Plumbing Code.
5. Responsibilities and costs incurred for any future maintenance of a sewer lateral and connection fittings shall be borne by the property owner to which the service is provided.

BOB WILLIAMS | UTILITIES MANAGER | FEBRUARY 20, 2025
900 SOUTH 10TH AVENUE HANFORD, CA 93230
559.585.2500 | WWW.HANFORD.CITY



TPM0003-23 | 715 S IRWIN ST. HANFORD, CA 93230 | 012231028000

6. That the developer abandons any existing sanitary sewer service not being used for this project in conformance with City Standards.
7. That the developer's engineer shall provide a sanitary sewer plan complete with calculations for the entire development for City Engineering Department review and approval.



TPM0003-23 | 715 S IRWIN ST. HANFORD, CA 93230 | 012231028000

Engineering Division Comments

GENERAL REQUIREMENTS:

1. That the development shall comply with all applicable City of Hanford Standard and Specification requirements. Any deviation from said Standards and Specifications must be approved by the City Engineer prior to construction.
2. That an Encroachment Permit for all work located within the public street right-of-way shall be obtained from the Public Works Department prior to start of work. For additional information regarding Encroachment Permit requirements, contact the City Engineering Division at (559) 585-2558 or at https://selfservice.cityofhanfordca.com/EnerGov_Prod/SelfService#/home.
3. That all financial and other arrangements for planning, engineering, scheduling, installation and/or relocation of undergrounding electric, gas, telecommunications, or other privately-owned utilities are the sole responsibility of the developer. The developer is advised that significant project delays may result if utility issues are not resolved prior to start of construction.
4. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, streetlights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.

SOILS REPORT REQUIREMENTS:

1. Copies of a preliminary soils' investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans.
2. That a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Departments prior to acceptance of the development improvements or issuance of building permits, whichever occurs first.
3. That the developer shall retain the project design engineer of record to inspect and verify that all grading within the development is completed in accordance with the approved plans. The engineer shall be required to provide a letter of certification to the Building Department prior to the issuance of building permits.

DRAINAGE REQUIREMENTS:

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

ROBERT BUCHANAN | ASSISTANT ENGINEER | FEBRUARY 20, 2025
900 SOUTH 10TH AVENUE HANFORD, CA 93230
559.585.2500 | WWW.HANFORD.CITY



TPM0003-23 | 715 S IRWIN ST. HANFORD, CA 93230 | 012231028000

2. That track-out of soil, gravel, or other construction-related materials on to public streets is prohibited. A temporary construction entrance shall incorporate SWPP BMP's that also maintain a flow line within the gutter. Rock, sediment, and other debris tracked into the City Street shall be cleaned up daily.
3. That a drainage/site improvement plan for development be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to an approved plan.
4. That site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with the approved plans.

COMMUNITY DEVELOPMENT DISTRICT:

1. That the developer shall enter into an agreement for the formation of a Community Facility District (CFD), for maintenance of roadway, sidewalk, emergency services, landscaping and decorative wall improvements located along the Irwin Street frontage of development.
2. That prior to funds for the CFD being obtained, the developer shall be responsible for the maintenance of all landscape and decorative wall improvements.

STREET IMPROVEMENTS:

1. West Lincoln Street shall be developed as Residential per City Standard Detail ST-32 with a modified offset cul-de-sac as shown on the tentative parcel map.
2. A asphalt dike shall be constructed along the north edge of West Lincoln Street starting from the point of the end of sidewalk to the modified ADA ramp at the northeast corner of Irwin Street.
3. Streetlights shall be installed at the new intersection of Irwin Street and West Lincoln Street, as well as at the end of the modified offset cul-de-sac, in accordance with City Standard Detail GE-56 and Southern California Edison requirements.
4. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof.
5. All trench backfill and paving within the right of way shall be in conformance with City Standard Detail ST-8.

CURB, GUTTER AND SIDEWALK REQUIREMENTS:

1. All concrete curbs, gutters, and sidewalks along the south side of West Lincoln Street project frontages shall be constructed in accordance with City Standards CO-11 and CO-15. The improvements must be installed to ensure proper drainage, meet functional condition requirements, and comply with ADA standards. The exact locations and specifications of the curbs, gutters, and sidewalks shall be detailed on the engineered site improvement plans and are subject to approval by the City Engineer.

ROBERT BUCHANAN | ASSISTANT ENGINEER | FEBRUARY 20, 2025
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2. That the developer constructed an ADA ramp per City Standard CO-20 at the Southeast corner of Irwin Street and West Lincoln Street. Also, the developer's engineer shall provide a plan for a temporary modified ADA ramp at the Northeast corner of Irwin Street and West Lincoln Street.
3. That the developer shall construct four (4) drive approaches in conformance with the City of Hanford's "DRIVEWAY STANDARDS CRITERIA" and per City Standard Detail CO-39 at each individual lot. Drive approaches shall not exceed 16' in width as measured at the bottom of the apron.

Engineering Division Comments

DEVELOPMENT IMPACT FEES:

- A. That the development is subject to a Transportation Impact Mitigation Fee in accordance with City Resolution No. 98-56-R, or any revisions thereof.
- B. That the development is subject to a Water System Impact Fee in accordance with City Resolution No. 98-54-R or any revisions thereof.
- C. That the development is subject to a Wastewater System Impact Fee in accordance with City Resolution No. 98-55-R or any revisions thereof.
- D. That the development is subject to a Storm Water System Impact Fee in accordance with City Resolution No. 98-57-R, or any revisions thereof.
- E. That the development is subject to a Fire Protection Impact Fee in accordance with City Resolution No. 98-52-R or any revisions thereof.
- F. That the development is subject to a Police Protection Impact Fee in accordance with City Resolution No. 98-53-R or any revisions thereof.
- G. That the development is subject to a Refuse and Recycling Impact Fee in accordance with City Resolution No. 98-53-R or any revisions thereof. (3 trash cans per residential lot)
- H. That the development is subject to a Park Impact Fee in accordance with City Resolution No. 05-64-R or any revisions thereof.

ROBERT BUCHANAN | ASSISTANT ENGINEER | FEBRUARY 20, 2025
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Refuse Division Comments

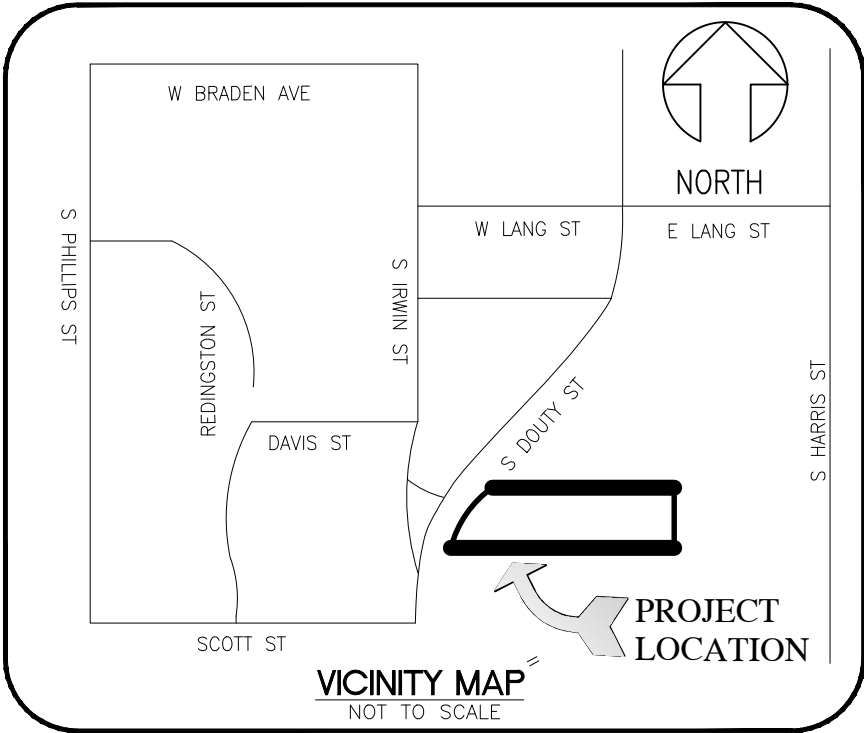
GENERAL REQUIREMENTS:

1. Each unit will receive three (3) refuse containers.
2. Refuse service will be located on West Lincoln Street project frontage. Cans must be placed along the project frontage on scheduled pick-up days for refuse service.
3. When containers are stored, per City Ordinance 22-06 § 1, 2022, containers not placed in enclosures must be located such that they are screened and not easily visible from the public right-of-way.
4. That the applicant shall participate in all available waste recycling & reuse programs including the new requirement for food waste separation.

NICK MECHEM | REFUSE SUPERVISOR | FEBRUARY 20, 2025
900 SOUTH 10TH AVENUE HANFORD, CA 93230
559.585.2500 | WWW.HANFORD.CITY

TENTATIVE PARCEL MAP No. XXXXX

BEING A DIVISION OF LOT 26 OF ROBERTSON'S ADDITION, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 90 OF LICENSED SURVEYOR'S PLATS, IN OFFICE OF THE COUNTY RECORDER OF SAID COUNTY BEING SITUATED IN THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 18 SOUTH, RANGE 21 EAST, M.D.B.&M



LEGAL OWNER:

JOSE GABRIEL SOSA
715 S IRWIN ST
HANFORD, CA 93230
TEL. (559) 667-0367
EMAIL: MORENO93291@HOTMAIL.COM

PROPERTY INFORMATION:

APN: 012-231-028-000 SITE ADDRESS: 715 S IRWIN ST
EXISTING ZONING: RM HANFORD, CA 93230
PROPOSED ZONING: RM
TELEPHONE: AT&T
WATER: CITY OF HANFORD
SEWER: CITY OF HANFORD
STORM DRAINAGE: CITY OF HANFORD
EXISTING USE: (VACANT LAND)
PROPOSED USE: RESIDENTIAL
ELECTRICITY: P.G.&E.
SEWAGE DISPOSAL: KINGS WASTE AND RECYCLING AUTHORITY

LEGEND:

- △ PROPOSED 5' WIDE PUBLIC UTILITY EASEMENT (PUE)
- INDICATES SUBJECT PARCEL BOUNDARY.
- - - - - INDICATES PROPOSED PUE
- INDICATES CENTER LINE
- - - - - INDICATES PROPOSED PARCEL LINES
- - - - - EXISTING SECTION LINES
- - - - - RIGHT OF WAY
- - - - - PROPOSED AC DIKE
- - - - - FUTURE DEVELOPMENT
- K.C.R. (R-1) KINGS COUNTY RECORDS
- RECORD DATA PER PARCEL MAP RECORDED IN BOOK 17, PAGE 39, K.C.R.
- PROPOSED FIRE HYDRANT.

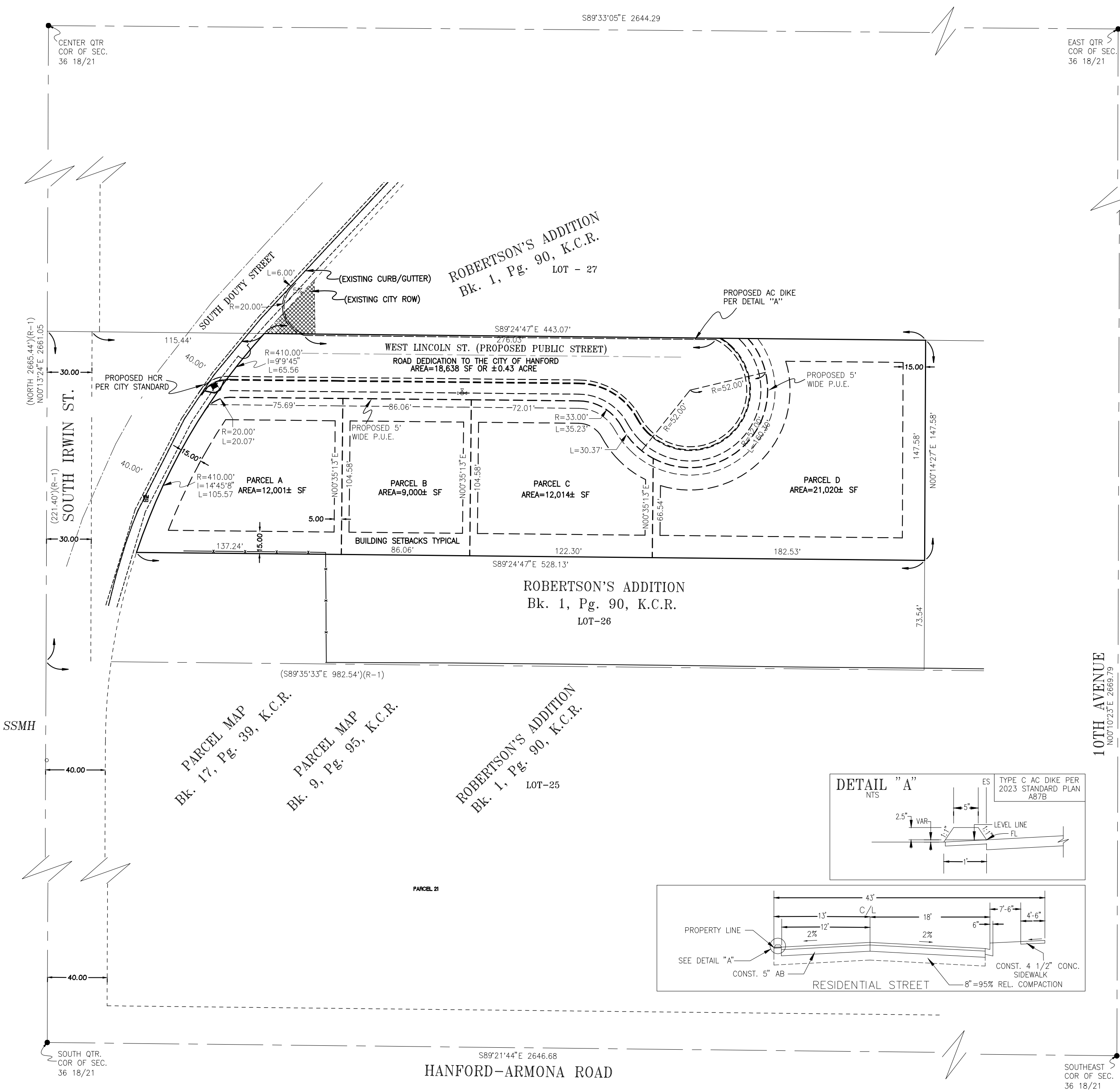
CVEAS **CENTRAL VALLEY**
ENGINEERING AND SURVEYING

2511 LOGAN STREET
SELMA, CA 93662
WWW.CVEAS.COM

Tel. (559) 891-8811
Fax (559) 891-8815

CIVIL ENGINEERING • LAND SURVEYING • CONSTRUCTION • CUSTOM HOME DESIGN
COMMERCIAL BUILDING DESIGN • PLANNING & PROJECT MANAGEMENT

DATE OF SURVEY	9/8/2022
JOB NO.	22102
DRAWN BY	N.S.
DRAWING NAME	TENT MAP
CHECKED BY	N.S.
DATE	11/7/2023
	01/23/2024



Notice of Exemption 2025-07

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: Tentative Parcel Map 0003-23

Project Location – 715 S. Irwin St. (APN 012-231-028)

Project Location – City: Hanford

Project Location – County: Kings County

Description of Nature, Purpose and Beneficiaries of Project: Tentative Parcel Map No. 0003-23: a request to divide a 72,673-square-foot parcel into four parcels (Parcel A: 12,001 sq. ft.; Parcel B: 9,000 sq. ft.; Parcel C: 12,014 sq. ft.; Parcel D: 21,020 sq. ft.) in the R-M Medium Density Residential zone district.

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

Name of Person or Agency Carrying Out Project/Project Applicant: Jose Gabriel Sosa
Address: 1601 E. Knight Ct., Visalia, CA 93292
Phone Number: (559) 667-0367

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption: State type and section number: 15315 Minor Land Divisions
☐ 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 15315 of the California Environmental Quality Act (CEQA) Guidelines. The project meets the following conditions stated in Section 15315: the project is a division of property in an urbanized area zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning; no variances or exceptions are required; all services and access to the proposed parcels to local standards are available; the parcel was not involved in a division of a larger parcel within the previous 2 years; the parcel does not have an average slope greater than 20%.

Lead Agency

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

Signature: _____ Date: February 25, 2025 Title: Associate Planner

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



AGENDA STAFF REPORT

MEETING DATE: 2/25/2025

AGENDA SECTION: PUBLIC HEARING

SUBJECT:

Tentative Parcel Map No. 0006-24: a request to divide a 3.94-acre parcel into two parcels (Parcel A: 0.26 acres; Parcel B: 3.68 acres) in the MX-C Corridor Mixed Use zone district. The project is located at 942 S. Harris Street (APN 012-231-036).

RECOMMENDATION:

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-12, approving Tentative Parcel Map No. 0006-24.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2025-12, approving Tentative Parcel Map No. 0006-24.

PROJECT DESCRIPTION

Tentative Parcel Map No. 0006-24 is a request to divide a 3.94-acre parcel into two parcels (Parcel A: 0.26 acres; Parcel B: 3.68 acres) in the MX-C Corridor Mixed Use zone district (see **Attachment 1**). Parcel A is occupied by an existing duplex and Parcel B is occupied by an existing church. No development is proposed for either parcel.

Project Location

The project is located at 942 S. Harris St. (APN 012-231-036) (see Figure 1, below). The site is designated as Corridor Mixed Use by the General Plan (see Figure 2, below). The site is zoned MX-C Corridor Mixed Use, which corresponds with the General Plan designation (see Figure 3, below).

Figure 1: Land Use
(Property outlined in red)



Figure 2: General Plan Designation
Corridor Mixed Use
(Property outlined in red)

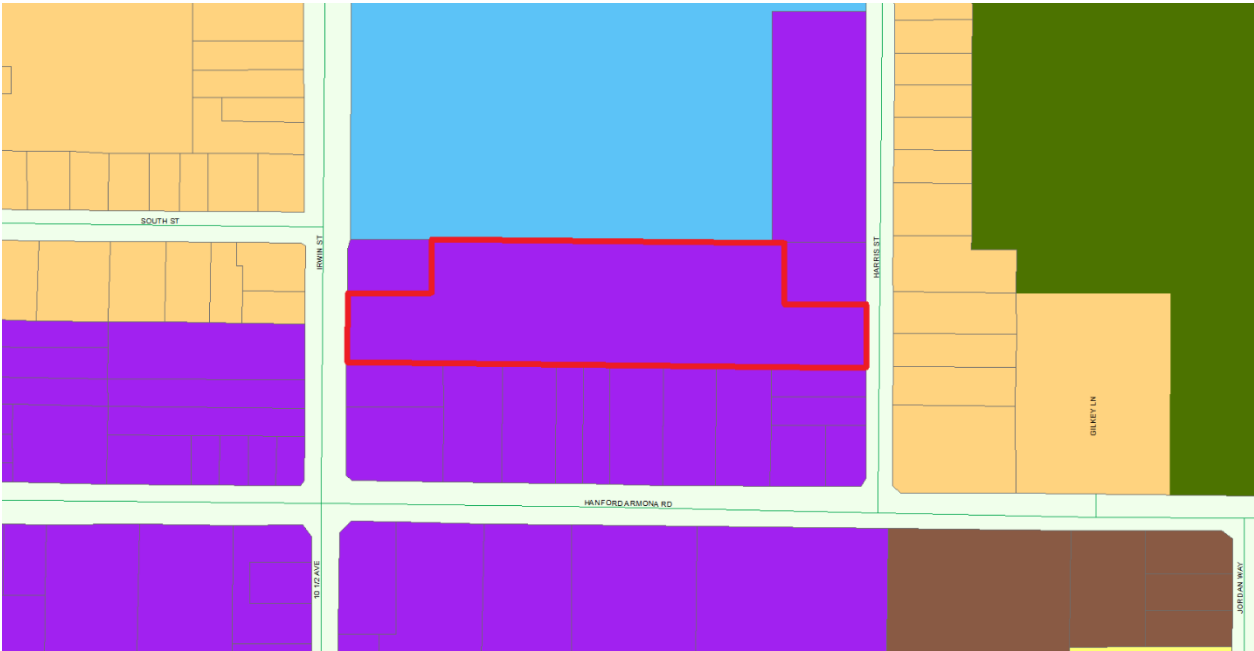
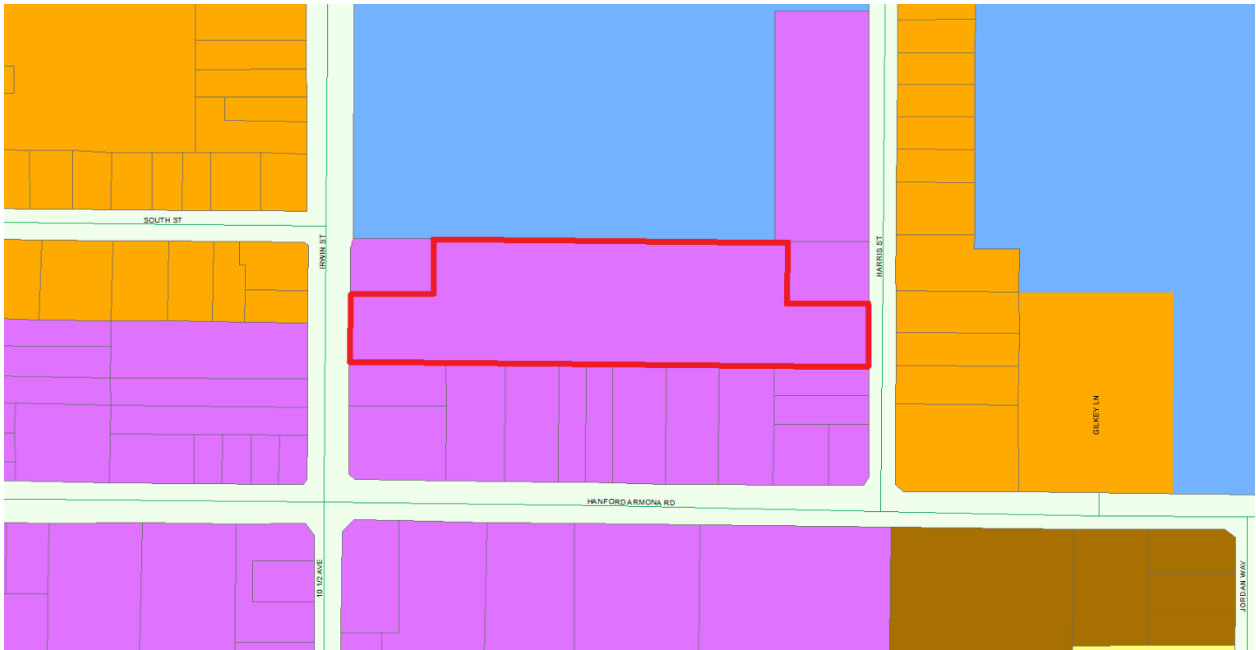


Figure 3: Zoning Designation
MX-C Corridor Mixed Use
(Property outlined in red)



BACKGROUND

General Plan Designation

The General Plan designates the property as Corridor Mixed Use. According to General Plan Policy L65, the purpose of the Corridor Mixed Use Land Use Designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with the intent of creating a pedestrian-friendly environment that encourages walking between uses. According to General Plan Policy L66, typical land uses in the Corridor Mixed Use designation include small- and medium-scale commercial providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses include duplexes, townhomes, apartments, markets, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged. The division of the parcel, as proposed, is consistent with the General Plan, as it maintains the mix of uses present within the area and maintains the existing, permitted uses within each building. All existing uses on site are permitted and in conformity with the General Plan.

Zoning Designation

The site is zoned MX-C Corridor Mixed Use. The project is evaluated for consistency with Section 17.26 of the Hanford Municipal Code, pertaining to the MX-C Corridor Mixed Use zone district, below.

PROJECT EVALUATION

Project Design

	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>
--	---------------------------	------------------------	------------------------

Area:	3.94 acres; 171,608 sq. ft.	0.26 acres; 11,250 sq. ft.	3.68 acres; 160,358 sq. ft.
Street Frontage:	110.71 ft. along Harris St.; 121.41 ft. along Irwin St.	75 ft. along Harris St.	35.71 ft. along Harris St.; 121.41 ft. along Irwin St.
Width:	110.71 ft. (minimum width); 221.41 ft. (maximum width)	75 ft.	35.71 ft. (minimum width); 221.41 (maximum width)
Depth:	912.80 ft.	150 ft.	912.80 ft.
Sidewalk:	Existing sidewalk along Harris St. and Irwin St.	Existing sidewalk along Harris St.	Existing sidewalk along Harris St. and Irwin St.
Existing Use:	Duplex and church	Duplex	Church
Proposed Use:	Split into two lots	Duplex	Church

Conformance with the standards of the MX-C Corridor Mixed Use zone district

17.26.030 Site Area

In the MX-C Corridor Mixed Use zone district, the minimum lot area shall be 5,000 square feet. Tentative Parcel Map No. 0006-24 is a request to divide a 171,608-square-foot parcel into Parcel A (11,250 sq. ft.) and Parcel B (160,358 sq. ft.). Both resulting parcels will each have a lot area greater than 5,000 sq. ft.

	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>
Area:	3.94 acres; 171,608 sq. ft.	0.26 acres; 11,250 sq. ft.	3.68 acres; 160,358 sq. ft.

17.26.040 Lot Dimensions

Lot Frontage

The minimum lot frontage in the MX-C Corridor Mixed Use zone district shall be 40 feet, unless a reciprocal use agreement for shared common access and parking areas is recorded with the Kings County Recorder's office. Each parcel will have the following lot frontage along Harris and Irwin Streets:

	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>
--	--------------------	-----------------	-----------------

Street Frontage:	110.71 ft. along Harris St.; 121.41 ft. along Irwin St.	75 ft. along Harris St.	35.71 ft. along Harris St.; 121.41 ft. along Irwin St.
-------------------------	---	-------------------------	--

All lots proposed under Tentative Parcel Map No. 0006-24 exceed the requirement for lot frontage in the MX-C Corridor Mixed Use zone district.

17.26.050 Coverage

The maximum coverage of a lot in the MX-C Corridor Mixed Use zone district shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. An evaluation of the setback, open space, and off-street parking requirements appear below.

17.26.060 Building Setback Area

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

Front-Yard Setback

In the MX-C Corridor Mixed Use zone district, the front building setback area shall be 15 feet from the front lot line. The front-yard setback for the building on Parcel A is over 15 feet from the front lot line facing Harris St. The front-yard setback for the building on Parcel B is over 15 feet from the front lot line facing Harris St.

Rear-Yard Setback

In the MX-C Corridor Mixed Use zone district, the rear building setback may be zero feet from the rear lot line, except where the rear lot line abuts a public street or an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district, then the rear building setback shall be 15 feet. The rear lot line for Parcel A is not located adjacent to a public street or any of the stated zone districts. The rear lot line for Parcel B is located along a public street. The rear-yard setback for the building on Parcel B is over 15 feet from the rear lot line facing Irwin St.

Side-Yard Setback

In the MX-C Corridor Mixed Use zone district, the side building setback area shall be zero feet, except where the side lot line abuts a public street or an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district, then the side building setback area shall be 15 feet. The side lot lines for Parcel A are not located adjacent to a public street or any of the stated zone districts. The northern side lot line for Parcel B is adjacent to a property in the PF Public Facilities zone district. The side-yard setback for the building on Parcel B is 15 feet from the northern side lot line.

The proposed parcel split will maintain required setback areas for each parcel, which satisfies the setback requirements for the MX-C Corridor Mixed Use zone district.

17.26.070 Distances Between Structures

The minimum distance between a structure used solely for residential purposes and another structure shall be 10 feet, except as provided by the building code. The existing residence is located over 10 feet from other structures, which satisfies the distance between structures requirement for the MX-C Corridor Mixed Use zone district.

17.26.080 Height of Structures

The maximum height of structures in the MX-C Corridor Mixed Use zone district shall be 50 feet. The existing buildings on site were found to meet the height requirement at the time of construction. No change in building height is proposed for this project.

17.26.090 Driveways

Wherever possible developments shall share driveways to minimize the number of driveways on public streets. New driveways near street corners shall be located a minimum one hundred (100) feet from the radius curve of the curb, unless otherwise specifically approved by the City Engineer. All existing driveways will be maintained. There are two existing driveways that provide site access from Harris St. to this property. Each proposed parcel will contain one driveway. No additional driveways are proposed for this project.

17.26.100 Off-Street Parking

A multifamily dwelling shall provide a maximum of 2 spaces per dwelling unit, 50% of which shall be covered parking. A church shall provide a minimum of 1 space per 50 square feet of floor area used for seating if seats are not fixed, 1 space per 4 seats, or 1 space per 8 feet of bench or pew seats. The existing duplex will provide one covered and one uncovered space for each unit on Parcel A. The church uses a 1,175-square-foot sanctuary area for its seating for services, which requires 24 parking spaces. There will be approximately 92 spaces on Parcel B for the church. The existing structures were evaluated at the time of development and found to meet the required parking standards. There is no change proposed to the number of parking spaces on site.

17.26.110 Usable Open Space

New commercial developments with a site area over one acre shall provide a common outdoor, shaded sitting area for use by customers. The size of this area shall be a minimum 250 square feet per acre of site area. Lots with four or less dwelling units shall provide for a usable open space area of a minimum 300 square feet per dwelling unit. The open space shall be a minimum 15 feet wide. No new commercial developments are proposed for this site. The existing church property on Parcel B has ample open space. A minimum of 600 square feet of usable open space is required for Parcel A. Approximately 2,400 square feet of usable open space is provided on Parcel A. This satisfies the usable open space requirement for the MX-C Corridor Mixed Use zone district.

17.26.120 Landscaping

Landscaping shall be provided and permanently maintained in a setback area not less than 15 feet from a lot line adjoining a street. There is over 15 feet of landscaping along both street frontages, except where the existing paved drive access areas encroach into the front setback area along Harris St. This satisfies the landscaping requirements for the MX-C Corridor Mixed Use zone district.

17.26.130 Screening, Fences, and Walls

A block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district. The side and rear lot lines for Parcel A are not located adjacent to any of the stated zone districts. There is an existing chain link fence along the northern side lot line of Parcel B, adjacent to a property in the PF Public Facilities zone district. The structure is considered a legally existing, nonconforming structure. According to Section 17.90.040(A) of the Hanford Municipal Code, "a structure shall be deemed nonconforming if it was lawfully erected prior to

the adoption or amendment of this title, but which now does not meet all of the provisions, standards, and requirements of this title applicable to structures.” The site was originally developed around 1962 and was in the Medium Density zone district prior to the 2017 Zoning Ordinance update, which did not require construction of a block wall between any of the adjacent properties. The division of this property will not bring the fencing into further non-conformance. The existing fencing may remain, as is.

All requirements of the MX-C Corridor Mixed Use zone district have been satisfied, in accordance with Section 17.26 of the Hanford Municipal Code, except for those items that are legally non-conforming.

FINDINGS FOR APPROVAL

Pursuant to Section 16.04.010 of the Subdivision Ordinance Code and Section 66474 of the Subdivision Map Act, the Planning Commission is required to make the following findings:

1. Consistency Finding: That the proposed map is consistent with applicable general and specific plans.

Analysis: That the proposed map is consistent with the applicable General Plan. According to General Plan Policy L65, the purpose of the Corridor Mixed Use Land Use Designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with the intent of creating a pedestrian-friendly environment that encourages walking between uses. According to General Plan Policy L66, typical land uses in the Corridor Mixed Use designation include small- and medium-scale commercial providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses include duplexes, townhomes, apartments, markets, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged. The division of the parcel, as proposed, is consistent with the General Plan, as it maintains the mix of uses present within the area and maintains the existing, permitted uses within each building. All existing uses on site are permitted and in conformity with the General Plan.

2. Design Finding: That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

Analysis: That the design of the proposed subdivision is consistent with the General Plan. The General Plan designates the project site as Corridor Mixed Use. Each parcel is designed in conformance with Section 17.26 of the Hanford Municipal Code, pertaining to MX-C Corridor Mixed Use zone district, except for those items that are legally non-conforming. Parcel A will be occupied by a duplex and Parcel B will be occupied by a church. All uses on site are in conformity with the General Plan.

3. Type of Development Finding: That the site is physically suitable for the type of development.

Analysis: That approval of the division will yield two parcels with buildable lot configurations, which are physically suited for development. Both proposed parcels are developed. Any future development proposals will be evaluated by the Community Development Department for consistency with the General Plan and the standards of the MX-C Corridor Mixed Use zone district.

4. Density Finding: That the site is physically suitable for the proposed density of the development.

Analysis: That the Municipal Code prescribes a minimum site area per dwelling unit of 1,500 square feet for the MX-C Corridor Mixed Use zone district. The division of the properties, as proposed, will not affect the ability of the property to meet the density required. Parcel A will contain an existing

duplex and Parcel B will contain no residential structures. No additional residential development is proposed for the project. The lot size, pre-subdivision, is 171,608 square feet. The subdivision of the property into two lots, Parcel A with a size of 11,250 sq. ft., will permit a maximum of seven dwelling units on site, which is consistent with the density prescribed by the Municipal Code.

5. Environmental Finding: That the design of the subdivision or the proposed improvements is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That this division of land is considered categorically exempt by California Environmental Quality Act (CEQA) Guidelines Section 15315 Minor Land Divisions. A Notice of Exemption has been prepared for the project in accordance with CEQA guidelines and is attached as **Attachment 2**.

6. Public Health Finding: That the design of the subdivision or type of improvements is unlikely to cause serious public health problems.

Analysis: That this application has been reviewed by various City departments. Any improvements required for public health and safety were applied to the proposal and required in the conditions of approval. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposure to accidents.

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

Analysis: That the design of the proposed subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. As a condition of approval, the Engineering Division is requiring that any existing or future utilities shall not cross parcel lines without recorded easement agreements in place, including channelized storm drain runoff. Any off-site improvements at the time of any future development will be inspected and/or verified to ensure the design, material, and installation of said improvements meet or exceed standards adopted by the City of Hanford.

ENVIRONMENTAL ASSESSMENT

That this project is categorically exempt from further environmental review, as per Section 15315 Minor Land Divisions 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 2**.

PUBLIC COMMENTS

A Notice of Public Hearing and Notice of a Tentative Parcel Map was published in the newspaper on February 14, 2025, and mailed to property owners within 300 feet of the project site on February 13, 2025. The Community Development Department has not received comments on the project, as of the preparation of this report.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-12, approving Tentative Parcel Map No. 0006-24.

Applicant/Engineer:

Gateway Engineering, Inc.
405 Park Creek Drive
Clovis, CA 93611

Property Owner:

Church of God Inter-State Camp Meeting
P O Box 270548
Las Vegas, NV 89127

ATTACHMENTS:

1. Resolution No. 2025-12
2. Attachment 1 - Tentative Parcel Map
3. Attachment 2 - Notice of Exemption No. 2025-08
4. Parcel Map

RESOLUTION NO. 2025-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO TENTATIVE PARCEL MAP NO. 0006-24, A REQUEST TO DIVIDE A 3.93- ACRE PARCEL INTO TWO PARCELS (PARCEL A: 0.25 ACRES; PARCEL B: 3.67 ACRES) IN THE MX-C CORRIDOR MIXED USE ZONE DISTRICT. THE PROJECT IS LOCATED AT 942 S. HARRIS STREET (APN 012-231-036).

At a regular meeting of the City of Hanford Planning Commission duly called and held on February 25, 2025 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Parcel Map No. 0006-24, a request to divide a 3.93-acre parcel into two parcels (Parcel A: 0.25 acres; Parcel B: 3.67 acres) in the MX-C Corridor Mixed Use zone district has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 16.04 of the Hanford Subdivision Ordinance; and

WHEREAS, the project is located at 942 S. Harris Street (APN 012-231-036); and

WHEREAS, the configuration of the proposed parcels is shown on attached **Exhibit A**; and

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

WHEREAS, the project is exempt from environmental review, per Section 15315 Minor Land Divisions of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared;

THEREFORE, BE IT RESOLVED, 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 16.04.010 of the Subdivision Ordinance Code and Section 66474 of the Subdivision Map Act:

1. Consistency Finding: That the proposed map is consistent with applicable general and specific plans.

Analysis: That the proposed map is consistent with the applicable General Plan. According to General Plan Policy L65, the purpose of the Corridor Mixed Use Land Use Designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with the intent of creating a pedestrian-friendly environment that encourages walking between uses. According to General Plan Policy L66, typical land uses in the Corridor Mixed Use designation include small- and medium-scale commercial providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses include duplexes, townhomes, apartments, markets, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged. The division of the parcel, as proposed, is consistent with the General Plan, as it maintains the mix of uses

present within the area and maintains the existing, permitted uses within each building. All existing uses on site are permitted and in conformity with the General Plan.

2. Design Finding: That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

Analysis: That the design of the proposed subdivision is consistent with the General Plan. The General Plan designates the project site as Corridor Mixed Use. Each parcel is designed in conformance with Section 17.26 of the Hanford Municipal Code, pertaining to MX-C Corridor Mixed Use zone district, except for those items that are legally non-conforming. Parcel A will be occupied by a duplex and Parcel B will be occupied by a church. All uses on site are in conformity with the General Plan.

3. Type of Development Finding: That the site is physically suitable for the type of development.

Analysis: That approval of the division will yield two parcels with buildable lot configurations, which are physically suited for development. Both proposed parcels are developed. Any future development proposals will be evaluated by the Community Development Department for consistency with the General Plan and the standards of the MX-C Corridor Mixed Use zone district.

4. Density Finding: that the site is physically suitable for the proposed density of the development.

Analysis: That the Municipal Code prescribes a minimum site area per dwelling unit of 1,500 square feet for the MX-C Corridor Mixed Use zone district. The division of the properties, as proposed, will not affect the ability of the property to meet the density required. Parcel A will contain an existing duplex and Parcel B will contain no residential structures. No additional residential development is proposed for the project. The lot size, pre-subdivision, is 171,608 square feet. The subdivision of the property into two lots, Parcel A with a size of 11,250 sq. ft., will permit a maximum of seven dwelling units on site, which is consistent with the density prescribed by the Municipal Code.

5. Environmental Finding: That the design of the subdivision or the proposed improvements is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That this division of land is considered categorically exempt by California Environmental Quality Act (CEQA) Guidelines Section 15315 Minor Land Divisions. A Notice of Exemption has been prepared for the project in accordance with CEQA guidelines.

6. Public Health Finding: That the design of the subdivision or type of improvements is unlikely to cause serious public health problems.

Analysis: That this application has been reviewed by various City departments. Any improvements required for public health and safety were applied to the proposal and required in the conditions of approval. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposure to accidents.

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

Analysis: That the design of the proposed subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. As a condition of approval, the Engineering Division is requiring that any existing or future utilities shall not cross parcel lines without recorded easement agreements in place, including channelized storm drain runoff. Any off-site improvements at the time of any future development will be inspected and/or verified to ensure the design, material, and installation of said improvements meet or exceed standards adopted by the City of Hanford.

THEREFORE, BE IT RESOLVED that Tentative Parcel Map No. 0006-24 be approved, subject to the conditions of approval, attached as **Exhibit B**.

EXPIRATION

This Tentative Parcel Map becomes null and void after eighteen (18) months has elapsed from the date of approval if the map has not been recorded. The Commission may grant a time extension if a written request and fee is received from the applicant prior to the expiration date. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the Tentative Parcel Map is granted.

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

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

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

I, **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 25th day of February 2025.

Jason Waters, Secretary

Exhibit A
Tentative Parcel Map No. 0006-24

TENTATIVE PARCEL MAP NO. 2024-
"A PLANNED DEVELOPMENT"

SHEET ONE OF ONE
LOT 22 ROBERTSON ADDITION
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN MAY 2024

RODNEY WEBSTER

FOR



OWNER / APPLICANT:

RODNEY WEBSTER
942 HARRIS STREET
HANFORD, CA 93230

MAP PREPARED BY:

GATEWAY ENGINEERING, INC.
400 PARK CREEK DRIVE
CLOVIS, CA 93727
(559) 320-0344

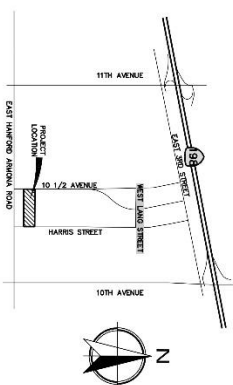
GENERAL INFORMATION:

1. APN: 012-231-036
2. SITE ADDRESS: 942 SOUTH HARRIS STREET, HANFORD, CA 93230
3. LOT SIZE: 43.93 ACRES
4. EXISTING ZONING: M-C
5. PROPOSED ZONING: SAME
6. PROPOSED USE: SAME
7. EXISTING USE: SAME
8. DOMESTIC WATER: CITY OF HANFORD
9. SANITARY SEWER: CITY OF HANFORD
10. STORM SEWER: CITY OF HANFORD
11. TELEPHONE: AT&T
12. ELECTRIC: SOUTHERN CALIFORNIA Edison
13. NO WELLS, SEPTIC TANKS OR LEACH FIELDS EXIST ON THE SITE.
14. THREE (3) BUILDINGS EXIST ON SITE AS SHOWN ON THE MAP.
15. EXISTING BOUNDARY AND DIVISION LINES WERE ESTABLISHED FROM FIELD SURVEY AND FROM FOUND MONUMENTS.
16. EXISTING UTILITY INFORMATION ESTABLISHED FROM CITY OF HANFORD PLATS OR DESIGN DRAWINGS.

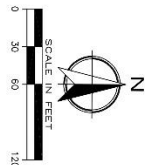
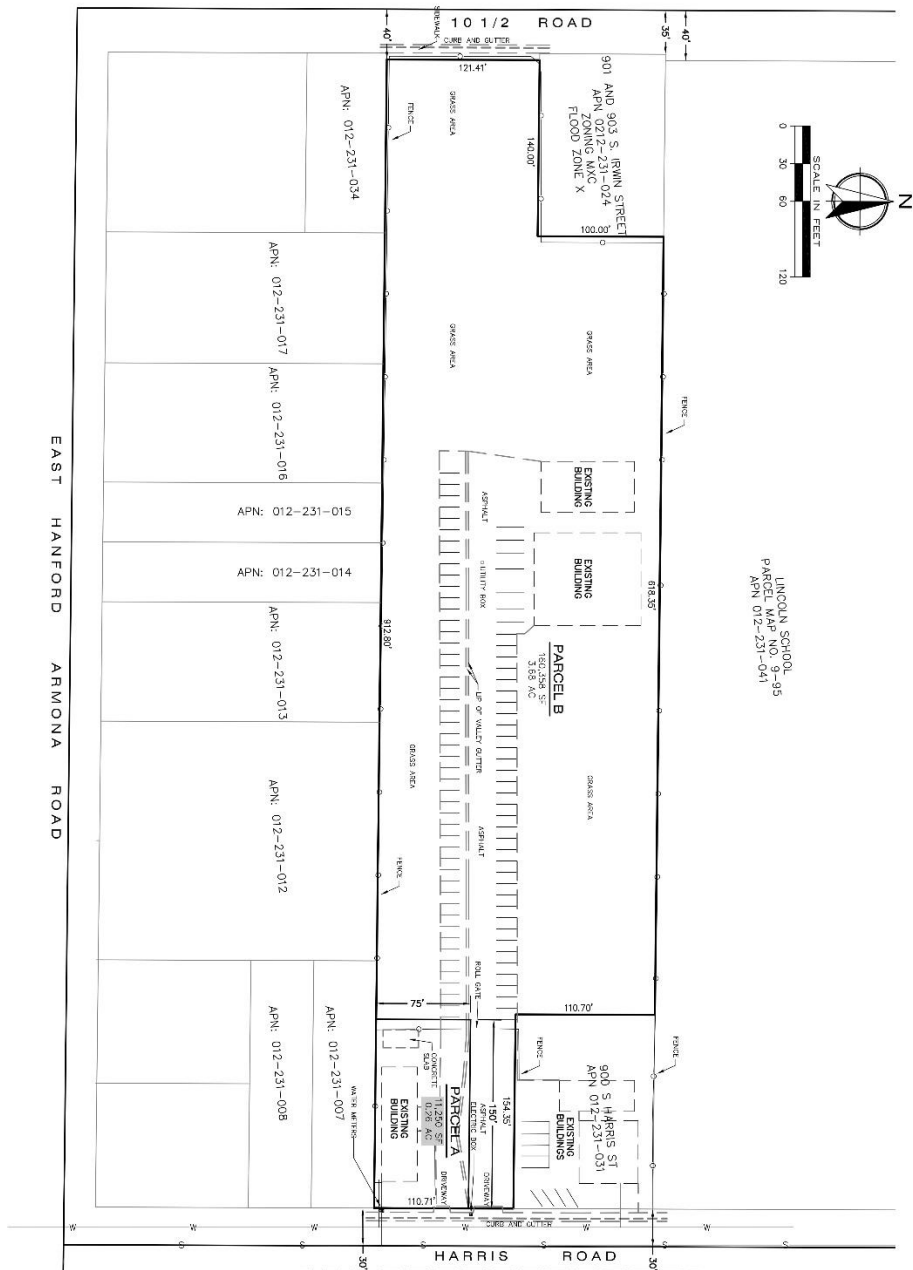
LEGEND:

- | | | | |
|---|---------------------------|---|------------------------------|
| — | EXISTING CENTERLINE | ⊗ | EXISTING WATER VALVE |
| — | EXISTING EASEMENT LINE | ⊗ | EXISTING FIRE HYDRANT |
| — | EXISTING PROPERTY LINE | ⊗ | EXISTING SEWER MANHOLE |
| — | PROPOSED PROPERTY LINE | ⊗ | EXISTING STORM DRAIN MANHOLE |
| — | SECTION LINE | ⊗ | EXISTING TRANSFORMER |
| — | BOUNDARY LINE | ⊗ | EXISTING POLE OR TEL. VAULT |
| — | EXISTING WATER LINE | ⊗ | EXISTING WATER METER |
| — | EXISTING SEWER LINE | ⊗ | EXISTING RP DEVICE |
| — | EXISTING STORM DRAIN LINE | ⊗ | EXISTING WATER/SEWER VAULT |

VICINITY MAP:



NOT TO SCALE



LINCOLN SCHOOL
PARCEL MAP NO. 9-95
APN: 012-231-041

Exhibit B
Conditions of Approval

ADMINISTRATION DEPARTMENT

Contact the City Attorney's Office: (559) 584-6656
concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

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

PLANNING DEPARTMENT

Contact Associate Planner Mark Manha (559) 585-2583
concerning questions that you may have on the conditions listed below:

General:

1. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.
2. That all approved proposals of the application be conditions of development if not mentioned herein.
3. That the general design of the parcel map be approved with minor modifications being approved by the Community Development and Public Works Departments.
4. That prior to recording the parcel map, it is to be submitted to the City Engineer and Community Development Department for compliance with the tentative approval.
5. That in accordance with California Government Code Section 66020, the applicant is hereby notified that the 90-day appeal period identified in California Government Code Section 66020 during which you may protest the imposition of the fees, dedications, reservations and other extractions identified in this Tentative Parcel Map No. 0008-24 will begin to run on the date of the approval of this application by the Planning Commission.
6. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
7. That any development of the site be subject to the applicable regulations of the Hanford Municipal Code, specifically the MX-C Corridor Mixed Use zone district.



TPM0006-24 | 942 S. HARRIS ST. | 012231036000

Engineering Division Conditions

MAP AND PLAN REQUIREMENTS:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" X 36" size sheets for all required improvements. The plans shall be prepared by a licensed civil engineer and shall include a site plan showing all on-site and off-site improvements, including but not limited to, sanitary sewer, storm drainage, and water system infrastructure, refuse enclosure locations, public street & parking lot improvements, landscape & irrigation systems and all other improvements as required by the project conditions of approval and the City of Hanford Standards and Specifications. Improvement plans shall include all City of Hanford Construction Standard Detail's pertinent to the project. Plans must be approved by the City of Hanford and any other affected agencies before issuance of building or encroachment permits.
2. That prior to beginning any construction, or within twenty (20) calendar days after plans being accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) vellum copy for the City of Hanford's Engineers wet signature for final approval.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) bond copy of the approved set of improvement construction ("as-built" plans).
4. Plans revised to reflect all fields revisions and marked "RECORD DRAWINGS" shall be submitted to the City at project completion.

EASEMENTS:

1. That all easements shall be designated on the parcel final map as required by the utility companies and where needed for providing service to streetlights and landscape improvements as designated by the City's Engineer Department.
2. Provide a reciprocal access agreement with existing parcel (APN:012231031000), drive aisle access, parking.

UTILITY REQUIREMENT:

1. That Parcel A existing or future utilities shall not cross Parcel Lines without recorded easements agreements in place. Including channelized storm drain runoff.
2. That Parcel B existing or future utilities shall not cross Parcel Lines without recorded easements agreements in place. Including channelized storm drain runoff.

**STEVE COODEY | ASSISTANT ENGINEER | SCOODEY@HANFORDCA.GOV
ROBERT BUCHANAN | ASSISTANT ENGINEER | RBUCHANAN@HANFORDCA.GOV
900 SOUTH 10TH AVENUE HANFORD, CA 93230
559.585.2500 | WWW.HANFORD.CITY
12/12/2024**

TENTATIVE PARCEL MAP NO. 2024-
" A PLANNED DEVELOPMENT "

SHEET ONE OF ONE

LOT 22 ROBERTSON ADDITION
CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN MAY 2024

FOR

RODNEY WEBSTER

BY

GATEWAY
ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
P. 559-320-0344 | F. 559-320-0345 | WWW.GATEWAYENG.COM
405 PARK CREEK DRIVE, CLOVIS, CA 93611-4435

OWNER / APPLICANT:

RODNEY WEBSTER
942 HARRIS STREET
HANFORD, CA 93230

MAP PREPARED BY:

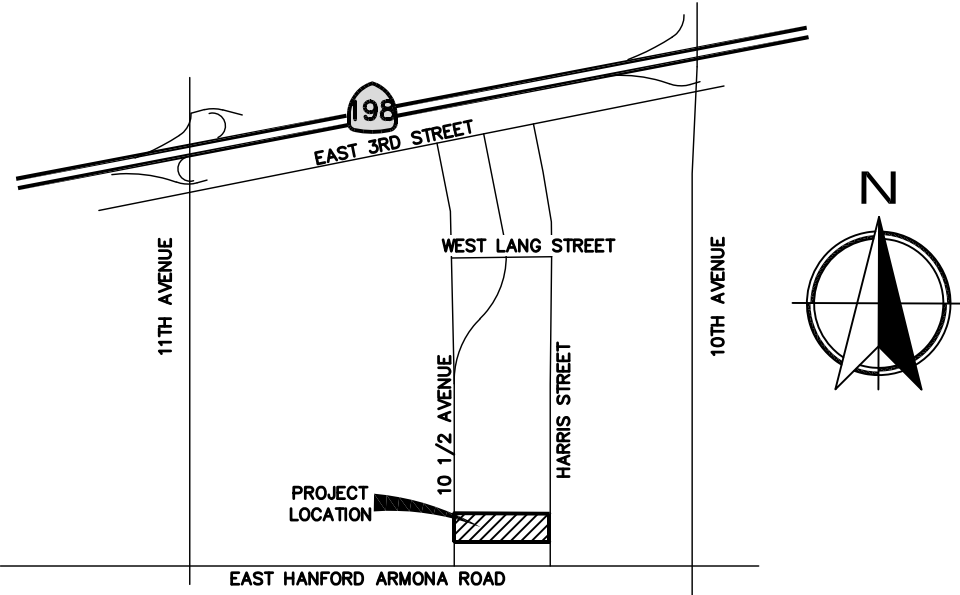
GATEWAY ENGINEERING, INC.
405 PARK CREEK DRIVE
CLOVIS, CA 93727
(559) 320-0344

GENERAL INFORMATION:

1. APN: 012-231-036
2. SITE ADDRESS: 942 SOUTH HARRIS STREET, HANFORD, CA 93230
3. LOT SIZE: ±3.93 ACRES
4. EXISTING ZONING: MX-C
5. PROPOSED ZONING: SAME
6. EXISTING USE: MX-C
7. PROPOSED USE: SAME
8. DOMESTIC WATER: CITY OF HANFORD
9. SANITARY SEWER: CITY OF HANFORD
10. STORM SEWER: CITY OF HANFORD
11. TELEPHONE: AT&T
12. ELECTRIC: SOUTHERN CALIFORNIA EDISON
13. NO WELLS, SEPTIC TANKS OR LEACH FIELDS EXIST ON THE SITE.
14. THREE (3) BUILDINGS EXIST ON SITE AS SHOWN ON THE MAP.
15. EXISTING BOUNDARY AND DIVISION LINES WERE ESTABLISHED FROM FIELD SURVEY AND FROM FOUND MONUMENTS.
16. EXISTING UTILITY INFORMATION ESTABLISHED FROM CITY OF HANFORD PLATS OR DESIGN DRAWINGS.

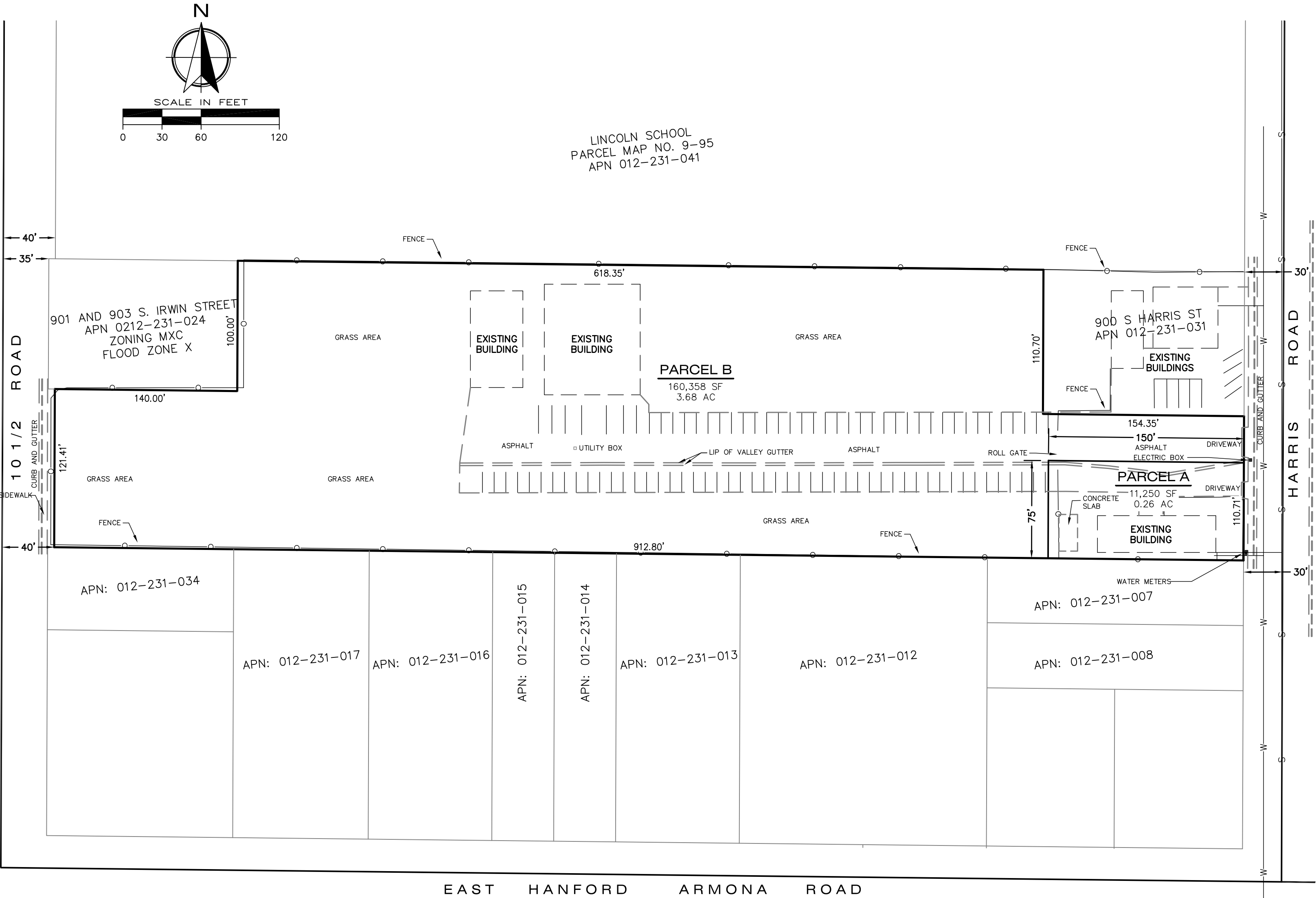
LEGEND:

---	EXISTING CENTERLINE	⊗	EXISTING WATER VALVE
- - - - -	EXISTING EASEMENT LINE	⊙	EXISTING FIRE HYDRANT
---	EXISTING PROPERTY LINE	○	EXISTING SEWER MANHOLE
---	PROPOSED PROPERTY LINE	⊕	EXISTING STORM DRAIN MANHOLE
---	SECTION LINE	⊠	EXISTING TRANSFORMER
---	BOUNDARY LINE	⊞	EXISTING PG&E OR TEL VAULT
---	EXISTING WATER LINE	⊞	EXISTING WATER METER
---	EXISTING SEWER LINE	⊞	EXISTING RP DEVICE
---	EXISTING STORM DRAIN LINE	⊞	EXISTING WATER/FIRE VAULT



VICINITY MAP:

NOT TO SCALE



LINCOLN SCHOOL
PARCEL MAP NO. 9-95
APN 012-231-041

PARCEL B

160,358 SF
3.68 AC

PARCEL A

11,250 SF
0.26 AC

Notice of Exemption 2025-08

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: Tentative Parcel Map 0006-24

Project Location – 942 S. Harris St. (APN 012-231-036)

Project Location – City: Hanford

Project Location – County: Kings County

Description of Nature, Purpose and Beneficiaries of Project: Tentative Parcel Map No. 0006-24: a request to divide a 3.94-acre parcel into two parcels (Parcel A: 0.26 acres; Parcel B: 3.68 acres) in the MX-C Corridor Mixed Use zone district.

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

Name of Person or Agency Carrying Out Project/Project Applicant: Gateway Engineering, Inc.
Address: 405 Park Creek Drive, Clovis, CA 93611
Phone Number: (559) 320-0344

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption: State type and section number: 15315 Minor Land Divisions
☐ 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 15315 of the California Environmental Quality Act (CEQA) Guidelines. The project meets the following conditions stated in Section 15315: the project is a division of property in an urbanized area zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning; no variances or exceptions are required; all services and access to the proposed parcels to local standards are available; the parcel was not involved in a division of a larger parcel within the previous 2 years; the parcel does not have an average slope greater than 20%.

Lead Agency

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

Signature: _____ Date: February 25, 2025 Title: Associate Planner

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

THIS MAP IS FOR ASSESSMENT PURPOSES ONLY
IT IS NOT TO BE CONSTRUED AS PORTRAYING
LEGAL OWNERSHIP OF DIVISIONS OF LAND FOR
PURPOSES OF ZONING OR SUBDIVISION LAW.
SEPTEMBER 2018

KINGS COUNTY ASSESSOR'S MAP CASELLA SUB.

12-23

2-091

(22) CASELLA SUB.

