



Planning Commission Meeting Agenda

April 22, 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 Minutes of the March 25, 2025 Meeting

PUBLIC HEARING:

- A. Community Development: Tentative Parcel Map No. 0012-24: a request to divide a 57.43-acre parcel into four parcels (Parcel 1: 20.84 acres; Parcel 2: 13.97 acres; Parcel 3: 10.56 acres; Parcel 4: 12.06 acres) in the R-L-5 Low Density Residential zone district. The project is located east of 10 ½ Avenue, between Hanford-Armona Road and Houston Avenue in the City of Hanford (APN 011-440-014 and -015).

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.



**Planning Commission Regular Meeting
Minutes**

**March 25, 2025 5:30 PM
Council Chambers
400 N. Douty St.**

ROLL CALL:

Present:	Absent:
Commissioner Dennis Ham Commissioner Gunther Norris Commissioner Garry Curtis Commissioner Richard Douglas Commissioner Dennis Ham	Alternate Commissioner Bernie Marez

INVOCATION:

Pastor Joe Cordero, of Koinonia Church, led the invocation.

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.

None.

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.

Chair HAM noted that there was a correction to the December 10, 2024 minutes. Recording Secretary Black explained that the vote to adopt the Notice of Exemption for Annexation No. 163 Parts 9, 12, 13 and 14 indicated that Commissioner CURTIS was the seconder, but Vice-Chair DOUGLAS was the seconder. In view of the correction, the two items were voted on separately.

A. Community Development: Approval of the Minutes of the December 10, 2024 Meeting

Motion to adopt the minutes of the December 10, 2025 meeting, as corrected.

RESULT: (UNANIMOUS)
MOVER: DOUGLAS

SECONDER: NORRIS
AYES: DOUGLAS, NORRIS, NELSON, CURTIS, HAM
NOES: NONE
ABSTAIN: NONE

B. Community Development: Approval of the Minutes of the February 25, 2025 Meeting

Motion to approve the minutes of the February 25, 2025 meeting.

RESULT: (UNANIMOUS)
MOVER: DOUGLAS
SECONDER: NELSON
AYES: DOUGLAS, NELSON, CURTIS, NORRIS, HAM
NOES: NONE
ABSTAIN: NONE

PUBLIC HEARING:

- A. Community Development: **Modifications to Planned Unit Development (PUD) No. 2005-04:** a request to modify the Live Oak Master Plan/Planned Unit Development to delete requirements for decorative lighting for Live Oak East Tracts 865, 881, and 912. **Modifications to Vesting Tentative Tract 865, 881, and 912:** a request to remove the requirement for decorative lighting from the tentative tract resolutions, consistent with the changes proposed to be made to the Live Oak Master Plan. The project is applicable to Tract 865, 881, and Tentative Tract 912, generally located between Hume and Houston Avenues, east of 12th Avenue (Various APNs between 011-110-0160 and 011-600-053).

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

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

Chair HAM:

- Will part of the subdivision have acorn lights? Ms. Myers: The east side will have all Cobra lights.
- Will they have to modify the locations of the lights? Ms. Myers: The lights will be in the same locations.
- Will there be a need for a further Time Extension? Ms. Myers: There was an extension granted for November 10, 2022-November 10, 2027. Any future extension would have to take place before that expiration. Chair HAM opened Public Comment:

IN FAVOR

Nick Peters, of San Joaquin Valley Homes, requested approval and offered to answer any questions the Commissioners might have.

OPPOSED

None.

There being no further comments, Chair HAM called for a motion.

Motion to adopt Resolution No. 2025-13, recommending approval of Planned Unit Development No. 2005-04 Amendment #2 to the City Council.

RESULT: (UNANIMOUS)
MOVER: NORRIS
SECONDER: DOUGLAS
AYES: NORRIS, DOUGLAS, NELSON, CURTIS, HAM
NOES: NONE
ABSTAIN: NONE

Motion to adopt Resolution No. 2025-14, recommending approval of an amendment to Tentative Tract No. 865 to the City Council.

RESULT: (UNANIMOUS)
MOVER: DOUGLAS
SECONDER: NELSON
AYES: DOUGLAS, NELSON, CURTIS, NORRIS, HAM
NOES: NONE
ABSTAIN: NONE

Motion to adopt Resolution No. 2025-15, recommending approval of an amendment to Tentative Tract No. 881 to the City Council.

RESULT: (UNANIMOUS)
MOVER: CURTIS
SECONDER: NELSON
AYES: CURTIS, NELSON, NORRIS, DOUGLAS, HAM
NOES: NONE
ABSTAIN: NONE

Motion to adopt Resolution No. 2025-16, recommending approval of an amendment to Tentative Tract No. 912 to the City Council.

RESULT: (UNANIMOUS)
MOVER: NELSON
SECONDER: CURTIS
AYES: NELSON, CURTIS, NORRIS, DOUGLAS, HAM
NOES: NONE
ABSTAIN: NONE

- B. Community Development: Tentative Parcel Map No. 0007-24: a request to divide a 250,452 sq. ft. (5.75 acres) parcel into two parcels, Parcel A - 98,101 sq. ft. (2.25 acres) and Parcel B - 152,351 sq. ft. (3.50 acres), in the R-M Medium Density Residential zone district. The project is located at the northwest corner of Grangeville Blvd. and University Ave. (APN 008-670-015).

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

Associate Planner Mark Manha presented the staff report, recommended approval, and invited questions of staff.

Chair HAM referred to the map and noted that there seemed to be only a small corner for entrance and hardly any space for parking in the front. He asked if it would be possible to adjust that. Mr. Manha replied that the entrance would be developed either from Grangeville or University. Director Waters added that, once they have a development proposal, it will be reviewed for compliance with City standards.

There being no further questions, Chair HAM opened Public Comment:

IN FAVOR

- Luke Risner, Planning Consultant for the project, voiced his support for the project.
- Pastor Lori Niles stated that the property has been vacant for a long time with plans to build a church, and sale of this portion of the property would allow for progress toward construction of their original vision of affordable housing and a worship facility.

OPPOSED

None.

Motion to adopt Resolution No. 2025-17, approving Tentative Parcel Map No. 0007-24.

RESULT: (UNANIMOUS)
MOVER: CURTIS
SECONDER: NELSON

AYES: CURTIS, NELSON, NORRIS, DOUGLAS, HAM
NOES: NONE
ABSTAIN: NONE

- C. Community Development: Tentative Parcel Map No. 0011-24: a request to divide a 6.91-acre parcel into two parcels (Parcel A: 2.14 acres; Parcel B: 4.76 acres) in the R-H High Density Residential zone district. The project is located at 9837 9 ¼ Ave. (APN 014-230-090 and 014-230-070).

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

Associate Planner Manha presented the staff report, recommended approval, and invited questions of staff.

Chair HAM asked since there were two parcels already in existence, was this more of a Lot Line Adjustment. Mr. Manha replied that the properties were not legally separated, so they are considered one parcel with two parcel numbers.

There being no further questions, Chair HAM opened Public Comment:

IN FAVOR

Lee Reynolds, Executive Pastor of New Beginnings, spoke in favor of the project and explained that the church owned the parcel on which the church was built. They later acquired the other portion, through a Lot Line Adjustment. The intention is to split that parcel off as a separate entity. The reason for the two APNs was that the church is taxed on the vacant parcel.

OPPOSED

None.

Motion to adopt Resolution No. 2025-18, approving Tentative Parcel Map No. 0011-24.

RESULT: (UNANIMOUS)
MOVER: CURTIS
SECONDER: DOUGLAS
AYES: CURTIS, DOUGLAS, NELSON, NORRIS, HAM
NOES: NONE
ABSTAIN: NONE

DIRECTOR'S COMMENTS:

Director Jason Waters introduced newly hired Assistant Planner Maddison Faria, who previously worked for Kings County and is a GIS specialist. The Commissioners welcomed Ms. Faria.

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).

Commissioner CURTIS asked what was going in at Sixth Street and 11th Avenue. Staff replied that it will be a temporary parking lot for Marquez Brothers, during construction.

ADJOURNMENT:

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Chair HAM adjourned the meeting at 6:07 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 4/22/2025

AGENDA SECTION: PUBLIC HEARING

SUBJECT:

Tentative Parcel Map No. 0012-24: a request to divide a 57.43-acre parcel into four parcels (Parcel 1: 20.84 acres; Parcel 2: 13.97 acres; Parcel 3: 10.56 acres; Parcel 4: 12.06 acres) in the R-L-5 Low Density Residential zone district. The project is located east of 10 ½ Avenue, between Hanford-Armona Road and Houston Avenue in the City of Hanford (APN 011-440-014 and -015).

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-19, approving Tentative Parcel Map No. 0012-24.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2025-19, approving Tentative Parcel Map No. 0012-24.

PROJECT DESCRIPTION

Tentative Parcel Map No. 0012-24 is a request to divide a 57.43-acre parcel into four parcels (Parcel 1: 20.84 acres; Parcel 2: 13.97 acres; Parcel 3: 10.56 acres; Parcel 4: 12.06 acres) in the R-L-5 Low Density Residential zone district (see **Attachment 1**). The project is a portion of Tentative Tract 938 – Lunaria – which was approved by the Hanford Planning Commission on June 13, 2023 in order to subdivide a 95-acre project site into 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park. Development of Lunaria is still subject to the conditions approved under Resolution No. 2023-13 (see **Attachment 2**). The applicant is requesting to divide the property into four parcels in order to create separate parcels for each phase of development of Lunaria. Parcel 1 encompasses Phase 2, Parcel 2 encompasses Phase 5, Parcel 3 encompasses Phase 4, and Parcel 4 encompasses Phase 3. Phases 1 and 6 are located on separate parcels.

Project Location

The project is located east of 10 ½ Avenue, between Hanford-Armona Road and Houston Avenue in the City of Hanford (APN 011-440-014 and -015). Parcel Map Waiver No. 0023-24 was recorded with the Kings County Clerk/Recorder's office on February 12, 2025 to adjust the location of the property lines between the existing parcels (see Figure 1, below). The location of this Tentative Parcel Map is consistent with the boundaries of Adjusted Parcel 3 in the Parcel Map Waiver. The site is designated as Low Density Residential by the General Plan (see Figure 2, below). The site is zoned R-L-5 Low Density

Residential, which corresponds with the General Plan designation (see Figure 3, below).

Figure 1: Land Use

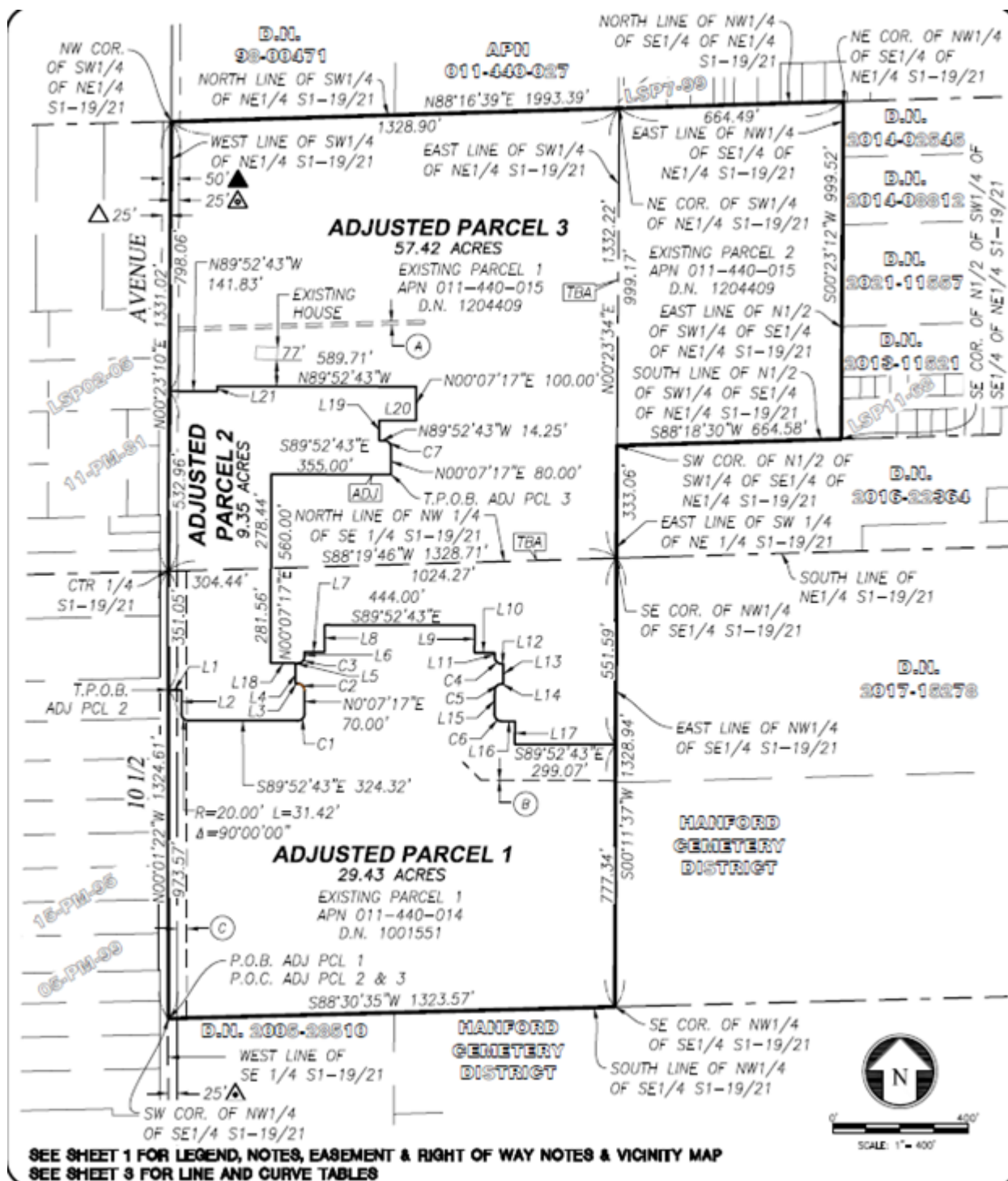


Figure 2: General Plan Designation
Low Density Residential
(Property outlined in bold)

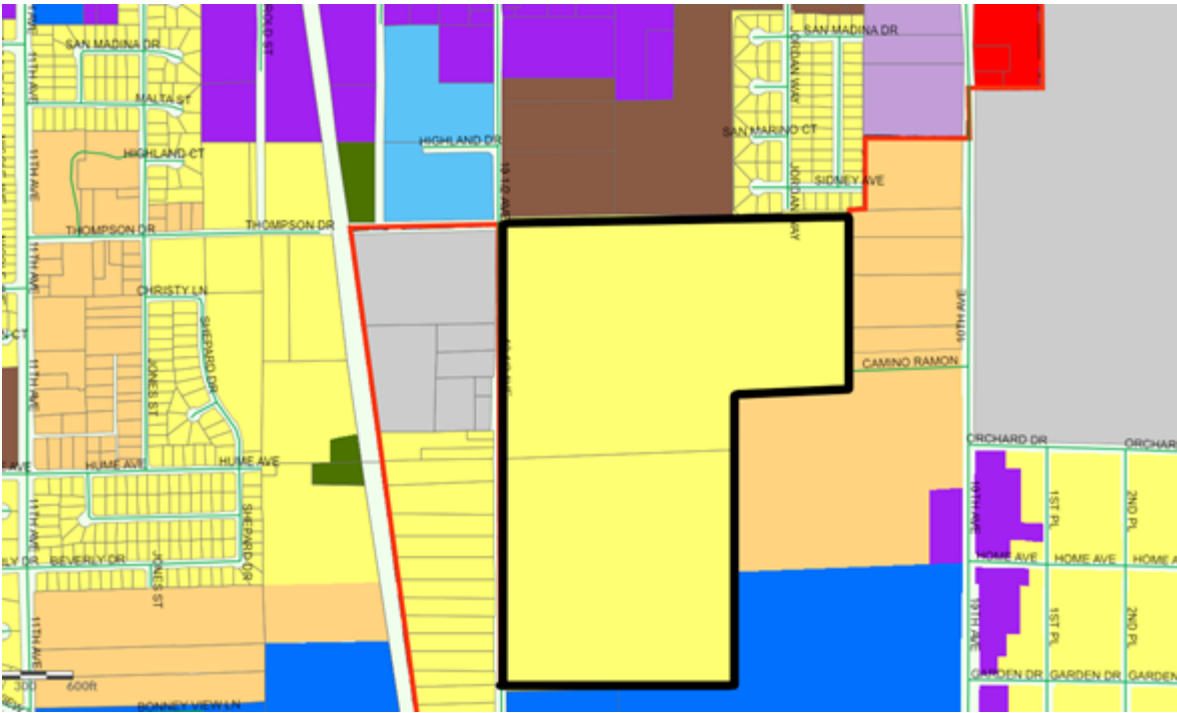
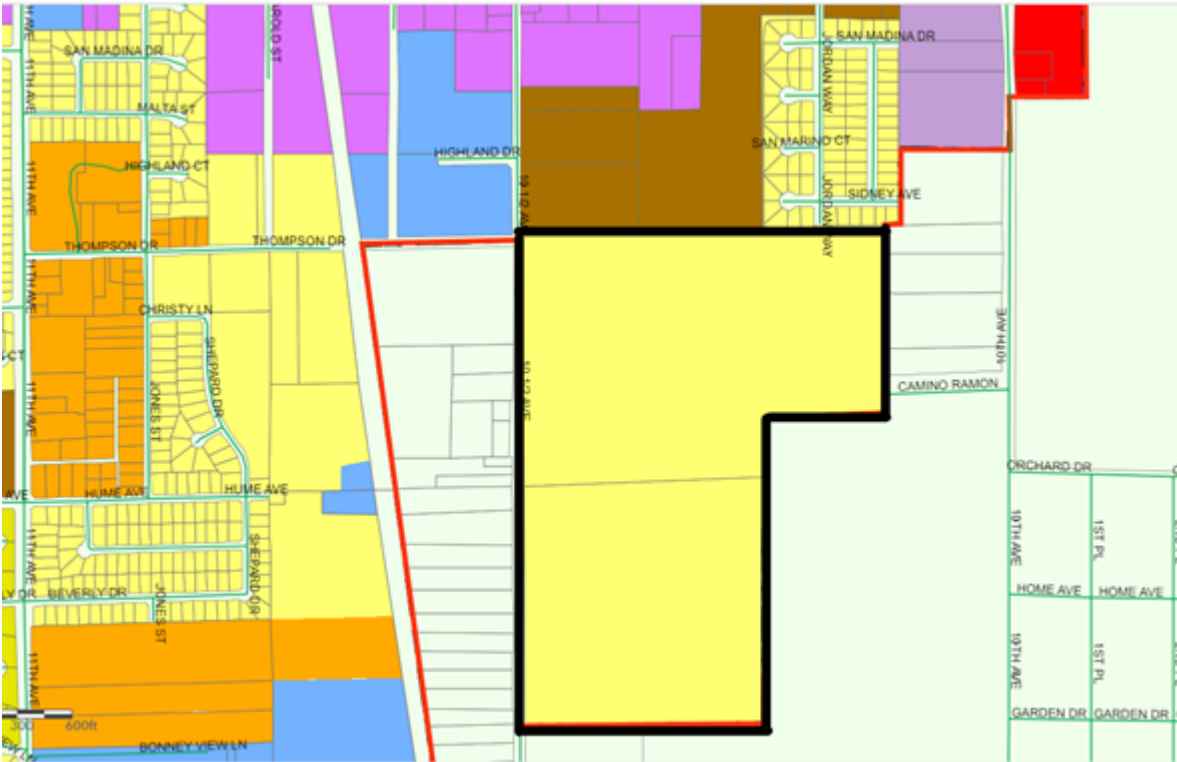


Figure 3: Zoning Designation
 R-L-5 Low Density Residential
 (Property outlined in bold)



BACKGROUND

General Plan Designation

The General Plan designates the property as Low Density Residential. According to General Plan Policy

L31, Hanford shall establish the Low Density Residential land use designation to provide mainly single family development on lot sizes typically found in urban settings. According to General Plan Policy L32, Hanford shall define the uses allowed in the Low Density Residential land use designation to include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood. According to General Plan Policy L33, 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. The subdivision of the parcel, as proposed, is consistent with the General Plan, as it will allow the applicant to continue to develop the site as approved under Tentative Tract 938 to create building sites large enough to support development.

Zoning Designation

The site is zoned R-L-5 Low Density Residential. The project is evaluated for consistency with Section 17.10 of the Hanford Municipal Code, pertaining to the R-L-5 Low Density Residential zone district, below.

PROJECT EVALUATION

Project Design

	<u>Entire Site</u>	<u>Parcel 1</u>	<u>Parcel 2</u>	<u>Parcel 3</u>	<u>Parcel 4</u>
Area:	57.43 acres	20.84 acres	13.97 acres	10.56 acres	12.06 acres
Street Frontage:	798.06 ft. along 10 ½ Ave.	318 ft. along various streets	442 ft. along 10 ½ Ave.	356.06 ft. along 10 ½ Ave.	62.50 ft. along Jordan Way
Width:	798.06 ft. (minimum width); 1,884 ft. (maximum width)	160 ft. (minimum width); 1,025 ft. (maximum width)	427.10 ft. (minimum width); 520 ft. (maximum width)	269.67 ft. (minimum width); 417 ft. (maximum width)	524 ft. (minimum width); 529 ft. (maximum width)
Depth:	1,993.39 ft.	1,518 ft.	1,205 ft.	1,465 ft.	999.52 ft.
Sidewalk:	To be developed as part of TT 938	To be developed as part of TT 938	To be developed as part of TT 938	To be developed as part of TT 938	To be developed as part of TT 938
Existing Use:	Vacant	Vacant	Vacant	Vacant	Vacant
Proposed Use:	Single-family residential, subdivided under Tentative Tract 938	Single-family residential; Tentative Tract 928 – Phase 2	Single-family residential; Tentative Tract 928 – Phase 5	Single-family residential; Tentative Tract 928 – Phase 4	Single-family residential; Tentative Tract 928 – Phase 3

Conformance with the standards of the R-L-5 Low Density Residential zone district

17.10.030 Lot Area

In the R-L-5 Low Density Residential zone district, the minimum lot area shall be 5,000 square feet. Tentative Parcel Map No. 0012-24 is a request to divide a 57.43-acre parcel into four separate parcels, resulting in the following lot sizes:

	<u>Entire Site</u>	<u>Parcel 1</u>	<u>Parcel 2</u>	<u>Parcel 3</u>	<u>Parcel 4</u>
Area:	57.43 acres	20.84 acres	13.97 acres	10.56 acres	12.06 acres

All parcels from the resulting parcel split will have a lot area greater than 5,000 sq. ft.

17.10.040 Lot Dimensions

Lot Frontage

The minimum lot frontage in the R-L-5 Low Density Residential zone district shall be 40 feet. Each parcel will have the following lot frontage:

	<u>Entire Site</u>	<u>Parcel 1</u>	<u>Parcel 2</u>	<u>Parcel 3</u>	<u>Parcel 4</u>
Street Frontage:	798.06 ft. along 10 ½ Ave.	318 ft. along various streets	442 ft. along 10 ½ Ave.	356.06 ft. along 10 ½ Ave.	62.50 ft. along Jordan Way

All lots proposed under Tentative Parcel Map No. 0012-24 will exceed the lot frontage requirement in the R-L-5 Low Density Residential zone district at the time the parcel map is recorded with the Kings County Clerk/Recorder's office. Parcels 2, 3, and 4 currently exceed the lot frontage requirement, while Parcel 1 is landlocked. As a condition of approval, this Parcel Map shall not be recorded with the Kings County Clerk/Recorder's office until a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map is recorded, in order to provide sufficient street frontage adjacent to Parcel 1. Sufficient street frontage is expected to be provided upon the recordation of Phase 1 of Tract 938, which is consistent with the boundaries of Adjusted Parcel 1 in Parcel Map Waiver No. 0023-24 (see Figure 1, above).

Lot Width

The minimum lot width in the R-L-5 Low Density Residential zone district shall be 50 feet for interior lots and 60 feet for corner lots. All parcels will be interior lots. Each parcel will have the following lot width:

	<u>Entire Site</u>	<u>Parcel 1</u>	<u>Parcel 2</u>	<u>Parcel 3</u>	<u>Parcel 4</u>
Width:	798.06 ft. (minimum width); 1,884 ft.	160 ft. (minimum width); 1,025 ft.	427.10 ft. (minimum width); 520 ft.	269.67 ft. (minimum width); 417 ft.	524 ft. (minimum width); 529 ft.

	(maximum width)	(maximum width)	(maximum width)	(maximum width)	(maximum width)
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All lots proposed under Tentative Parcel Map No. 0012-24 exceed the lot width requirements in the R-L-5 Low Density Residential zone district.

Lot Depth

The minimum lot depth in the R-L-5 Low Density Residential zone district shall be 90 feet. Each parcel will have the following lot depth:

	<u>Entire Site</u>	<u>Parcel 1</u>	<u>Parcel 2</u>	<u>Parcel 3</u>	<u>Parcel 4</u>
Depth:	1,993.39 ft.	1,518 ft.	1,205 ft.	1,465 ft.	999.52 ft.

All lots proposed under Tentative Parcel Map No. 0012-24 exceed the lot depth requirement in the R-L-5 Low Density Residential zone district.

17.10.050 Dwelling Units per Lot

In the R-L-5 Low Density Residential zone district, not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit. Under Tentative Tract 938, the proposed use for each lot is single-family residential. All proposed lots shall meet the dwelling unit per lot requirements for the R-L-5 Low Density Residential zone district upon submittal of a permit application for site development.

17.10.060 Coverage

The maximum coverage of a lot in the R-L-5 Low-Density Residential zone district shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements. The coverage for each lot will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the coverage requirements for the R-L-5 Low Density Residential zone district.

17.10.070 Building Setback Areas

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

Front-Yard Setback

In the R-L-5 Low Density Residential zone district, the front building setback area shall be 15 feet from the front lot line for livable building space and 20 feet for garages, carports, and other non-livable building space. The front-yard setback will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the front-yard setback requirements for the R-L-5 Low Density Residential zone district.

Rear-Yard Setback

In the R-L-5 Low Density Residential zone district, the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one-story high. The rear-yard setback will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the rear-yard setback requirements for the R-L-5 Low Density Residential zone district.

Side-Yard Setback

In the R-L-5 Low Density Residential zone district, the side building setback area shall be five feet from an interior side lot line and ten feet from a street-side property line. The side-yard setback will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the side-yard setback requirements for the R-L-5 Low Density Residential zone district.

The proposed parcel split will not create an encroachment into any required setback areas. Any future development will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-L-5 Low Density Residential zone district.

17.10.080 Distance Between Structures

The minimum distance between structures shall be 10 feet, except as provided by the building code. The distance between structures will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the distance between structures requirement for the R-L-5 Low Density Residential zone district.

17.10.090 Height of Structures

The maximum height of structures shall be 35 feet. The height will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the height requirement for the R-L-5 Low Density Residential zone district.

17.10.110 Driveways

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. Any driveways will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the driveway requirement for the R-L-5 Low Density Residential zone district.

17.10.140 Off-Street Parking

Single-family dwellings in the R-L-5 Low Density Residential zone district shall provide a minimum of one covered and one uncovered parking space. Required parking spaces may not be provided in any front, side, or rear building setback area, except for uncovered driveways. Any parking will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the parking requirements for the R-L-5 Low Density Residential zone district.

17.10.150 Usable Open Space

Lots in the R-L-5 Low Density Residential zone district shall provide for a usable open space area of a minimum 400 square feet that is a minimum 15 feet wide. The open space will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the open space requirements for the R-L-5 Low Density Residential zone district.

17.10.160 Landscaping

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. In order to provide a tree lined street, the required parkway shall have either two street trees, a minimum 15-gallon size, planted on all lots 6,000 square feet or greater, and 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; or one street tree a minimum 15-gallon size, shall be planted on all lots less than 6,000 square feet, and 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. 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. 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 landscaping will be evaluated during the building permit review process required for each residence in Tract 938. All proposed residences shall meet the landscaping requirements for the R-L-5 Low Density Residential zone district.

All requirements of the R-L-5 Low Density Residential zone district have been satisfied, in accordance with Section 17.10 of the Hanford Municipal Code. The proposed parcel split will not create a nonconforming zoning condition, with the condition that this Parcel Map shall not be recorded with the Kings County Clerk/Recorder's office until a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map is recorded.

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 L31, Hanford shall establish the Low Density Residential land use designation to provide mainly single family development on lot sizes typically found in urban settings. According to General Plan Policy L32, Hanford shall define the uses allowed in the Low Density Residential land use designation to include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood. According to General Plan Policy L33, 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. The subdivision of the parcel, as proposed, is consistent with the General Plan, as it will allow the applicant to continue to develop the site as approved under Tentative Tract 938 to create 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 Low Density Residential. Each parcel is designed in conformance with Section 17.10 of the Hanford Municipal Code, pertaining to the R-L-5 Low Density Residential zone district, with the condition of approval that this Parcel Map shall not be recorded with the Kings County Clerk/Recorder's office until a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map is recorded. The lot area and dimension requirements of the R-L-5 Low Density Residential zone district will be satisfied, in accordance with Section 17.10 of the Hanford Municipal Code. This is a request to divide the property in order to help facilitate the further division of this property as approved under Tentative Tract 938. Any future development will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-L-5 Low 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 development. Approval of this Tentative Parcel Map will create separate parcels for each phase of development of Tentative Tract 938, which will help facilitate the further division of this property into smaller lots for single-family residential development as approved under Tentative Tract 938. Any future development will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-L-5 Low Density Residential zone district.

4. Density Finding: That the site is physically suitable for the proposed density of the development.

Analysis: That the Municipal Code prescribes 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, as an additional unit permitted under SB9, or approved as an accessory dwelling unit in accordance with Section 17.60.030, for the R-L-5 Low Density Residential zone district. 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 57.43 acres. The subdivision of the property into four parcels (Parcel 1: 20.84 acres; Parcel 2: 13.97 acres; Parcel 3: 10.56 acres; Parcel 4: 12.06 acres) for phasing will help facilitate the further division of this property into smaller lots for single-family residential development as approved under Tentative Tract 938, which is consistent with the Municipal Code. The density under Tentative Tract 938 is 4.81 dwelling units per gross acre, which is consistent with the density range of two to 10 units per acre 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 on June 13, 2023, the City of Hanford Planning Commission reviewed Tentative Tract 938 - Lunaria, for which a Focused Environmental Impact Report (SCH #2023020035) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Transportation/Traffic. A Notice of Determination was filed with Kings County on June 16, 2023. The changes proposed to the property, proposed herein, do not affect any of the environmental factors evaluated under the Focused Environmental Impact Report (SCH #2023020035) for Tentative Tract 938 - Lunaria. This proposal does not change the scope of Tentative Tract 938 and only serves to facilitate the development of Tentative Tract 938. The Focused Environmental Impact Report as well as Resolution No. 2023-12 certifying the Focused Environmental Impact Report are attached as **Attachment 3**.

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. Any off-site improvements such as curbs, gutters, sidewalks, and drive approaches for 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. The condition of approval to require a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map be recorded prior to this Parcel Map will ensure access is maintained to each parcel.

ENVIRONMENTAL ASSESSMENT

On June 13, 2023, the City of Hanford Planning Commission reviewed Tentative Tract 938 - Lunaria, for which a Focused Environmental Impact Report (SCH #2023020035) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Transportation/Traffic. A Notice of Determination was filed with Kings County on June 16, 2023. The changes proposed to the property, proposed herein, do not affect any of the environmental factors evaluated under the Focused Environmental Impact Report (SCH #2023020035) for Tentative Tract 938 - Lunaria. This proposal does not change the scope of Tentative Tract 938 and only serves to facilitate the development of Tentative Tract 938. The Focused Environmental Impact Report as well as Resolution No. 2023-12 certifying the Focused Environmental Impact Report are attached as **Attachment 3**.

PUBLIC COMMENTS

A Notice of Public Hearing and Notice of a Tentative Parcel Map was published in the newspaper on April 11, 2025, and mailed to property owners within 300 feet of the project site on April 10, 2025. The Community Development Department has not received comments on the project, as of the preparation of this report.

CONDITIONS OF APPROVAL

Project approval shall be subject to the conditions below:

1. This Parcel Map shall not be recorded with the Kings County Clerk/Recorder's office until a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map is recorded.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2025-19, approving Tentative Parcel Map No. 0012-24.

Applicant:
D.R. Horton

419 W. Murray Ave.
Visalia, CA 93291

Property Owner:

Anne Fadenrecht
5063 Old Redwood Hwy
Santa Rosa, CA 95403

ATTACHMENTS:

1. Resolution No. 2025-19
2. Attachment 1 - Tentative Parcel Map
3. Attachment 2 - Resolution No. 2023-13
4. Attachment 3 - Focused EIR/Resolution No. 2023-12
5. Parcel Map

RESOLUTION NO. 2025-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING TENTATIVE PARCEL MAP NO. 0012-24, A REQUEST TO DIVIDE A 57.43-ACRE PARCEL INTO FOUR PARCELS (PARCEL 1: 20.84 ACRES; PARCEL 2: 13.97 ACRES; PARCEL 3: 10.56 ACRES; PARCEL 4: 12.06 ACRES) IN THE R-L-5 LOW DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED EAST OF 10 ½ AVENUE, BETWEEN HANFORD-ARMONA ROAD AND HOUSTON AVENUE IN THE CITY OF HANFORD (APN 011-440-014 AND -015).

At a regular meeting of the City of Hanford Planning Commission duly called and held on April 22, 2025 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Parcel Map No. 0012-24, a request to divide a 57.43-acre parcel into four parcels (Parcel 1: 20.84 acres; Parcel 2: 13.97 acres; Parcel 3: 10.56 acres; Parcel 4: 12.06 acres) in the R-L-5 Low Density Residential zone district has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 16.04 of the Hanford Subdivision Ordinance; and

WHEREAS, the project is located east of 10 ½ Avenue, between Hanford-Armona Road and Houston Avenue in the City of Hanford (APN 011-440-014 and -015); 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, on June 13, 2023, the City of Hanford Planning Commission reviewed Tentative Tract 938 - Lunaria, for which a Focused Environmental Impact Report (SCH #2023020035) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Transportation/Traffic. A Notice of Determination was filed with Kings County on June 16, 2023;

WHEREAS, the changes proposed to the property, proposed herein, do not affect any of the environmental factors evaluated under the Focused Environmental Impact Report (SCH #2023020035) for Tentative Tract 938 - Lunaria. This proposal does not change the scope of Tentative Tract 938 and only serves to facilitate the development of Tentative Tract 938; and

WHEREAS, the proposed Tentative Parcel Map will not have an effect on the environment, therefore, this application relies on the previously certified EIR; and

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 L31, Hanford shall establish the Low Density Residential land use designation to provide mainly single family development on lot sizes typically found in urban settings. According to General Plan Policy L32, Hanford shall define the uses allowed in the Low Density Residential land use designation to include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood. According to General Plan Policy L33, 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. The subdivision of the parcel, as proposed, is consistent with the General Plan, as it will allow the applicant to continue to develop the site as approved under Tentative Tract 938 to create 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 Low Density Residential. Each parcel is designed in conformance with Section 17.10 of the Hanford Municipal Code, pertaining to the R-L-5 Low Density Residential zone district, with the condition of approval that this Parcel Map shall not be recorded with the Kings County Clerk/Recorder's office until a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map is recorded. The lot area and dimension requirements of the R-L-5 Low Density Residential zone district will be satisfied, in accordance with Section 17.10 of the Hanford Municipal Code. This is a request to divide the property in order to help facilitate the further division of this property as approved under Tentative Tract 938. Any future development will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-L-5 Low 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 development. Approval of this Tentative Parcel Map will create separate parcels for each phase of development of Tentative Tract 938, which will help facilitate the further division of this property into smaller lots for single-family residential development as approved under Tentative Tract 938. Any future development will be evaluated upon submittal of a permit application for site development to ensure consistency with the standards of the R-L-5 Low Density Residential zone district.

4. Density Finding: that the site is physically suitable for the proposed density of the development.

Analysis: That the Municipal Code prescribes 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, as an additional unit permitted under SB9, or approved as an accessory dwelling unit in accordance with Section 17.60.030, for the R-L-5 Low Density Residential zone district. 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 57.43 acres. The

subdivision of the property into four parcels (Parcel 1: 20.84 acres; Parcel 2: 13.97 acres; Parcel 3: 10.56 acres; Parcel 4: 12.06 acres) for phasing will help facilitate the further division of this property into smaller lots for single-family residential development as approved under Tentative Tract 938, which is consistent with the Municipal Code. The density under Tentative Tract 938 is 4.81 dwelling units per gross acre, which is consistent with the density range of two to 10 units per acre 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 on June 13, 2023, the City of Hanford Planning Commission reviewed Tentative Tract 938 - Lunaria, for which a Focused Environmental Impact Report (SCH #2023020035) was prepared, and a Statement of Overriding Considerations was adopted for the impacts to Transportation/Traffic. A Notice of Determination was filed with Kings County on June 16, 2023. The changes proposed to the property, proposed herein, do not affect any of the environmental factors evaluated under the Focused Environmental Impact Report (SCH #2023020035) for Tentative Tract 938 - Lunaria. This proposal does not change the scope of Tentative Tract 938 and only serves to facilitate the development of Tentative Tract 938.

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. Any off-site improvements such as curbs, gutters, sidewalks, and drive approaches for 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. The condition of approval to require a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map be recorded prior to this Parcel Map will ensure access is maintained to each parcel.

THEREFORE, BE IT RESOLVED that Tentative Parcel Map No. 0012-24 be approved, subject to the condition of approval below:

1. This Parcel Map shall not be recorded with the Kings County Clerk/Recorder's office until a phase of Tract 938 with at least 40 feet of street frontage adjacent to Parcel 1 of this Tentative Parcel Map is recorded.

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 22nd day of April 2025.

Jason Waters, Secretary

Exhibit A
Tentative Parcel Map No. 0012-24

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS CCS83(2017.50), ZONE 4, SHOWN LOCALLY BY THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 1-19/21, M.D.B.&M., BEARING NORTH 89°21'52" WEST, AND IS BASED UPON GPS OBSERVATIONS FROM CSRN STATIONS CRCN AND LEMA, ALL HAVING PUBLISHED ACCURACIES OF LESS THAN 1 CM.

FLOOD ZONE NOTE

THE SUBJECT SITE IS IN ZONE X, AREAS OF MINIMAL FLOOD HAZARD AS SHOWN ON FEMA FIRM PANEL 06031C0185C, EFFECTIVE 6/16/2009.

EASEMENT NOTE

10.00' EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED APRIL 10, 1958 AS INSTRUMENT NO. 3834, BOOK 707, PAGE 336, O.R.K.C.

LEGEND

BFP		EXISTING BACK FLOW PREVENTER
FH		EXISTING FIRE HYDRANT
IW		EXISTING IRRIGATION WELL
PP		EXISTING POWER POLE
SSMH		SANITARY SEWER MANHOLE
SP		EXISTING STAND PIPE
TP		EXISTING TELEPHONE POLE
TREE		EXISTING TREE
WV		EXISTING WATER VALVE
APN		ASSESSOR'S PARCEL NUMBER
D.N.		DOCUMENT NUMBER PER OFFICIAL RECORDS

K.C.R.		KINGS COUNTY RECORDS
		SUBDIVISION BOUNDARY
		PROPOSED PARCEL LINE
		EXISTING RIGHT OF WAY LINE
		ADJACENT PARCEL LINE
		PROPOSED SANITARY SEWER LINE
		EXISTING CONTOUR
		EXISTING EDGE OF DIRT ROAD
		EXISTING FENCE, BARBED WIRE
		EXISTING FENCE, CHAINLINK
		EXISTING FENCE, WOOD
		EXISTING OVERHEAD ELECTRIC LINE
		EXISTING IRRIGATION LINE
		EXISTING SANITARY SEWER
		EXISTING WATER LINE

LEGAL DESCRIPTION

BEING ALL OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, ALL OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER, AND A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, ALL OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER;

THENCE ALONG THE WEST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, NORTH 00° 01' 22" WEST, A DISTANCE OF 973.41 FEET TO THE TRUE POINT OF BEGINNING; THENCE THROUGH THE INTERIOR OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, THE FOLLOWING TWENTY EIGHT (28) ARCS, COURSES AND DISTANCES:

1. SOUTH 89° 52' 43" EAST, A DISTANCE OF 39.09 FEET;
2. SOUTH 00° 07' 17" WEST, A DISTANCE OF 71.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 20.00 FEET;
3. SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;
4. SOUTH 89° 52' 43" EAST, A DISTANCE OF 324.32 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 20.00 FEET;
5. EASTERLY, NORTHEASTERLY AND NORTHERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;
6. NORTH 00° 07' 17" EAST, A DISTANCE OF 70.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 20.00 FEET;
7. NORTHERLY, NORTHWESTERLY AND WESTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;
8. NORTH 89° 52' 43" WEST, A DISTANCE OF 6.00 FEET;
9. NORTH 00° 07' 17" EAST, A DISTANCE OF 60.00 FEET;
10. SOUTH 89° 52' 43" EAST, A DISTANCE OF 6.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 20.00 FEET;
11. EASTERLY, NORTHEASTERLY AND NORTHERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;
12. NORTH 00° 07' 17" EAST, A DISTANCE OF 13.00 FEET;
13. SOUTH 89° 52' 43" EAST, A DISTANCE OF 60.00 FEET;
14. NORTH 00° 07' 17" EAST, A DISTANCE OF 81.00 FEET;
15. SOUTH 89° 52' 43" EAST, A DISTANCE OF 444.00 FEET;
16. SOUTH 00° 07' 17" WEST, A DISTANCE OF 81.00 FEET;
17. SOUTH 89° 52' 43" EAST, A DISTANCE OF 60.00 FEET;
18. SOUTH 00° 07' 17" WEST, A DISTANCE OF 13.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 20.00 FEET;
19. SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;
20. SOUTH 89° 52' 43" EAST, A DISTANCE OF 6.00 FEET;
21. SOUTH 00° 07' 17" WEST, A DISTANCE OF 60.00 FEET;
22. NORTH 89° 52' 43" WEST, A DISTANCE OF 6.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 20.00 FEET;
23. WESTERLY, SOUTHWESTERLY AND SOUTHERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;
24. SOUTH 00° 07' 17" WEST, A DISTANCE OF 70.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 20.00 FEET;
25. SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;
26. SOUTH 89° 52' 43" EAST, A DISTANCE OF 40.00 FEET;
27. SOUTH 00° 07' 17" WEST, A DISTANCE OF 68.00 FEET;
28. SOUTH 89° 52' 43" EAST, A DISTANCE OF 299.57 FEET TO THE EAST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER;

THENCE ALONG LAST SAID EAST LINE, SOUTH 00° 14' 38" WEST, A DISTANCE OF 551.63 FEET TO THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 1;

THENCE ALONG THE EAST LINE OF SAID SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, SOUTH 00° 13' 52" WEST, A DISTANCE OF 333.03 FEET TO THE SOUTHWEST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 1;

THENCE ALONG THE SOUTH LINE OF SAID NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, SOUTH 88° 18' 30" WEST, A DISTANCE OF 664.53 FEET TO THE EAST LINE OF SAID NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER;

THENCE ALONG LAST SAID EAST LINE AND THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 1, SOUTH 00° 23' 12" WEST, A DISTANCE OF 999.52 FEET TO THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER;

THENCE ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE NORTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, NORTH 88° 16' 39" EAST, A DISTANCE OF 1993.39 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 1;

THENCE ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER, SOUTH 00° 23' 10" WEST, A DISTANCE OF 1331.02 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 1;

THENCE ALONG THE WEST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, SOUTH 00° 01' 22" EAST, A DISTANCE OF 351.05 FEET TO THE TRUE POINT OF BEGINNING;

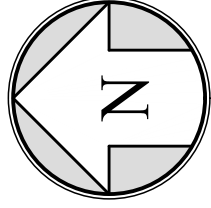
EXCEPTING THEREFROM, THE FOLLOWING DESCRIBED PORTION OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 1:

COMMENCING AT THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER;

THENCE ALONG THE WEST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER,

NORTH 00° 01' 22" WEST, A DISTANCE OF 973.41 FEET TO THE TRUE POINT OF BEGINNING; THENCE THROUGH THE INTERIOR OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, THE FOLLOWING TWENTY ONE (21) ARCS, COURSES, AND DISTANCES:

1. SOUTH 89° 52' 43" EAST, A DISTANCE OF 39.09 FEET;
2. SOUTH 00° 07' 17" WEST, A DISTANCE OF 71.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 20.00 FEET;
3. SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH AN ANGLE OF 90° 00' 00", AN ARC LENGTH OF 31.42 FEET;



200' 0' 200'
SCALE: 1"= 200'

TENTATIVE PARCEL MAP

A PORTION OF THE NORTHEAST QUARTER AND SOUTHEAST QUARTER OF SECTION 1, T.19S., R.21E., MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA. SEPTEMBER, 2024

BY:

PROJECT SITE INFORMATION

APN:
011-440-015 & 014

RECORD OWNERSHIP:
DANIEL M. FANDERECHT AND BETTY FANDERECHT
TRUST OF DECEMBER 15, 1963
6827 E. MCKENZIE AVENUE
FRESNO, CA 93727

SUBDIVIDER/APPLICANT:
D.R. HORTON CA3, INC.
419 W. MURRAY AVENUE
VISALIA, CA 93291
(559) 636-9850



601 POLLASKY AVE., STE. 301 TEL: (559) 449-2400
CLOVIS, CA 93812 WWW.QKINC.COM
LAND SURVEYOR: ANTONIO WESTERLUND, PLS



LOCATION MAP

NOT TO SCALE



RESOLUTION 2023-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING VESTING TENTATIVE TRACT 938, A REQUEST BY DR HORTON TO SUBDIVIDE 95 ACRES INTO A 457-LOT SUBDIVISION, INCLUDING A 4.4-ACRE STORMWATER RETENTION BASIN, AND A 5.82-ACRE PARK, IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED EAST OF 10 ½ AVENUE, BETWEEN HANFORD-ARMONA ROAD AND HOUSTON AVENUE IN THE CITY OF HANFORD (APN 011-440-014 AND -015).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on June 13, 2023, by motion of Commissioner SANCHEZ, and seconded by Commissioner DOUGLAS, and duly carried, the following resolution was adopted:

WHEREAS, Vesting Tentative Subdivision Map No. 938, a request by DR Horton to subdivide 95 acres into a 457-lot subdivision, including a 4.4-acre stormwater retention basin, and a 5.82-acre park in the R-L-5 Low-Density Residential zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford, in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the project is located east of 10 ½ Avenue, between Hanford Armona Road and Houston Avenue (APN 011-440-014 and -015); 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

NOW, THEREFORE, BE IT RESOLVED, the Final Focused Environmental Impact Report SCH#2023020035 has been certified for the project, under Resolution 2023-12, asserting that the proposed project would have a significant and unavoidable impact to Transportation and Traffic and a Statement of Overriding Considerations has been adopted for the project; and

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

1. Consistency Finding:

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

2. Design Finding:

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

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 938. 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 4.81 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 938 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

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

THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Hanford hereby approves Vesting Tentative Tract 938, subject to the Mitigation Monitoring and Reporting Program, attached as **Exhibit B**, the conditions of approval, attached as **Exhibit C**, and the following:

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

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

AYES: Commissioners SANCHEZ, DOUGLAS, NORRIS, DEVINE
NOES: Commissioners HAM
ABSTAIN: Commissioners NONE
ABSENT: Commissioners NONE

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 **13th** day of **June, 2023**.



Jason Waters, Deputy City Manager
Secretary of the Planning Commission

Exhibit B:
Mitigation Monitoring and Reporting Program

Table 1-3
Summary for Mitigation

Impacts	Mitigation Measures	Level of Significance
Section 4.6 Transportation		
4.6-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	No mitigation is required.	Less than significant
4.6-2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	MM 4.6-1: Prior to the recordation of the final map, the design shall include Class II Bikeways along the Project frontages to 10 ½ Avenue and Orchard Avenue	Significant and Unavoidable

Exhibit C:
Conditions of Approval

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 938

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

General Plan Designation: Low-Density Residential

Zoning: R-L-5 Low-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

General Requirements:

- ☒ That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
- ☒ That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.
- ☒ That the final map be submitted to the City Engineer and Community Development Department for compliance with the Tentative Subdivision Map approval prior to recording the final map.
- ☒ That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
- ☒ That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
- ☒ That Vesting Tentative Tract 938 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 938 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.

Environmental Requirements:

- ☒ That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA-certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
- ☒ That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
- ☒ That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

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

Rooftop Equipment 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 938(504-0542)

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.

Hanford Fire Department

Contact Fire Marshal Christy Whittington @ 559-585-2594 or cwhittington@cityofhanfordca.com

concerning questions that you may have on the following conditions.

Site Plan Review: TT 938

Project #: TSM0003-23

General Instructions

1. Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.
2. All fire protection systems must be installed and operational prior to occupying the building.
3. All permits shall be issued and fees paid prior to scheduling inspections with the Fire Department. To schedule appointments for inspections, please call **559-585-2545**.
4. Scope of work shall be clearly stated on all plans submitted for permit.
5. All deferred submittals shall be listed on the building plan title page. All deferred submittals are required to be submitted within 30-days of building permit issuance.

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☒ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2019 Ca.Fire Code. Provide most current fire flow information for this location.
4. ☒ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☒ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Please contact the Building department for submittal process.
6. ☒ For automatic sprinkler systems, ***a separate permit must be submitted.*** Please contact the Building department for submittal information.
7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser inside of it and shall have the following building elements:
 - At least one man door shall be provided- only exterior door(s) are allowed
 - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' X 4' room.
 - One-hour rated construction
 - Fire Sprinkler head coverage required

- Normal and emergency back-up lighting shall be installed inside the fire riser room.
- The exterior of the fire riser door shall have permanent signage stating **FIRE RISER ROOM** in a contrasting color to background.
- For existing buildings: please contact the Fire Department.

8. ☐ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. **A separate fire department permit is required** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the Building Department for submittal process.
9. ☐ A hydrant will be required within 50 feet of the Fire Department connection. **Knox FDC Locking Caps** are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.
10. ☒ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road (as measured by an approved route around the exterior of the building) on-site fire hydrants and mains shall be provided where required by the fire code official.
11. ☒ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.
12. ☐ No additional hydrants are necessary for this project.
13. ☐ Number of additional hydrants necessary for this project: _____
14. ☐ Fire hydrant spacing shall be as follows:
- Section 507 or as required by appendix C of the 2019 CFC.
15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.
16. ☐ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings (as measured by an approved route around the exterior of the building or facility).
17. ☒ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.
18. ☒ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.

19. ☒ Access road turning radius for fire apparatus is as follows:
- 20 feet, 1 inch inside turning radius
 - 44 feet, 6 inch outside radius
20. ☐ Additional access roads may be required per CFC 2019 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.
21. ☐ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
22. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
- **Access roads 20-26 feet in width:** Fire lanes shall be on both sides of the fire apparatus access roads.
 - **Access roads 26 to less than 32 feet in width:** Fire lanes shall be on one side of the fire apparatus access roads.
 - **Access roads 32 feet in width or more:** No fire lanes required.
23. ☒ Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING - FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
24. ☒ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.
25. ☐ Locked gates installed across fire department access roads:
- **Manual gates** with a chain lock require a **Knox Padlock** to be installed on them; or a **Knox Box** shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box. (See www.knoxbox.com for current models)
 - **Electric Gates** shall be equipped with an electric **Knox Key Switch**, at the gate location.
 - In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.

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

26. ☐ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com. If there is an existing Know Box installed, contact the Fire Department to determine if it will suffice.

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

Size of Address Numbers:

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

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

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

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

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

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

33. ☐ Provide a Knox Box for all structures and gates. In accordance to the 2019 CFC 506.1. Location shall be approved by Hanford Fire Department.

34. ☒ Provide premises identification for all structures. Shall be visible from the street. A minimum of four (4) inch numbering on contrasting background. In accordance to the 2019 CFC 505.1

35. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I Hood. In accordance with the California Mechanical Code, and an automatic fire extinguishing system that is listed and labeled for its intended use.

36. ☐ Insulated liquid carbon dioxide systems used in beverage dispensing applications with more than 100 pounds (45.4kg) of carbon dioxide shall comply with 2019 CFC 5307.3.1
37. ☐ Facility to provide minimum 2A10BC type fire extinguishers. Provide location and number of fire extinguishers to be installed in accordance to CFC 906.
38. ☐ All exiting shall comply with California Fire and Building Code requirements. Requirements shall comply with section 10 of the 2019 CFC 1004.9
39. ☐ Posting of Occupant Load sign shall be provided if room or spaces used for Assembly, Classroom, Dining, or similar purposes having an occupant load of fifty (50) or more persons. Sign shall be placed in conspicuous location and near the main exit in accordance to CFC 1004.9



City of Hanford

Department of Public Works

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

PROJECT: Tract 938 Lunaria- 10 ½ Avenue and Orchard Drive

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, culverts, landscape improvements and all other infrastructure required to complete development. All plans shall follow City Standards and shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."
4. That the developer shall submit to the City of Hanford Engineering Division, at the time of submitting the RECORD DRAWINGS, a copy of the dry utility plans. The plans shall include all electrical, communications and gas lines.

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements, as well as the 36" Storm Drain pipe easement as designated by the City Engineer Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.
3. That all proposed landscape/public utility easements, located as shown on the tentative subdivision map, shall be dedicated to the City and be delineated on the final subdivision map. Landscape/public utility easement shall meet or exceed the following minimum widths:
 - a.) 10 1/2 Ave– Ten feet landscape
 - b.) Orchard Drive – Ten feet landscape
 - c.) All residential streets – Six feet public utilities

Steve Coodey

Assistant Engineer (559) 585-2582

6/02/2023

DATE



City of Hanford

Department of Public Works

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

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That all proposed landscape and public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map, unless modified herein.
3. That a Right to Farm document shall be recorded concurrent with the Final Map.

Restricted Access:

1. That all access shall be restricted from lots at the property lines backing onto 10 1/2 Ave and Orchard Drive and shall be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
3. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:
 - a. 10 1/2 Avenue shall be developed as a Commercial/Industrial Street with meandering sidewalk along the development frontage as shown on the Tentative Subdivision Map. The alignment of 10 1/2 Avenue shall shift as proposed with the Tentative Subdivision Map so power poles on the east side of 10 1/2 Avenue will remain and be located 2' behind curb face. Twelve foot (12') wide left hand turn pockets shall be installed for access to Marconi Drive and Orchard Drive. It is suggested that the length of turn pocket for Marconi Drive and Orchard Drive are a minimum of 75'. All improvements shall be constructed in conformance with City Standards ST-17 and ST-29 and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 7.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of 10 1/2 Avenue within the limits of the subdivision, concurrent with the submittal of development improvement plans. Reconstruction of 10 1/2 Avenue (or another form of mitigation as approved by the City Engineer) will be required if the existing street structural section does not conform to City Standards and Specifications.

Steve Coodey
Assistant Engineer (559) 585-2582

6/02/2023
DATE



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3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, meandering sidewalk, landscaping, decorative masonry block wall, street lights, half width street construction on the east side of 10 ½ Avenue, including pavement reconstruction of existing roadway if applicable, with a protected southbound left turn lanes at Marconi Drive and Orchard Drive, and a minimum 12 foot Southbound travel lane and a 4 foot paved shoulder west of the centerline, including pavement reconstruction of roadway if applicable, and all street signing, striping and transition paving as required. 10 ½ Avenue shall include Class II bike lanes on the east side of 10 ½ Avenue. Raised concrete median not required.
- b. Orchard Drive shall be developed as a Minor Collector Street, from 10 ½ Avenue to the east subdivision boundary. All improvements shall be constructed in conformance with City Standards ST-26, and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 6.0.
 2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, parkstrip sidewalk, landscaping, decorative masonry block wall, street lights, timber barricade and all street signing, striping as required. Distance from curb to curb widened to 44' at connection to 10 ½ Avenue. Class II bike lanes are required.
- c. Gilkey Lane shall be developed as a Residential Street. All improvements shall be constructed in conformance with City Standard ST-32, and as follows:
 1. Developer shall install a timber barricade at the north boundary of Gilkey Lane in conformance with City Standard Detail GE-59.
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer.
4. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within 10 1/2 Avenue, consisting of street striping, signing and street paving from 20' west of gutter lip to the east edge of the existing 10 1/2 Avenue street sections including a 12' travel lane and a 4' paved shoulder. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing 10 1/2 Avenue street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvements and the reconstruction of the existing 10 1/2 Avenue street section, if required, will not be subject to a credit. Developer shall submit a minimum of three competitive bid proposals to substantiate the cost of reimbursable items for City Engineer Department review and approval prior to beginning construction. All documentation of materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by City Engineer's staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-

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reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of 10 ½ Avenue and Orchard Drive for lots backing onto said streets:
 - a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall improvement plans include profiles and shall be reviewed and approved by both the City Engineer and Community Development Departments.
 - b. A 4 ½ foot wide meandering detached sidewalk along the development frontages of 10 ½ Avenue.
 - c. A 4 ½ foot detached sidewalk along the development frontages of Orchard Drive.
 - d. Landscaping and irrigation system improvements along the development frontages of 10 ½ Avenue and Orchard Drive shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Engineer, Parks & Recreation, and Community Development Departments.
2. That all species of trees and plants shall be selected from a list approved by the City's Parks and Recreation Commission.
3. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All new irrigation electrical and control cabinets shall be installed in a cabinet that is anchored to a dedicated concrete slab.
4. That a covenant including each residential lot within the subdivision and requiring care and maintenance of local street park strip landscape improvements along the individual lot frontage(s) by the homeowners thereof shall be recorded concurrent with the final map.

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Neighborhood Park Improvements:

1. That the developer shall consult with City Parks & Recreation and Engineering staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, concrete walking paths, decorative landscaping, hydroseeded lawn and irrigation system improvements, drinking fountains, park benches, park tables/benches, trash receptacles and decorative security lights to illuminate the walking paths. The developer shall retain the services of a licensed landscape architect to design all park facility improvements. The City's Engineering Department and Parks and Recreation Department shall review for approval, the proposed park improvements and estimated costs associated with said improvements that are eligible for reimbursement, prior to approving final park improvement plans. Upon approval the Developer shall submit to the City Engineering Department the proposed bid document showing all bid line items and purchased items.
2. That the park shall be indicated on the Final Map as "Lot B".
3. The Developer shall submit a minimum of three (3) itemized contractor bids for park improvements to the City's Engineering Department and Parks and Recreation Department prior to construction. The lowest complete bid will be accepted for construction approval provided it does not exceed the available reimbursement funding. Omitting bid items from the contractor's bid will not be accepted. The city will assess improvement costs to determine feasibility and has the option to make necessary cost adjustments as needed.
4. Developer shall not approve a bid for construction until the City has verified that the cost associated with the park improvements, including the purchase price of the park property combined, does not exceed available reimbursement funding of the Park Impact Fees set forth in the city's current Impact Fee Study adopted by City Council in January 2020 for the development. Any costs exceeding the available reimbursement impact fee collected for the development will not be reimbursed to the developer.
5. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for park improvements constructed by the developer in accordance with the Municipal Code. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act, and combined costs shall not exceed the reimbursement funding as itemized for the Park Impact Fee in the Impact Fee Study adopted by City Council in January 2020.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Engineering Department review and approval along with the first submittal of improvement plans for the development.
2. That the sanitary sewer system shall connect to the existing sanitary sewer main within 10 ½ Avenue.

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Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Engineering Department review and approval along with the first submittal of improvement plans for the development.
2. That the storm drain basin shall be indicated on the Final Map as "**Lot A**".
3. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The retention basin shall be constructed in conformance with City Standards and the entrance to the basin shall be located on S. Harris Street. The entrance shall have a city standard drive approach with double wide gate that aligns with adjacent residential dwelling setback requirements. The access road to the basin shall be paved with asphalt concrete between the drive approach and the basin service road.
4. **Existing Lucern Irrigation Ditch**-The Developer shall abandon the existing Lucern Irrigation Ditch as an irrigation ditch and remove the existing outfall structure currently located north of the north boundary of the development. The abandonment of the irrigation ditch and the establishment as a storm drain easement sufficient for a 36" storm drain pipe shall be from the existing outfall structure location to the south boundary of the development.
5. The section of ditch along the north boundary of the development and along 10 ½ Avenue project frontage shall be piped underground concurrent with each phase of development with a permanent outlet aligning to the existing open irrigation ditch at the south project boundary. The developers engineer shall show the piping elevation which must be designed for future extension of 36" pipe that will connect to the existing 30" storm drain piping crossing Houston Avenue that ultimately drains into an existing ponding basin south of Houston Avenue.
6. The developer shall establish a storm drain easement and extend the existing 36" underground piping from the existing outlet to a new outfall structure at the south boundary of the development as a storm drain system. All pipe material located within private lots of the development shall be spun pipe. The developer may size the proposed development storm drain basin to accommodate the additional storm drain runoff capacity.
7. The developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

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

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a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

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

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping and irrigation located along the property frontages of 10 1/2 Avenue and Orchard Drive located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, irrigation, subdivision interior street lighting and decorative fencing. The developer shall provide 90 days maintenance for landscape and irrigation for the park and for landscape easements after city acceptance of landscaping improvements. All other park improvements and interior street lighting and decorative fencing shall be covered by a one year warranty after Notice of Completion.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
3. That development is **NOT** subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Fee payable with each building permit.
5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14 or any revisions thereof. Fee payable with each building permit.
7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16 or any revisions thereof. Fee payable with each building permit.
8. That development is **NOT** subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof.

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6/02/2023

DATE

FINAL FOCUSED ENVIRONMENTAL IMPACT REPORT

CITY OF HANFORD TENTATIVE TRACT 938



JUNE 2023



FINAL FOCUSED ENVIRONMENTAL IMPACT REPORT

TENTATIVE TRACT MAP 938

Prepared for:



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

Consultant:



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June 2023

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List of Acronyms and Abbreviations

APN	Assessor Parcel Number
AWSC	All-way Stop Controls
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDPH	California Department of Public Health
CEQA	California Environmental Quality Act
CTC	California Transportation Commission
EIR	Environmental Impact Report
GP	General Plan
HJO	Hanford Municipal Airport
HST	High-Speed Train
ITE	Institute of Transportation Engineers
KART	Kings Area Rural Transit
KCAG	Kings County Association of Governments
KCAPTA	Kings County Area Public Transit Agency
LOS	level of service
MDB&M	Mount Diablo Base and Meridian
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NWS	National Weather Service
OPR	Office of Planning and Research
PRC	Public Resources Code
RHNA	Regional Housing Needs Allocation
ROW	right of way
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SDR	site development review
SJVAPCD	San Joaquin Valley Air Pollution Control District
SOI	Sphere of Influence
SOV	single-occupant vehicle
STIP	State Transportation Improvement Program
TA	Technical Advisory
TIA	Traffic Impact Analysis
TWSC	Two-way Stop Controlled
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled

CHAPTER 1 - EXECUTIVE SUMMARY

1.1 - Introduction

This Draft 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 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). The Project is located in the incorporated City of Hanford, California. Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot road right of way (ROW).

The purpose of this Draft 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 Draft 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.

1.2 - Project Summary

1.2.1 - PROJECT LOCATION

The Project is located in the incorporated City of Hanford, California. The Project site is adjacent to 10 ½ Avenue to the west and between Hanford-Armona Road and Houston Avenue in the City of Hanford, Kings County, CA. The Project is on Assessor Parcel Numbers (APN) 011-440-015 and 011-440-014, within Section 1, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

1.2.2 - PROJECT DESCRIPTION

The Applicant proposes the construction of 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot ROW.

In order for the Project to be constructed, approval of the following actions is required:

- Tentative Tract Map 938 (Figure 3-5)

Construction will take approximately 24 months, with a total buildout of the homes by Q4 2025. There will be six phases, with the following lots constructed per phase:

- Phase 1 – 106 lots
- Phase 2 – 65 lots
- Phase 3 – 78 lots
- Phase 4 – 67 lots
- Phase 5 – 67 lots
- Phase 6 – 69 lots

1.3 - Lead Agency, Responsible Agency, and Trustee Agencies

The Project Applicant and 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:

- 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.

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 one resource related to the Project, which was determined to be subject to potentially significant impacts in the NOP scoping process, and these are addressed in the following sections:

- 4.17 – Transportation and Traffic

Section 4.1 provides 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 Notice of Preparation (NOP) and attached materials, as well as public and agency input during the scoping period. The City of Hanford prepared and circulated a Notice of Preparation (NOP) to responsible, trustee, and local agencies for review and comment on February 2, 2023. 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 February 14, 2023, at Hanford City Council Chambers, located in CIVIC CENTER BUILDING, 315 N Douty St, Hanford, CA 93230. (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 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 Hanford Sentinel 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
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 de Silva Myers
City of Hanford Community Development Department
317 N Douty St, Hanford, CA 93230

email: gdesilva@cityofhanfordca.com

1.8 - Environmental Impacts

Section 15128 of the California Environmental Quality Act (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 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 all environmental 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 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 4.2-1: 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 4.2-2: 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
- Impact 4.11-2: 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

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

Population and Housing

- Impact 4.14-2: Displace a 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 4.2-5: 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 off-site 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

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
- 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 4.14-1: 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 4.17-1: Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- Impact 4.17-2: Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)
- 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. After a full analysis, no effects were determined to be less than significant with the incorporation of mitigation measures.

None

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
Transportation and Traffic Impact 4-17.2	The Project's VMT would exceed the Kings County baseline average. Although implementation of Mitigation Measure 4.1-1 is expected to reduce VMT for the Project, the amount of reduction would not bring the Project below the Kings County baseline average.; therefore, impacts are considered significant and unavoidable .	Project impacts are considered <i>significant and unavoidable</i> , even with feasible mitigation. This is in large part due to the lack of VMT-adopted thresholds for the City of Hanford. The only recognized VMT standard is from the County of Kings as it relates to greenhouse gas reductions. Due to the proposed Project being significant and unavoidable and no adopted thresholds for VMT, the cumulative impacts for the City of Hanford would be considered significant and unavoidable .

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

- *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 457 to 228.
- *Alternative C – Multi-Family Alternative.* This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 20 dwelling units per gross acre (1,196 units).
- *Alternative D– Different Sites Alternative.* This alternative would relocate the Project to one of two different sites in order to be located nearer to regional commercial. This alternative would place the Project on the west side of the City, along Hanford-Armona Road, west of South 12th Avenue, or on the southeast corner of 9 ¼ Avenue and Grangeville Boulevard.

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 other Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Sites. Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

Table 1-2
Comparison of Alternatives' Impacts

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
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?	—	Yes	No	Yes	No

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.”

A key consideration in evaluating growth inducement is whether the activity in question constitutes “planned growth.” A project that is consistent with the underlying General Plan and zoning designations would generally be considered planned growth because it was previously contemplated by these long-range documents, and, thus, would not be deemed to have a significant growth-inducing effect. Likewise, a project that requires a General Plan Amendment may be considered to have a substantial growth-inducing effect because such intensity was not contemplated by the applicable long-range documents. It should be noted that these are hypothetical examples, and conclusions about the potential for growth inducement will vary on a case-by-case basis.

With respect to residential land uses, the Project does not include a General Plan Amendment or a change in Zone District. The existing General Plan designation for the Project is Low Density Residential and the existing Zoning is Low Density Residential (5,000 SF min.). The Project would accordingly not directly result in unplanned population growth of the City.

With respect to employment during construction, the jobs created by the Project will primarily employ persons living within the area. It is anticipated that the majority of the jobs will be filled by existing City or County residents; some employees would come from the region and commute, while a small number would relocate to the City. This small number of new residents is anticipated by the General Plan.

Therefore, this Project would not result in a large increase in new residential units or employment. In addition, the Project is situated in urbanized areas within the City of Hanford, where existing 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 remove barriers to off-site development.

Although the Project accommodates planned residential growth, the net increase in population on the Project site would be less than significant.

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 three 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*:

- Transportation
 - Vehicle Miles Travelled (VMT)
 - Evaluate local and cumulative impacts

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 for Mitigation**

Impacts	Mitigation Measures	Level of Significance
Section 4.6 Transportation		
4.6-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	No mitigation is required.	Less than significant
4.6-2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	MM 4.6-1: Prior to the recordation of the final map, the design shall include Class II Bikeways along the Project frontages to 10 ½ Avenue and Orchard Avenue	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 a project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated.
- Any unavoidable adverse impacts 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 the 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 the proposed Project and would occur at the same time and place.
 - Indirect or secondary impacts that would be caused by the 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 fall 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 the 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 the 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 the 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 February 2, 2023. 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 February 14, 2023, at Hanford City Council Chambers, located in Civic Auditorium, 400 North Douty Street, 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 February 2, 2023, and ended March 4, 2023. 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 5:30 p.m. February 14, 2023, at Hanford City Council Chambers, located in Civic Auditorium, 400 North Douty Street, Hanford, CA 93230.

NOP and Scoping Meeting Results

One individual was present during the February 14, 2023, scoping meeting. No comment letters were submitted during the scoping meeting. Additional comments were made by Planning Commissioner Dennis Ham. These comments are summarized in Table 2-2, below.

NOP Written Comments

The City received three letters with comments in response to the NOP. Specific concerns raised in written comments received during the 30-day 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. The comments are also 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 NOP.
State Agencies	
Office Planning (letter dated February 8, 2023)	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 Native American Heritage Commission	The NHAC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources and compliance with tribal consultation requirements of SB18 and AB52.
California Department of Fish and Wildlife (CDFW) (March 3, 2023)	1. CDFW recommends assessing presence/absence of San Joaquin Kit Fox (SJKF) by conducting focused den surveys as part of the biological technical studies conducted in support of the CEQA document. CDFW also recommends a qualified biologist conduct on-site worker awareness training and inspect all construction materials for SJKF before use. Any pits or trenches created shall be sloped or covered to prevent inadvertent take. 2. If suitable Crotch Bumblebee (CBB) habitat exists in areas of planned Project-related ground disturbance, equipment staging, or materials laydown, CDFW recommends a qualified biologist conduct a habitat assessment and surveys as part of the biological technical studies conducted in support of the CEQA document to determine if the Project area or its immediate vicinity contain habitat suitable to support CBB. If surveys cannot be completed, CDFW recommends avoiding disturbing potential CBB habitat. 3. To evaluate potential Project-related impacts, CDFW recommends that a qualified biologist conduct a habitat assessment as part of the biological technical studies conducted in support of

Commenter	Summary of Comment
	the CEQA document, to determine if the Project site or the immediate vicinity contains suitable habitat for Swainson's Hawk (SWHA). If suitable foraging or nesting habitat is present, CDFW recommends that a qualified biologist conduct surveys for nesting SWHA. 4. Burrowing owl and American badger have the potential to occur in the Project area. These species have been documented to occur in the vicinity of the Project site, which supports requisite habitat elements (CDFW 2023). CDFW recommends that a qualified biologist conduct a habitat assessment as part of the biological technical studies conducted in support of the CEQA document, to determine if Project areas or their immediate vicinity contain potential habitat for the species mentioned above. If potential habitat is present, CDFW recommends that various measures be implemented prior to and during any ground-disturbing activities.
Department of Toxic Substances Control (DTSC) (February 17, 2023)	DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the EIR: 1. Provide regulatory concurrence that the Project site is safe for construction and the proposed use. 2. Acknowledge the potential for historic or future activities on or near the Project site to result in the release of hazardous wastes/substances on the Project site. Also, identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency that will be responsible for providing appropriate regulatory oversight. 3. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the Project described in the EIR.

Commenter	Summary of Comment
	4. If structures are to be demolished surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos-containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. 5. Proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material. 6. Conduct a proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).
Local Agencies	No local agencies submitted comments in response to the NOP.
Members of the Public	No written comments were received

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	Onan Champi - property owner.Mr. Champi had two questions: 1. Will any roads connect to 10th Avenue? 2. Wants property owner to be aware of Heavy Industrial zoning owned by Onan Champi on 10th Avenue Additional comments were made by Planning Commissioner Dennis Ham: 1. street name concerns 2. lot numbering and phasing concerns 3. Echo Ln naming concern; Orchard Ave naming concern 4. Concern about traffic flow into the project, inability for emergency services to get to site quickly, due to turn movements 5. Public Service environmental review concerns 6. Doesn't think map will be able to be constructed within 2 years 7. Believes air quality would be an issue 8. Concerns about water availably .

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
City Hall
317 North Douty Street, 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:

- 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 a 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

- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- County of Kings

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 Toxic Substances Control
- Department of Water Resources
- Governor’s Office of Planning and Research
- Regional Water Quality Control Board (RWQCB), Central Valley Region

2.7.3 - FEDERAL AGENCIES

- 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

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:

City of Hanford Community Development Department
City Hall
317 North Douty Street, Hanford, CA 93230

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 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot road right of way (ROW).

The Project is located in the incorporated City of Hanford, California (Figure 3-1 - *Regional Location*; Figure 3-2 - *Project Location*).

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, on 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.





3.2.3 - PROJECT LOCATION

The Project site is adjacent to 10 ½ Avenue to the west and between Hanford-Armona Road and Houston Avenue in the City of Hanford, Kings County, CA. The Project is on Assessor Parcel Numbers (APN) 011-440-015 and 011-440-014, within Section 1, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

3.3 - Project Objectives

State CEQA Guidelines require that the EIR project description include a statement of the objectives of the proposed Project. 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 Applicant proposes the construction of 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot road ROW.

In order for the Project to be constructed, approval of the following actions is required:

- Tentative Tract Map 938 (Figure 3-3)

Construction will take approximately 24 months, with a total buildout of the homes by Q4 2025. There will be six phases, with the following lots constructed per phase:

- Phase 1 – 106 lots
- Phase 2 – 65 lots
- Phase 3 – 78 lots
- Phase 4 – 67 lots
- Phase 5 – 67 lots
- Phase 6 – 69 lots

**Figure 3-3
Vesting Tentative Tract Map #938**

It is anticipated that the following pieces of equipment will be used during construction activities:

- Roller
- Large bulldozer
- Loaded trucks
- Excavator
- Generator
- Service truck
- Air compressor

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 Planning Commission 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 938.

3.5.1 - OTHER RESPONSIBLE AGENCIES

- Future activities related to cannabis businesses 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 cultivation, manufacturing, distribution, testing, and retail activities. A preliminary list of potentially responsible and trustee agencies is provided below:

- California Department of Fish and Wildlife (CDFW)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- California Department of Public Health (CDPH)
- Central Valley Regional Water Quality Control Board (RWQCB)
- State Water Resources Board

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 a 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 projections approach and takes into account growth from the proposed plan within the Hanford City boundary and Sphere of Influence, in combination with impacts from projected growth in the "Non-District County" portions of Kings County. The following provides a summary of the cumulative impact scope for each impact area:

- **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 - 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 are 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 proposed Project will add new standards and regulations to provide new guidance for the future development of cannabis-related activities.

The impact analysis contains a discussion of Project-specific impacts as well as cumulative impacts. The Project that is evaluated is the construction of 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot road right of way (ROW). 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.

4.2 - Environmental Topics

The potential environmental effects associated with the implementation of the proposed Project are analyzed in the following topical environmental issue areas:

- Transportation
- Mandatory Findings of Significance

4.3 - 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.

4.4 - Level of Significance

Determining the severity of 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 the 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.

4.5 - 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, is 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.

4.6 - Transportation

4.6.1 - INTRODUCTION

This section describes potential impacts to the transportation system associated with the proposed TTM 938 (Lunaria) 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.

4.6.2 - 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 4.6-1 and 4.6-2). 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 4.6-1
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

East/West Arterial Streets	
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 4.6-2
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.

- 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 State Routes 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 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 San Joaquin Valley Air Pollution Control District (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, Sanfioveser 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.

The adopted Hanford Downtown East Precise Plan recognizes the potential for an east-west connection from the 10th Avenue bike lane to Harris Street. That section has been designated with a Class II bike lane.

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. 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 Train (HST) will also serve as a regional transportation system for Fresno and surrounding communities. The proposed HST 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 the NWS is to provide current and forecasted weather conditions in the area (e.g., humidity, wind speed, barometer, dewpoint, temperature, and visibility).

4.6.3 - 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 ATP 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 Kings County Association of Governments (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 for 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 on 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 them 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 on 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.

4.6.4 - 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. In December 2022, the City of Hanford adopted *VMT Thresholds and Implementation Guidelines* for VMT Analyses. A VMT and a Traffic Impact Analysis (TIA) Report were prepared for this Project (see Appendix B).

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 4.6-1 - 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). At build-out, the Project is estimated to generate a maximum of 4,315 daily trips, 320 AM peak hour trips, and 431 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 Highway 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 all 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
- 10 ½ Avenue
- Douty Street
- Jordan Way
- 10th Avenue
- 4th Street
- 3rd Street
- Hanford-Armona Road
- Orchard Avenue
- Houston Avenue

As noted in the TIA for this Project (Appendix XX), all study intersections 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 six access points. One access point will be from the existing local street of Jordan Way. Two access points will be located along the east side of 10 ½ Avenue. The Project will be constructing Orchard Avenue within the Project limits. The Project will have three access points to Orchard 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.

Tables 4.6-3 and 4.6-4 summarize the Existing Plus Project Peak Hour LOS for study area intersections and roadway segments. Based on the analysis prepared, all study intersections are projected to operate at an acceptable LOS.

Table 4.6-3
Existing Plus Project Intersection LOS Results

ID	Intersection	Intersection Control	AM (7-9) Peak Hour		PM (4-6) Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
3	10 ½ Avenue/Hanford-Armona Road	Traffic Signal	17.9	B	15.9	B
4	Jordan Way/Hanford-Armona Road	Two-Way Stop	12.7	B	13.3	B
5	10th Avenue/Hanford-Armona Road	Traffic Signal	20.9	C	19.8	B
6	10 ½ Avenue/Orchard Avenue	Two-Way Stop	9.5	A	9.7	A
7	11th Avenue/Houston Avenue	Traffic Signal	20.7	C	22.4	C
8	Houston Avenue/10 ½ Avenue	Two-Way Stop	10.0	B	10.7	B
9	10th Avenue/Houston Avenue	All-Way Stop	8.9	A	9.0	A

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way Stop Controls (AWSC)

LOS for two-way stop-controlled (TWSC) and one-way stop-controlled intersections are based on the worst approach/movement of the minor street.

Table 4.6-4
Existing Plus Project Segment LOS Results

ID	Segment	Limits	Lanes	24-hour Volume	AM Peak	AM	PM	PM
					Volume	LOS	Peak Volume	LOS
1	Hanford-Armona Road	11th Avenue and 10 ½ Avenue	2	10,350	394	C	542	D
2	Hanford-Armona Road	10 ½ Avenue and Jordan Way	2	6,940	268	C	350	C
3	Hanford-Armona Road	Jordan Way and 10th Avenue	2	6,280	255	B	346	B
4	10 ½ Avenue	Hanford-Armona Road and Orchard Avenue	2	3,290	184	B	188	B
5	10 ½ Avenue	Orchard Avenue and Houston Avenue	2	1,900	65	A	115	B
6	Houston Avenue	11th Avenue and 10 ½ Avenue	2	4,250	177	A	223	A
7	Houston Avenue	10 ½ Avenue and 10th Avenue	2	3,880	174	A	223	B

Note: LOS = Level of Service per HCM 6th Edition methodologies in HCS7 software. Peak hour volumes are from the highest directional volume.

Near-Term Plus Project Traffic Conditions

Near-term projects are approved and/or known projects that are either under construction, built but not fully occupied, are not built but have final site development review (SDR) approval, or are for which the Lead Agency or responsible agencies know.

The following near-term projects were analyzed in the TIA:

- Live Oak
- Billingsley Ranch
- Tract 927
- Tract 922
- Tract 929
- Tract 928
- Tract 912
- Tract 919

Tables 4.6-5 and 4.6-6 summarize the Near-term Plus Project Intersection LOS for study area intersections and roadway segments. Based on the analysis prepared, all study intersections are projected to operate at an acceptable LOS.

Table 4.6-5
Near-term Plus Project Intersection LOS Results

ID	Intersection	Intersection Control	AM (7-9) Peak Hour		PM (4-6) Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
3	10 ½ Avenue/Hanford-Armona Road	Traffic Signal	18.0	B	16.0	B
4	Jordan Way/Hanford-Armona Road	Two-Way Stop	12.7	B	13.4	B
5	10th Avenue/Hanford-Armona Road	Traffic Signal	21.5	C	19.9	B
6	10 ½ Avenue/Orchard Avenue	Two-Way Stop	9.6	A	9.8	A
7	11th Avenue/Houston Avenue	Traffic Signal	22.3	C	19.2	B
8	Houston Avenue/10 ½ Avenue	Two-Way Stop	10.2	B	11.7	B
9	10th Avenue/Houston Avenue	All-Way Stop	9.1	A	9.6	A

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls

LOS for two-way and one-way stop-controlled intersections are based on the worst approach/movement of the minor street.

Table 4.6-6
Near-term Plus Project Segment LOS Results

ID	Segment	Limits	Lanes	24-hour Volume	AM Peak		PM Peak	
					Volume	LOS	Volume	LOS
1	Hanford-Armona Road	11th Avenue and 10 ½ Avenue	2	10,490	398	C	546	D
2	Hanford-Armona Road	10 ½ Avenue and Jordan Way	2	7,020	271	C	355	C
3	Hanford-Armona Road	Jordan Way and 10th Avenue	2	6,340	258	B	351	B
4	10 ½ Avenue	Hanford-Armona Road and Orchard Avenue	2	3,550	196	C	197	B
5	10 ½ Avenue	Orchard Avenue and Houston Avenue	2	2,160	70	A	132	B
6	Houston Avenue	11th Avenue and 10 ½ Avenue	2	4,800	193	B	269	B
7	Houston Avenue	10 ½ Avenue and 10th Avenue	2	4,890	197	A	295	B

Note: LOS = Level of Service per HCM 6th Edition methodologies in HCS7 software. Peak hour volumes are from the highest directional volume.

Cumulative Year 2042 Plus Project Traffic Conditions

The Cumulative Year 2042 Plus Project Traffic Conditions scenario assumes the same roadway geometrics and traffic controls as those assumed in the near-term plus Project traffic conditions scenario. Additionally, this scenario assumes Orchard Avenue will be fully constructed easterly to 10th Avenue. As a result, the Project only trips have been revised to allow access to 10th Avenue from Orchard Avenue.

Tables 4.6-7 and 4.6-8 summarize the Cumulative Year 2042 Plus Project Intersection LOS for study area intersections and roadway segments. Based on the analysis prepared, all study intersections are projected to operate at an acceptable LOS.

Table 4.6-7
Cumulative Year 2042 plus Project Intersection LOS Results

ID	Intersection	Intersection Control	AM (7-9) Peak Hour		PM (4-6) Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
3	10 ½ Avenue/Hanford-Armona Road	Traffic Signal	16.6	B	19.4	B
4	Jordan Way/Hanford-Armona Road	Two-Way Stop	11.6	B	14.5	B
5	10th Avenue/Hanford-Armona Road	Traffic Signal	18.8	B	21.9	C
6	10 ½ Avenue/Orchard Avenue	Two-Way Stop	9.4	A	9.7	A
7	11th Avenue/Houston Avenue	Traffic Signal	22.2	C	24.7	C
8	Houston Avenue/10 ½ Avenue	Two-Way Stop	10.1	B	12.1	B
9	10th Avenue/Houston Avenue	All-Way Stop	9.9	A	14.8	B

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way Stop Controls (AWSC)

LOS for two-way stop-controlled (TWSC) and one-way stop-controlled intersections are based on the worst approach/movement of the minor street.

Table 4.6-8
Cumulative Year 2042 plus Project Segment LOS Results

ID	Segment	Limits	Lanes	24-hour Volume	AM Peak	AM	PM Peak	PM
					Volume	LOS	Volume	LOS
1	Hanford-Armona Road	11th Avenue and 10 ½ Avenue	2	11,750	400	C	591	D
2	Hanford-Armona Road	10 ½ Avenue and Jordan Way	2	7,330	261	C	394	C
3	Hanford-Armona Road	Jordan Way and 10th Avenue	2	7,820	252	B	455	C
4	10 ½ Avenue	Hanford-Armona Road and Orchard Avenue	2	4,930	190	B	276	C
5	10 ½ Avenue	Orchard Avenue and Houston Avenue	2	2,080	74	A	128	B
6	Houston Avenue	11th Avenue and 10 ½ Avenue	2	6,300	224	B	408	C
7	Houston Avenue	10 ½ Avenue and 10th Avenue	2	5,840	197	A	319	B

Note: LOS = Level of Service per HCM 6th Edition methodologies in HCS7 software. Peak hour volumes are from the highest directional volume.

MITIGATION MEASURES

None

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact 4.6-2 - 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 December 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA* (TA) published by the Governor's Office of Planning and Research (OPR) and the August 2010 *Quantifying Greenhouse Gas Mitigation Measures* published by the California Air Pollution Control Officers Association (CAPCOA) to analyze the Project's VMT. In December 2022, the City of Hanford adopted *VMT Thresholds and Implementation Guidelines* for VMT Analyses pursuant to Senate Bill 743 effective July 1, 2020. This document is referred to herein as the City of Hanford VMT Guidelines. The City of Hanford VMT Guidelines were prepared and adopted consistent with the requirements of CEQA Guidelines Sections 15064.3 and 15064.7. The December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA (TA) published by the Governor's Office Planning and Research (OPR), was utilized as a reference and guidance document in the preparation of the City of Hanford VMT Guidelines.

The City of Hanford VMT Guidelines contains screening standard and criteria that can be used to screen out qualified development projects that meet the adopted criteria from needing to prepare a detailed VMT Analysis. These criteria may be size, location, proximity to transit or trip making potential. Development projects that are consistent with the City's General Plan and Zoning that meet one or more of the criteria can be screened out from a quantitative VMT analysis. In this case, the Project does not meet any of the screening criteria.

1. Project Located in a Transit Priority Area/High Quality Transit Corridor (within 0.5 miles of a transit stop).
2. Project is Local-serving Retail of less than 50,000 square feet.
3. Project is a Low Trip Generator (Less than 500 daily Trips).
4. Project has a High Level of Affordable Housing Units.
5. Project is an institutional/Government and Public Service Uses.
6. Project is located in a Low VMT Zone

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. The City of Hanford VMT Guidelines include thresholds of significance that were developed using Kings County as the applicable region. The required reduction of VMT (as adopted in the City of Hanford VMT Guidelines) corresponds to Kings County's contribution to the statewide greenhouse gas (GHG) emission reduction target. In order to reach the statewide GHG

reduction target of 15%, Kings County must reduce its GHG emissions by 13%. The method of reducing GHG by 13% is to reduce VMT by 13% as well.

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 Kings County Association of Governments (KCAG).

Based on the KCAG Model, the King's County average VMT per Capita is 10.33. Therefore, the target VMT for residential land uses is a maximum of $(10.33 \times (1.00 - 0.13) = 8.99)$ 8.99 VMT per capita. The Project's trip generation, number of residential units, and square footages of non-residential uses were provided to KCAG in order to conduct a Project-specific VMT analysis using the KCAG model for specific Project components. Based on KCAG VMT results, Project components containing residential land uses are projected to yield an average VMT per capita of 9.78. This exceeds the City's VMT threshold for residential uses of 8.99 VMT per capita. 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. The single greatest reduction in VMT is through alternative methods of transportation. Due to the proposed Project being located 1.7 miles from downtown Hanford, 3.28 miles from the existing major shopping center on Lacey Boulevard at 12th Avenue, and 4.0 miles from the proposed major shopping center on Lacey Boulevard at State Route 43, increasing bicycle use would have an impact on the amount of VMT generated. In order to increase multi-modal accessibility, it is recommended that Class II Bikeways get added along the Project frontages to 10 ½ Avenue and Orchard Avenue.

Per the VMT analysis in Appendix B, the mitigation measure, above, is projected to reduce the residential VMT per capita from 9.78 to 9.72. However, this reduced residential VMT per capita is short of meeting the City's default threshold of 8.99 VMT per capita.

Incorporation of MM 4.6-1 would reduce VMT; however, impacts would still be considered significant and unavoidable.

MITIGATION MEASURES

MM 4.6-1: Prior to the recordation of the final map, the design shall include Class II Bikeways along the Project frontages to 10 ½ Avenue and Orchard Avenue.

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 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.

CUMULATIVE IMPACTS

As noted above, impacts related to LOS would be less than significant for the proposed Project and for the cumulative year 2042. Based on the analysis in the TIA (Appendix X), cumulative impacts would be less than significant.

As for VMT, Project impacts are considered significant and unavoidable, even with feasible mitigation. This is in large part due to the lack of VMT-adopted thresholds for the City of Hanford. As noted above, the only recognized standard is from the County of Kings as it relates to greenhouse gas reductions. Due to the proposed Project being significant and unavoidable and no adopted thresholds for VMT, the cumulative impacts for the City of Hanford would be considered significant and unavoidable.

MITIGATION MEASURES

Implementation of MM 4.1-1.

CUMULATIVE LEVEL OF SIGNIFICANCE

Cumulative impacts for LOS would be *less than significant*.

Cumulative impacts for VMT would be *significant and unavoidable*.

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 4.1-1: 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
- 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

Air Quality

- Impact 4.3-3: Expose sensitive receptor to substantial pollutant concentrations

Biological Resources

- 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

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 off-site 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 4.7-8: 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 4.9-5: 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
- 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 4.10-3(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 4.10-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation
- 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 4.11-1: Physically divide an established community
- Impact 4.11-2: 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

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 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels
- 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 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly
- Impact 4.14-2: Displace substantial number of existing people or housing necessitating the construction

Public 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

Utilities and Service Systems

- 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

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

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.

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 4.3-4: 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 4.4-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

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 4.7-9: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Greenhouse Gas Emissions

- 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

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(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

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

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 4.15-5: 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

Transportation

- Impact 4.17-1: Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- Impact 4.17-2: Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)
- 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 4.19-3: 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 4.20-4: 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

5.2 - 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 and 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
Traffic Impact 4.6-2	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). Since the Project would conflict with the Hanford adopted Vehicle Miles Traveled standards, impacts are considered significant and unavoidable.	Although implementation of Mitigation Measure 4.6-1 would reduce VMT for the Project, the total amount needed to reduce the impact to less than significant levels is not achievable through feasible measures. For these reasons, the proposed Project would have a significant and unavoidable impact.

5.3 - Growth Inducing Impacts

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.”

A key consideration in evaluating growth inducement is whether the activity in question constitutes “planned growth.” A project that is consistent with the underlying General Plan and zoning designations would generally be considered planned growth because it was previously contemplated by these long-range documents, and, thus, would not be deemed to have a significant growth-inducing effect. Likewise, a project that requires a General Plan Amendment may be considered to have a substantial growth-inducing effect because such intensity was not contemplated by the applicable long-range documents. It should be noted that these are hypothetical examples, and conclusions about the potential for growth inducement will vary on a case-by-case basis.

With respect to residential land uses, the Project does not include a General Plan Amendment or a change in Zone District. The existing General Plan designation for the Project is Low Density Residential and the existing Zoning is Low Density Residential (5,000 SF min.). The Project would accordingly not directly result in unplanned population growth of the City.

With respect to employment during construction, the jobs created by the Project will primarily employ persons living within the area. It is anticipated that the majority of the jobs will be filled by existing City or County residents; some employees would come from the region and commute, while a small number would relocate to the City. This small number of new residents is anticipated by the General Plan.

Therefore, this Project would not result in a large increase in new residential units or employment. In addition, the Project is situated in urbanized areas within the City of Hanford, where existing 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 remove barriers to off-site development.

Although the Project accommodates planned residential growth, 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.
- Irreversible damage can result from environmental accidents associated with the Project.
- The proposed consumption of resources is not justified (e.g., the Project would result in the wasteful use of energy).

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 operations. Future operations of the Project will commit oil, gas, and other nonrenewable resources. 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 4.2-1: 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 4.2-2: 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

- Impact 4.11-2: 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

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

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 4.2-5: 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 off-site 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

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
- 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 4.14-1: 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 4.17-1: Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- 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 no effects were determined to be less than significant with the incorporation of mitigation measures.

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 4.17-2: 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 are 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.

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 reduce the significant and unavoidable impact relating to VMT; however, the City is required to meet the State Regional Housing Needs Allocation (RHNA) for new housing in the City. The No Project Alternative would not fulfill the objectives of the Project or assist the City in meeting RHNA.

6.4.2 - ALTERNATIVE B - REDUCED PROJECT ALTERNATIVE

This alternative would decrease the number of single-family residential houses from 457 to 228. 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**, the overall VMT for the Project would decrease; however, per capita, VMT would remain the same as the proposed Project. Impacts would continue to be *significant and unavoidable*.

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 20 dwelling units per gross acre (1,196 units). The Project site is currently zoned and designated by the General Plan for low-density residential. The proposed Project request would need to be modified to include a General Plan Amendment and a Zone Change to multi-family. Under **Alternative C**, the overall VMT for the Project would decrease to the 8.13 threshold used in the Kings County greenhouse gas emissions calculations and would be considered less than significant.

6.4.4 - ALTERNATIVE D – DIFFERENT SITES ALTERNATIVE

This alternative would relocate the Project to one of two different sites in order to be located nearer to regional commercial. This alternative would place the Project on the west side of the City, along Hanford-Armona Road, west of South 12th Avenue, or on the southeast corner of 9 ¼ Avenue and Grangeville Boulevard. This alternative will meet all Project objectives and would assist the City in meeting its regional housing needs. Under **Alternative D**, the overall VMT for the Project would decrease slightly; however, per capita, VMT would remain the same as the proposed Project. 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 Sites. Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

Table 6-1
Summary of Alternatives' Impacts

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
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?	—	Yes	No	Yes	No

CHAPTER 7 - RESPONSES TO COMMENTS

The City circulated the Focused draft EIR (SCH 2023020035), on April 12, 2023, for the required 45-day public comment period. The City received the following comment letter, which is included as Attachment A in this Chapter:

1. California Department of Fish and Wildlife (CDFW) - May 30, 2023

Comment #1-1:

The commenter states their role as a responsible agency under CEQA and Fish and Game resource codes. They accurately summarize the proposed Project Description and objectives.

Response:

Thank you for your comments. The CDFW is a recognized regulatory agency, and their comments are appreciated. CDFW's comments are noted for the record.

Comment #1-2:

The commenter states their concern regarding potential impacts to the State candidate threatened Crotch bumblebee (CBB; *Bombus crotchii*). They recommend that a focused biological survey conducted by a qualified biologist be completed. The commenter notes that while the land on the project site and its adjacent plots are mostly active agricultural lands, to the west of the project site the DEIR mentions ground squirrel burrows are present that may provide habitat for CBB. CDFW recommends the Project assess these habitat areas near the Project site for potentially suitable CBB habitat and presence of the species.

The commenter also requests that the project pay the appropriate Fish and Game fees when the Notice of Determination (NOD) is filed.

Response:

The project site has been previously used for agricultural purposes and has been actively disked. As noted in the NOP/IS, Section #3.4.4 - *Biological Resources*, a Biological Resources Evaluation (BRE) was prepared for the project and was included in Appendix B of the NOP/IS. It was noted that the project site is currently surrounded mostly by urban development.

The project site itself has no native vegetation or suitable habitat for CBB, such as perennial bunch grasses or thatched annual grasses, underbrush piles, old bird nests, or dead trees or hollow logs. There were also no small mammal burrows observed on the project site. No special-status species plant or diagnostic sign of special-status wildlife species were observed during the reconnaissance level biological survey. Therefore, are no host plants or suitable refugia vegetation to support the CBB, and it is highly unlikely that the species would be found on site.

The lead agency notes it is illegal for biologists or other project-related staff to trespass onto the properties surrounding the project site without property owner approval. However, it is standard biological survey procedure for these lands to be surveyed visually using high-powered binoculars and /or spotting scopes, where feasible, to confirm the presence or absence of special status plant and wildlife species.

As recommended in Impact #3.4.4a of the NOP/IS, although it is unlikely that CBB or other special status species, including migratory birds, would be present on the project site, in order to protect biological resources, avoidance, and minimization measures will be included as a condition of approval of TTM 938 and added to all engineered plans and specs that would outline necessary steps to be taken prior to construction.

These measures include a pre-construction survey for special-status species, such as CBB, to be conducted within 14 days of the start of construction activities by a qualified biologist knowledgeable in the identification of these species. If no evidence of these special-status species is detected, no further action is required.

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.

The lead agency also notes that the project will pay the appropriate Fish and Game fees when the NOD is posted, pursuant to CEQA guidelines.

Based on this analysis, no further investigation or action is warranted.

ATTACHMENT A



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



May 30, 2023

Gabrielle Myers
City of Hanford
317 N Douty St
Hanford California, 93230

Subject: Tentative Tract No. 938 - Lunaria (Project)
Draft Environmental Impact Report (DEIR)
SCH No. 2023020035

Dear Gabriella Myers:

The California Department of Fish and Wildlife (CDFW) received a DEIR from the City of Hanford for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Gabrielle Myers
 City of Hanford
 May 30, 2023
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exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

1-1
 cont.

PROJECT DESCRIPTION SUMMARY

Proponent: DR Horton South

Objective: The Applicant proposes the construction of 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot ROW.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the City of Hanford in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the CEQA document prepared for this Project.

There are special-status species that have been observed in the Project area and may be present at individual Project sites in the Project area. These resources may need to be evaluated and addressed prior to any approvals that would allow ground-disturbing activities or land use changes.

1-2

CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State candidate threatened Crotch bumblebee (*Bombus crotchii*). In order to adequately assess any potential impact to biological resources, focused biological surveys should be conducted by a qualified biologist during the appropriate survey period(s) in order to determine whether any special-status species may be present within the Project area. Properly conducted biological surveys, and the information assembled from them, are essential to identify any mitigation, minimization, and avoidance measures and/or the need for additional or protocol-level surveys, and to identify any Project-related impacts under CESA and other species of concern.

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I. Environmental Setting and Related Impact

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: Crotch Bumblebee (CBB)

The DEIR does not mention any evaluation done for Crotch bumble Bee (CBB). The California Natural Diversity Database (CNDDDB) records indicate that CBB have the potential to occur in the project vicinity (CDFW 2023). Suitable CBB habitat includes areas of grasslands and upland scrub that contain requisite habitat elements, such as small mammal burrows. CBB primarily nest in late February through late October underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses, under brush piles, in old bird nests, and in dead trees or hollow logs (Williams et al. 2014; Hatfield et al. 2015). Overwintering sites utilized by CBB mated queens include soft, disturbed soil (Goulson 2010), or under leaf litter or other debris (Williams et al. 2014). Therefore, potential ground disturbance and vegetation removal associated with Project implementation may significantly impact local CBB populations. While the land on the Project site and its adjacent plots are mostly active agricultural lands, to the west of the Project site the DEIR mentions ground squirrel burrows are present which may provide habitat for CBB. CDFW recommends the Project proponent assess these habitat areas near the Project area for potentially suitable CBB habitat. If suitable CBB habitat exists in areas of planned Project-related ground disturbance, equipment staging, or materials laydown, potential CBB nesting sites in these areas would have to be avoided with a 50-foot no disturbance buffer to reduce to less-than-significant the Project-related impacts to the species. CDFW recommends a habitat assessment prepared by a qualified biologist with knowledge and experience in CBB. Depending on the results of the habitat assessment, CDFW recommends a detailed survey for CBB foraging resources and nesting habitat. Results of the habitat assessment and/or surveys should be summarized in the FEIR for this project and appropriate avoidance, minimization, and/or mitigation measures included.

CBB detection warrants consultation with CDFW to discuss how to avoid take or, if avoidance is not feasible, to acquire an ITP prior to ground disturbing activities, pursuant to Fish and Game Code section 2081 subdivision (b).

II. Editorial Comments and/or Suggestions

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)).

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Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

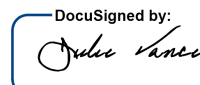
FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CDFW appreciates the opportunity to comment on the Project to assist the City of Hanford in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>). If you have any questions, please contact Jaime Marquez, Environmental Scientist, at the address provided on this letterhead, or by electronic mail at Jaime.Marquez@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie A. Vance
Regional Manager

ec: State Clearinghouse, Governor's Office of Planning and Research
State.Clearinghouse@wildlife.ca.gov

1-3
cont.

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- California Department of Fish and Wildlife. 2023. Biogeographic Information and Observation System (BIOS). <https://www.wildlife.ca.gov/Data/BIOS>. Accessed May 17, 2023.
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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.

8.1 - Federal Agencies

- U.S. Bureau of Land Management
- U.S. Department of Agriculture/Natural Resources Conservation Service
- U.S. Environmental Protection Agency - Region IX
- U.S. Fish and Wildlife Service

8.2 - State Agencies

- California Air Resources Board
- California Highway Patrol
- Department of Conservation
- Department of Parks and Recreation
- Department of Water Resources
- Department of Fish and Wildlife
- Department of Forestry and Fire Protection
- Department of Health Services
- Department of Corrections
- Native American Heritage Commission
- Office of Historic Preservation
- Public Utilities Commission
- Department of Transportation Division of Aeronautics
- Department of Transportation District
- Regional Water Quality Control Board / Central Valley Region
- State Clearinghouse Office of Planning and Research

8.3 - 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

8.4 - Native American Consultation

In accordance with Assembly Bill (AB) 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 has 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 - PREPARERS

9.1 - Lead Agency

CITY OF HANFORD

Mr. Jason Waters – Director of Community Development
Ms. Gabriele Myers – Senior Planner, Community Development Department

9.2 - Technical Assistance

QK

Mr. Christopher Mynk, AICP, Principal Planner
Ms. Jaymie Brauer, Principal Planner

JLB TRAFFIC ENGINEERING, INC.

Mr. Jose Luis Benavides, PE, TE Project Manager
Mr. Carlos Ayala-Magaña, EIT Engineer I/II
Mr. Matthew Arndt, EIT Engineer I/II
Mr. Jove Alcazar, EIT Engineer I/II
Mr. Javier Rios Engineer I/II
Mr. Dennis Wynn Sr. Engineering Technician
Mr. Adrian Benavides Engineering Aide
Mr. Christian Sanchez Engineering Aide

CHAPTER 10 - BIBLIOGRAPHY

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KCAG. (2022). *KCAG 2018 RTP*. Retrieved from https://www.kingscog.org/rtp_adopted

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RESOLUTION 2023-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD CERTIFYING THE FINAL FOCUSED ENVIRONMENTAL IMPACT REPORT PREPARED FOR LUNARIA – VESTING TENTATIVE TRACT 938, A 457 UNIT SINGLE-FAMILY RESIDENTIAL SUBDIVISION IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED EAST OF 10 ½ AVENUE, BETWEEN HANFORD-ARMONA ROAD AND HOUSTON AVENUE IN THE CITY OF HANFORD (APN 011-440-014 AND -015).

STATE CLEARINGHOUSE #202302035

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on June 13, 2023, by motion of Commissioner DOUGLAS, and seconded by Commissioner NORRIS, 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 Lunaria Project, Vesting Tentative Tract 938, which consists of the subdivision of 95 acres into a 457-unit single-family residential tract with a basin and park in the R-L-5 Low-Density Residential zone district, as shown in **Exhibit A**; 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 on the Draft Focused EIR and compiled those comments into a Final Focused EIR, which was completed in accordance with CEQA and was distributed to the commenting agencies and individuals on June 3, 2023; 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 June 13, 2023 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 Lunaria Project, Vesting Tentative Tract 938, in its entirety, and has determined that it reflects the independent judgment of the City of Hanford; and

WHEREAS, the Planning Commission of 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, despite the adoption of the mitigation measures; and

WHEREAS, because of adoption of all feasible mitigation measures cannot 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, the Planning Commission of the City of Hanford is required by the Public Resources Code Section 21081.6(a) to adopt a Mitigation Monitoring and Reporting Program, prepared in accordance with CEQA Guidelines Section 15097 to ensure mitigation measures are carried out; and

WHEREAS, because the adopted mitigation measures will not fully mitigate all identified significant environmental effects that may result from the proposed project, CEQA requires that the Planning Commission adopt 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 certify the Final Focused EIR and to adopt the Findings of Fact and Statement of Overriding Consideration, pursuant to the requirements of CEQA; and

WHEREAS, as required by CEQA, the Planning Commission will adopt 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 Lunaria Project, Vesting Tentative Tract 938, Final Focused Environmental Impact Report, SCH# 2023020035, was prepared in compliance with the California Environmental Quality Act.

BE IT FURTHER RESOLVED, that the Planning Commission certifies Final Focused Environmental Impact Report, SCH# 2023020035, prepared for the Lunaria Project – Vesting Tentative Tract 938, based on the Findings of Fact contained in **Exhibit B** 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#2023020035 is hereby incorporated herein by reference.
2. That the Planning Commission hereby determines that the Final Focused Environmental Impact Report, SCH SCH#2023020035 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 B**, which includes a Statement of Overriding Considerations,

attached as **Exhibit C**, with respect to the unavoidable significant effect on the environmental resulting from the project, as identified in the Final Focused Environmental Impact Report, SCH#2023020035 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.

4. **MITIGATION MONITORING PROGRAM** – Attached to this resolution as **Exhibit D**, and incorporated and adopted as part of this resolution herein is the Mitigation and Monitoring Program for the Project. The program identifies the impacts of the project and corresponding mitigation measures and designates responsibility for monitoring the implementation of the identified mitigation measures to ensure they are carried out as intended.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hanford adopts the Statement of Overriding Considerations for the project contained in **Exhibit C**. In adopting 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 Regional Housing.** At buildout, the Project proposes to construct approximately 457 dwelling units. As discussed in Section 3.4.14 of the EIR – Population and Housing, the Project would help the City achieve its need to accommodate residential growth. The housing goal for the City of Hanford, according to its Regional Housing Needs Allocation (RHNA), includes the construction of 15,695 additional dwelling units by 2035 to accommodate estimated population growth. The Project would accommodate the need established by the RHNA, the City of Hanford General Plan Housing Element, and the projected population growth of the City of Hanford 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 provision of infrastructure, public infrastructure, and public improvements. The proposed Project allows for the incremental expansion of infrastructure and public services and provides a high-quality environment for living. 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 regional transportation improvements which will help to develop the transportation system in the area.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hanford hereby determines that the Focused EIR prepared for the Lunaria Project, Vesting Tentative Tract 938, is adequate and complete pursuant to the requirements of the California Environmental Quality Act and so certifies it.

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

AYES: Commissioners DOUGLAS, NORRIS, SANCHEZ, DEVINE
NOES: Commissioners HAM
ABSTAIN: Commissioners NONE
ABSENT: Commissioners NONE

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 **13th day of June, 2023**.



Jason Waters, Deputy City Manager
Secretary of the Planning Commission

Exhibit A

Vesting Tentative Tract 938

Exhibit B

Findings of Fact

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

State CEQA Guidelines Section 15091

for

Lunaria Residential Development (Tract No. 938) Project

**Final Environmental Impact Report
SCH# 2023020035**

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 Lunaria Residential Development Project (Project) as well as additional facts found in the complete record of proceedings. The final 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 EIR on February 2, 2023. Based on the initial study and notice of preparation, a determination was made that the final 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 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 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 EIR were found to be “significant and unavoidable.” The Planning Commission finds that this impact has been described accurately and is significant and unavoidable.

AESTHETICS

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 would not have a substantial adverse effect on a scenic vista.

The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

The Project would not 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.

The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

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 aesthetics that are potentially significant but can be mitigated to a less-than-significant level.

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

The Project would not have any environmental effects on aesthetics that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to aesthetics 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 aesthetics that would have a significant impact.

AGRICULTURAL AND FOREST RESOURCES

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 would not 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.

The Project would not conflict with existing zoning for agricultural use or a Williamson Act Contract, and impacts would be less than significant.

The Project would not conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 4526), or timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code, Section 51104(g)) (Impact #3.2-c).

The Project would not result in the loss of forestland or conversion of forestland to non-forest.

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 agricultural and forest resources that are potentially significant but 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 agricultural or forest resources that cannot be mitigated to a less-than-significant level.

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

The Project would not have any cumulative effects on the agricultural or forest resources that would be less than significant.

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 agricultural or forest resources that would have a significant impact.

AIR QUALITY

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 would not conflict with or obstruct implementation of the applicable air quality plan.

The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State Ambient Air Quality Standard.

The Project would not expose sensitive receptors to substantial pollutant concentrations and therefore, impacts would be less than significant.

The Project would not generate substantial sources of objectionable odors and impacts would be less than significant.

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 air quality that are potentially significant but 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 air quality that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to air quality 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 air quality that would have a significant impact.

BIOLOGICAL RESOURCES

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 would not 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.

The Project would not have an 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 Project would not have an adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

The Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan; impacts would be less than significant.

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 biological resources that are potentially significant but 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 biological resources that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to biological resources 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 biological resources that would have a significant impact.

CULTURAL RESOURCES

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 would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

The Project would not disturb any human remains, including those interred outside of dedicated cemeteries.

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 cultural resources that are potentially significant but 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 cultural resources that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to cultural resources 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 cultural resources that would have a significant impact.

ENERGY

B. 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 would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.

The Project would not Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

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 energy that are potentially significant but 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 energy that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to energy 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 energy that would have a significant impact.

GEOLOGY, SOILS, AND SEISMICITY

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 would have less than significant environmental effects as a result of exposure of people or structures to potential adverse effects from fault rupture and seismic-related ground failure.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

The Project would not directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides.

The Project would not result in substantial soil erosion or loss of topsoil.

The Project is not 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.

The Project is not 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.

The Project does not 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.

The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

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 geology and soils that are potentially significant but 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 geology and soils that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to geology and soils 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 geology and soils that would have a significant impact.

GREENHOUSE GAS EMISSIONS

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 would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

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 to greenhouse gas emissions that are potentially significant but 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 related to greenhouse gas emissions that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to GHG emissions 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.

There would be no cumulative impacts on GHG emissions that would have a significant impact on the environment.

HAZARDS AND HAZARDOUS MATERIALS

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 would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Project would not 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.

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The Project would not 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.

The Project is not 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 would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

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 hazards and hazardous materials that are potentially significant but 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 hazards and hazardous materials that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to hazards and hazardous materials 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 hazards and hazardous materials that would have a significant impact.

HYDROLOGY AND WATER QUALITY

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 would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

The Project would not 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.

The Project would not 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.

The Project would not 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.

The Project would not 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.

The Project is not in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation.

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

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 hydrology and water quality that are potentially significant but 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 hydrology and water quality that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to hydrology and water quality 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 hydrology and water quality that would have a significant impact.

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's proposed uses and design would not physically divide a community.

The Project would result in less than significant impacts as a result of 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.

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 cannot 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.

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

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.

NOISE

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 would not generate 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.

The Project would not generate excessive ground-borne vibration or ground-borne noise levels.

The Project is not 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.

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 to noise that are potentially significant and that cannot 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 related to noise that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to noise 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 noise that would have a significant impact.

POPULATION AND HOUSING

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 would not induce substantial unplanned population growth in an area, either directly or indirectly.

The Project would not displace a substantial number of existing people or housing necessitating the construction.

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 population and housing that are potentially significant and that cannot 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 population and housing that cannot be mitigated to a less-than-significant level.

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

The Project would not have any cumulative effects on population and housing that would be less than significant.

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

The Project would not have any significant cumulative effects on population and housing.

PUBLIC SERVICES

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 would have less than significant impacts due to substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order

to maintain acceptable service ratios, response times or other performance objectives for any of the public services including fire protection, police protection, schools, parks, and other public facilities.

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 public services that are potentially significant and that cannot 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 utilities and service systems that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to public services 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 significant cumulative effects on public services.

RECREATION

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 would not significantly increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect 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 would not have any environmental effects on recreation that are potentially significant and that cannot 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 recreation that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to recreation 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 recreation that would have a significant impact.

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.

The Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The Project would not substantially increase hazards due to a geometric design feature or incompatible uses.

The Project would not result in inadequate emergency access.

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 transportation or traffic that are potentially significant and that cannot be mitigated to less-than-significant levels.

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

Significant Effect

The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b).

Description of Significant Impact

The Project's VMT would exceed the Kings County baseline average.

Finding

Although implementation of Mitigation Measure 4.1-1 is expected to reduce VMT for the Project, the amount of reduction would not bring the Project below the Kings County baseline average. 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. Implementation of MM 4.6-1; however, impacts would still be considered significant and unavoidable.

MM 4.6-1: Prior to the recordation of the final map, the design shall include Class II Bikeways along the Project frontages to 10 ½ Avenue and Orchard Avenue.

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

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 Kings County baseline average.

Finding

Although implementation of Mitigation Measure 4.1-1 is expected to reduce VMT for the Project, the amount of reduction would not bring the Project below the Kings County baseline average.; 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. Implementation of MM 4.6-1; however, impacts would still be considered significant and unavoidable.

TRIBAL CULTURAL RESOURCES

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 would result in no impact to tribal resources due to 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).

The Project would result in no impact to tribal resources due to 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 Resources Code, Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

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 tribal cultural resources that are potentially significant and that cannot 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 tribal cultural resources that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to tribal cultural resources 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 tribal cultural resources that would have a significant impact.

UTILITIES AND SERVICE SYSTEMS

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 would not 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.

The Project would have sufficient water supplies available to serve the Project from existing entitlements and resources or are new or expanded entitlements needed.

The Project would not 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.

The Project would not 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.

The Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

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 utilities or service systems that are potentially significant and that cannot 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 utilities or service systems that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to utilities or service systems 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 utilities or service systems that would have a significant impact.

UTILITIES AND SERVICE SYSTEMS

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 would not substantially impair an adopted emergency response plan or emergency evacuation plan.

The Project would not, 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 Project would not 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 would 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.

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 wildfire that are potentially significant and that cannot 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 wildfire that cannot be mitigated to a less-than-significant level.

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

Cumulative impacts related to wildfire 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 wildfire that would have a significant impact.

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.

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.

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 reduce the significant and unavoidable impact relating to VMT; however, the City is required to meet the State Regional Housing Needs Allocation (RHNA) for new housing in the City. The No Project Alternative would not fulfill the objectives of the Project or assist the City in meeting RHNA.

Reduced Project Alternative

This alternative would decrease the number of single-family residential houses from 457 to 228. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting regional housing needs. Under this alternative, the overall VMT for the Project would decrease; however, per capita, VMT would remain the same as the proposed Project. Impacts would continue to be *significant and unavoidable*.

Multi-Family Alternative

This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 20 dwelling units per gross acre (1,196 units). The Project site is currently zoned and designated by the General Plan for low-density residential. The proposed Project request would need to be modified to include a General Plan Amendment and a Zone Change to multi-family. Under this alternative, the overall VMT for the Project would decrease to the 8.13 threshold used in the Kings County greenhouse gas emissions calculations and would be considered less than significant.

Different Sites Alternative

This alternative would relocate the Project to one of two different sites in order to be located nearer to regional commercial. This alternative would place the Project on the west side of the City, along Hanford-Armona Road, west of South 12th Avenue, or on the southeast corner of 9 ¼ Avenue and Grangeville Boulevard. This alternative will meet all Project objectives and would assist the City in meeting its regional housing needs. Under this alternative, the overall VMT for the Project would decrease slightly; however, per capita, VMT would remain the same as the proposed Project. 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.

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, the Multi-Family Alternative would be considered the environmentally superior alternative.

Exhibit C

Statement of Overriding Considerations

STATEMENT OF OVERRIDING CONSIDERATIONS

State CEQA Guidelines Section 15093

for

Lunaria Residential Development (Tract No. 938) Project

Final Environmental Impact Report
(SCH# 2023020035)

Lead Agency: City of Hanford

The California Environmental Quality Act (CEQA) requires a public agency to balance the benefits of a project against its significant unavoidable adverse impacts in determining whether to approve the project. The Lunaria Residential Development Project (Project) would result in environmental effects that, although mitigated to the extent feasible by the implementation of mitigation measures required for the project, would remain significant and unavoidable adverse impacts, as discussed in the final environmental impact report (EIR) and CEQA findings of fact. These impacts are summarized below and constitute those impacts for which this statement of overriding considerations is made.

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

Findings

This City Planning 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 Planning 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 Planning 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 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 Planning 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 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.

Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, and the Planning Commission 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 Regional Housing.** At buildout, the Project proposes to construct approximately 457 dwelling units. As discussed in Section 3.4.14 – Population and Housing, the Project would help the City achieve its need to accommodate residential growth. The housing goal for the City of Hanford, according to its Regional Housing Needs Allocation (RHNA), includes the construction of 15,695 additional dwelling units by 2035 to accommodate estimated population growth. The Project would accommodate the need established by the RHNA, the City of Hanford General Plan Housing Element, and the projected population growth of the City of Hanford 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 provision of infrastructure, public infrastructure, and public improvements. The proposed Project allows for the incremental expansion of infrastructure and public services and provides a high-quality environment for living. 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 regional transportation improvements which will help to develop the transportation system in the area.

Exhibit D
Mitigation Monitoring and Reporting Program

Table 1-3
Summary for Mitigation

Impacts	Mitigation Measures	Level of Significance
Section 4.6 Transportation		
4.6-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	No mitigation is required.	Less than significant
4.6-2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	MM 4.6-1: Prior to the recordation of the final map, the design shall include Class II Bikeways along the Project frontages to 10 ½ Avenue and Orchard Avenue	Significant and Unavoidable



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.
MARCH 2017

KINGS COUNTY ASSESSOR'S MAP

E 1/2 SEC. 1-19-21

11-44

