NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (RECIRCULATED)
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, November 14, 2023 at 5:30 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

- **Tentative Tract 930:** A request to subdivide a 14.86-acre property into 55 single-family residential lots with a Planned Unit Development overlay in the R-L-8 Low-Density Residential zone district.

- **Planned Unit Development No. 2020-01:** A request to allow deviations from the standards of the R-L-8 Low-Density Residential zone district for a single-family residential subdivision. Deviations include reduced lot sizes from 8,000 square feet to 7,443 square feet for Lots 13-23 and 40 and reduced lot depths from 95 feet to 93 feet.

- **Variance No. 2021-01:** A request to deviate from the standards of the Hanford Municipal Code, in order to permit a 14-foot sound wall, in order to reduce noise impacts for a planned residential development.

  Location: The project is located north of Grangeville Boulevard, west of the railroad tracks, east of Kings Road (APN 008-410-043).

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

COMMENT PERIOD: October 20 to November 9, 2023 [20-day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Recirculated Mitigated Negative Declaration by November 9th and/or to appear at the hearing described above to present testimony, in regard to the above-listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle Myers, at the above listed address.

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

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

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

MITIGATED NEGATIVE DECLARATION NO. 2020-54 Recirculation #2

Project Title: Tentative Tract 930, Planned Unit Development No. 2020-01, Variance No. 2021-01

File Number: TT 930 (504-0539), PUD 2020-01 (509-0102), VAR 2021-01 (511-0203)

State Clearinghouse Number:

Lead Agency: City of Hanford

Responsible Agency: n/a

Applicant:
Strada Construction c/o Daniel Bailey
480 E Bogert Trail
Palm Springs, CA 92264

Owner:
Titan Holdings c/o Walter J. Plumb III
201 S. Main St. Suite 2000
Salt Lake City, UT 84111

Project Description: Tentative Tract 930: A request to subdivide a 14.86-acre property into 55 single-family residential lots with a Planned Unit Development overlay in the R-L-8 Low-Density Residential zone district. **Planned Unit Development No. 2020-01:** A request to allow deviations from the standards of the R-L-8 Low-Density Residential zone district for a single-family residential subdivision. Deviations include reduced lot sizes from 8,000 square feet to 7,443 square feet for Lots 13-23 and 40 and reduced lot depths from 95 feet to 93 feet. **Variance No. 2021-01:** A request to deviate from the standards of the Hanford Municipal Code, in order to permit a 14-foot sound wall, in order to reduce noise impacts for a planned residential development.

The project is located north of Grangeville Boulevard, west of the railroad tracks, east of Kings Road (APN 008-410-043).

Attachments:

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

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

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

(a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

(b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

(c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

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

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

Contact Person: Gabrielle Myers, Senior Planner **Phone:** (559) 585-2578

Signature: Gabrielle Myers **Date:** October 19, 2023

Updated November 21, 2023

Review Period: October 20 to November 9, 2023 [20-day comment period]

INITIAL STUDY AND RECIRCULATED MITIGATED NEGATIVE DECLARATION NO. 2020-54 RECIRCULATION #2

Prepared For

Tentative Tract 930

Planned Unit Development No. 2020-01

Variance No. 2021-01

Strada Construction

Prepared By

The City of Hanford

October 19, 2023

Update Published November 21, 2023

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

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

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

1) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or

2) The Initial Study identified potentially significant effects, but:

    a) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

    b) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

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

PROJECT DESCRIPTION: Tentative Tract 930: A request to subdivide a 14.86-acre property into 55 single-family residential lots with a Planned Unit Development overlay in the R-L-8 Low-Density Residential zone district. **Planned Unit Development No. 2020-01:** A request to allow deviations from the standards of the R-L-8 Low-Density Residential zone district for a single-family residential subdivision. Deviations include reduced lot sizes from 8,000 square feet to 7,443 square feet for Lots 13-23 and 40 and reduced lot depths from 95 feet to 93 feet. **Variance No. 2021-01:** A request to deviate from the standards of the Hanford Municipal Code, in order to permit a 14-foot sound wall, in order to reduce noise impacts for a planned residential development.

Location: The project is located north of Grangeville Boulevard, west of the railroad tracks, east of Kings Road (APN 008-410-043).

ENVIRONMENTAL IMPACTS

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

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

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

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The proposed Tentative Tract, Planned Unit Development, and Variance are consistent with the policy of the General Plan and Zoning Ordinance. The proposed subdivision and deviations from the standards of the Hanford Municipal Code are supported through General Plan Policy, special circumstances, and past precedent.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the projects Tentative Tract 930, and Planned Unit Development No. 2020-01, and Variance 2021-01 in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND for the proposed Project is tiered from the 2035 General Plan Update Environmental Impact Report (EIR) (SCH No. 2015041024), certified by the City Council on April 15, 2017, for which a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative). Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update.

The Proposed IS/MND analyzed the Project's potential impacts with regard to the following environmental topical areas: (1) aesthetics, (2) agriculture and forest resources, (3) air quality, (4) biological resources, (5) cultural resources, (6) energy, (7) geology and soils, (8) greenhouse gas emissions, (9) hazards and hazardous materials, (10) hydrology and water quality, (11) land use and planning, (12) mineral resources, (13) noise, (14) population and housing, (15) public services, (16) recreation, (17) transportation/traffic, (18) tribal resources, and (19) utilities and services systems.

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

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

CONSULTATION

Pre-consultation was sent to the interested agencies on December 9, 2020.
Upon recirculation, due to changes in the project, pre-consultation was sent again on September 19, 2023.

Preliminary responses were received from the following:

1. Consultation from Michael Wilson with AT&T (Received December 9, 2020)

2. Consultation from San Joaquin Valley Air Pollution Control District (Received December 14, 2020).

3. Consultation from the Department of Transportation District 6 Office (Received December 17, 2020).

4. Consultation from Michael Hawkins with Kings County Public Works (Received December 18, 2020)

Additional early consultation responses were received indicating no comments – included in attachments.

SOURCES – hereunto annexed and incorporated by reference

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

California Building Standards Code 2022 (Title 24, California Code Regulations). *Codes.*

California High Speed Rail Authority – 2023 Project Update Report (2023)

City of Hanford 2035 General Plan Update (2017).

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

City of Hanford Storm Drainage Water Master Plan (September 2017).

City of Hanford Public Works Construction Standards

County Important Farmland Data Information. Department of Ag *(2020)*

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

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

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

Sewer System Master Plan, *City of Hanford*¸ (September 2017)

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

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

Final Regional Climate Action Plan (May 28, 2014)

Focused Traffic Impact Analysis Report prepared by JLB Traffic Engineering, Inc. (October 20,

2020)Updated Focused Traffic Impact Analysis Report prepared by JLB Traffic Engineering, Inc. (June

2021).

Addendum Letter for Revised Traffic Impact Analysis Report prepared by JLB Traffic Engineering, Inc. (August 2023).

https://calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures/;

https://www.energy.ca.gov/sites/default/files/2020-11/2020%20-%20CEC%20-%20Solar%20PV%20Systems_ADA.pdf

Pre-Consultation Letters Received:

1. Consultation from Michael Wilson with AT&T (Received December 9, 2020)
2. Consultation from San Joaquin Valley Air Pollution Control District (Received December 14, 2020).
3. Consultation from the Department of Transportation District 6 Office (Received December 17, 2020).
4. Consultation from Michael Hawkins with Kings County Public Works (Received December 18, 2020)

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2020-54

1. Project Title — Tentative Tract 930, Planned Unit Development No. 2020-01, Variance No 2021-01

2. Lead Agency Name and Address: — City of Hanford
317 N. Douty Street
Hanford, CA 93230

3. Responsible Agency Name and Address: — n/a

4. Contact Person/Phone Number: — Gabrielle Myers
Senior Planner
Community Development Department
(559) 585-2578

5. Project Location: — The project is located north of Grangeville Boulevard, west of the railroad tracks, east of Kings Road (APN 008-410-043).

6. Project Sponsor's Name/Address: — Strada Construction c/o Daniel Bailey
480 E. Bogert Trail
Palm Springs, CA 92264

7. General Plan Designation: — Low-Density Residential

8. Zoning: — R-L-8 Low-Density Residential

9. Description of the Project: — Tentative Tract 930: A request to subdivide a 14.86-acre property into 55 single-family residential lots with a Planned Unit Development overlay in the R-L-8 Low-Density Residential zone district. Planned Unit Development No. 2020-01: A request to allow deviations from the standards of the R-L-8 Low-Density Residential zone district for a single-family residential subdivision. Deviations include reduced lot sizes from 8,000 square feet to 7,443 square feet for Lots 13-23 and 40 and reduced lot depths from 95 feet to 93 feet. Variance No. 2021-01: A request to deviate from the standards of the Hanford Municipal Code, in order to permit a 14-foot sound wall, in order to reduce noise impacts for a planned residential development.

10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	PF Public Facility	Public Facility	Drainage Basin
East	CO Conservation C-S Service Commercial	Open Space Service Commercial	Railroad tracks, Slough, Mini-storage facility
South	R-L-5 Low-Density Residential	Low-Density Residential	Single-Family Residence
West	R-L-12 Low-Density Residential	Low-Density Residential	Single-Family Residential

11. Other public agencies whose approval is required:

    San Joaquin Valley Air Pollution Control District

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

    The Santa Rosa Rancheria Tachi Yokut Tribe has requested consultation pursuant to Public Resources Code Section 21080.3.1 for projects requiring an initial study within the City of Hanford.

    Consultation notices were mailed for the project on December 9, 2020 for the original project proposal and again on September 19, 2023, as a result of changes to the project.

    Consultation was not received from the Santra Rosa Rancheria Tachi Yokut Tribe.

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

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gases	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation/Traffic	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED**.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**

☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

FOR: CITY OF HANFORD

Gabrielle Myers

Gabrielle Myers
Senior Planner
City of Hanford

October 19, 2023; Update published 11-21-2023

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

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

ENVIRONMENTAL SETTING:

SCENIC VISTAS AND CORRIDORS

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

SCENIC HIGHWAYS

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

VISUAL CHARACTER

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

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

LIGHT AND GLARE

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

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

Significance Criteria

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

Checklist Discussion:

a) Less than Significant Impact – The project site is an infill lot, substantially surrounded by urban development. North of the project site has been developed as city basin. East of the site is a mini-storage facility and railroad tracks. South of the site is a single-family residence. West of the site is an existing single-family residential development. Development of the site as a single-family residential development will not impact views from the site.

b) Less than Significant Impact – There are no designated State Scenic Highways, as identified by the California Scenic Highway Mapping System within the City's General Plan Study area. There are also no rock outcroppings within the Study Area. The City does have an ordinance protecting trees in Chapter 12.12 Street Trees and Shrubs of the Municipal Code. Development of the projects would be consistent with the tree ordinance. The projects would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway and impacts would be less than significant.

c) **Less than Significant Impact with Mitigation Incorporation:** Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. The project development will be required to comply with the General Plan, R-L-8 Low-Density Residential standards (except where modified through the Planned Unit Development), and the Tree Ordinance. The applicant has submitted elevations for the single-family development. Development will be required to comply with the submitted elevations. (**Elevations attached).**

d) **Less than Significant Impact with Mitigation Incorporation**– The development is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls.

Mitigation Measures:

MM Aesthetics 1: That the applicant develops the project consistent with the General Plan, Hanford Municipal Code with a Planned Unit Development Overlay, Tree Ordinance, and elevations submitted.

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

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

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

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☑	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☑	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

Agriculture and Forestry Resources:

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

Environmental Setting

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

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

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

Table 4.2-1
Farmland Mapping and Monitoring Program

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

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

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

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

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

Checklist Discussion:

a) Less than Significant Impact: The project is located within an area listed Urban and Built-Up land by the California Department of Conservation. Urban and Built-Up land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. Therefore, the project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use.

b) Less than significant impact – The property is currently in the General Plan as Low-Density Residential and is zoned R-L-8 Low-Density Residential, in accordance with the General Plan. The property is not within a Williamson Act Contract.

c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact.

d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
no impact. e) No Impact – None. Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department of Conservation Farmland Mapping and Monitoring Program – Kings County Map (2020);				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☑	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☑	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

Environmental Setting

CLIMATOLOGICAL/TOPOLOGICAL FACTORS

The San Joaquin Valley's (SJV) topography and meteorology provide ideal conditions for trapping air pollution for long periods of time and producing harmful levels of air pollutants, including ozone and particulate matter. Low precipitation levels, cloudless days, high temperatures, and light winds during the summer in the SJV are conducive to high ozone levels resulting from the photochemical reaction of oxides of nitrogen (NOX) and volatile organic compounds (VOC).

Inversion layers in the atmosphere during the winter can trap emissions of directly emitted particulate matter less than 2.5 microns (PM2.5) and PM2.5 precursors (such as NOX and sulfur dioxide [SO2]) within the San Joaquin Valley for several days, accumulating to unhealthy levels. The region also houses the State's major arteries for goods and people movement, Interstate (I) 5 to the west and State Route (SR) 99 through the Central Valley, thereby attracting a large volume of vehicular traffic. Another compounding factor is the region's historically high rate of population growth compared to other regions of California. Increased population typically results in an even greater increase in vehicle activity and more consumer product use, leading to increased emissions of air pollution, including NOX. In fact, mobile sources account for about 80% of the Valley's total NOX emissions inventory. Since NOX is a significant precursor for both ozone and PM2.5, reducing NOX from mobile sources is critical for progressing the Valley towards attainment of ozone and PM2.5 standards.

The geography of mountainous areas to the east, west and south, in combination with long summers and relatively short winters, contributes to local climate episodes that prevent the dispersion of pollutants. Transport, as affected by wind flows and inversions, also plays a role in the creation of air pollution.

The climate of the SJV is modified by topography. This creates climatic conditions that are particularly conducive to air pollution formation. The SJV is surrounded by mountains on three sides and open to the Sacramento Valley and the San Francisco Bay Area to the north.

The City of Hanford is located in Kings County near the southern end of the San Joaquin Valley Air Basin (SJVAB), which includes the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the western portion of Kern.

SAN JOAQUIN VALLEY AIR BASIN

The SJVAB is the southern half of California's Central Valley and is approximately 250-miles long and averages 35-miles wide. The San Joaquin Valley is bordered by the Sierra Nevada Mountains to the east (8,000 to 14,491 feet in elevation), the Coast Ranges to the west (averaging 3,000 feet in elevation), and the Tehachapi mountains to the south (6,000 to 7,981 feet in elevation). There is a slight downward elevation gradient from Bakersfield in the southeast end (elevation 408 feet) to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California's Central Valley. The bowl-shaped topography inhibits movement of pollutants out of the Valley.

The SJV is in a Mediterranean Climate Zone. Mediterranean Climates Zones occur on the west coast of continents at 30 to 40 degrees latitude and are influenced by a subtropical high-pressure cell most of the year. Mediterranean Climates are characterized by sparse rainfall, which occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100 degrees Fahrenheit (F) in the Valley.

The subtropical high-pressure cell is strongest during spring, summer, and fall and produces subsiding air, which can result in temperature inversions in the Valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversions (1,500 to 3,000 feet).

Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the 30s degrees F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few 100 feet.

WIND

Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and

aloft can disperse pollution by mixing and by transporting the pollution to other locations. Especially in summer, winds in the Valley most frequently blow from the northwesterly direction. The region's topographic features restrict air movement and channel the air mass towards the southeastern end of the Valley. Marine air can flow into the basin from the San Joaquin River Delta and over Altamont Pass and Pacheco Pass, where it can flow along the axis of the valley, over the Tehachapi pass, into the Southeast Desert Air Basin. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east (the highest peaks in the southern Sierra Nevada reach almost halfway through the Earth's atmosphere).

Many days in the winter are marked by stagnation events where winds are very weak. Transport of pollutants during winter can be very limited. A secondary but significant summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons.

Two significant diurnal wind cycles that occur frequently in the Valley are the sea breeze and mountain-valley upslope and drainage flows. The sea breeze can accentuate the northwest wind flow, especially on summer afternoons. Nighttime drainage flows can accentuate the southeast movement of air down the Valley. In the mountains during periods of weak synoptic scale winds, winds tend to be upslope during the day and down slope at night. Nighttime and drainage flows are especially pronounced during the winter when flow from the easterly direction is enhanced by nighttime cooling in the Sierra Nevada. Eddies can form in the valley wind flow and can recirculate a polluted air mass for an extended period. Such an eddy occurs in the Fresno area during both winter and summer.

SAN JOAQUIN VALLEY AIR BASIN MONITORING

The SJVAB consists of eight counties, from San Joaquin County in the north to Kern County in the south. SJVAPCD and the California Air Resources Board (ARB) maintain numerous air quality monitoring sites throughout each county in the air basin to measure ozone, PM2.5, and PM10. It is important to note that the federal ozone 1-hour standard was revoked by the Federal Environmental Protection Agency (EPA) and is no longer applicable for federal standards. The closest monitoring station to the Study Area is located at Hanford's South Irwin Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide (CO), and nitrogen dioxide (NO2). Monitoring data for the past three years is summarized in Table 4.3-1.

Table 4.3-1
Maximum Pollutant Levels at Hanford's South Irwin Street Monitoring Station

Pollutant	Time Avg.	2012 Max.	2013 Max.	2014 Max.	Standards	
					National	State
Ozone (O3)	1 hour	0.109 ppm	0.104 ppm	0.108 ppm	NA	0.09 ppm
Ozone (O3)	8 hour	0.094 ppm	0.098 ppm	0.094 ppm	0.075 ppm	0.070 ppm

Carbon Monoxide (CO)	8 hour	0.033 ppm	*	*	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO2)	1 hour	0.056 ppm	0.058 ppm	0.050 ppm	100 ppm	0.18 ppm
Nitrogen Dioxide (NO2)	Annual Average	0.009 ppm	0.010 ppm	0.010 ppm	0.053 ppm	0.030 ppm
Particulates (PM10)	24 hour	128.0 µg/m3	177.0 µg/m3	131.3 µg/m3	150 µg/m3	50 µg/m3
Particulates (PM10)	Federal Annual Arithmetic Mean	40.3 µg/m3	50.3 µg/m3	47.8 µg/m3	NA	20 µg/m3
Particulates (PM2.5)	24 hour	64.0 µg/m3	128.7 µg/m3	96.7 µg/m3	35 µg/m3	NA
Particulates (PM10)	Federal Annual Arithmetic Mean	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3	12 µg/m3

Notes:
NA = Not applicable (there is no standard for this pollutant)
* = There was insufficient data available to determine the value
ppm = parts per million
µg/m3 = microgram per cubic meter

Table 4.3-2 identifies the SJVAB's attainment status. As indicated, the SJVAB is nonattainment for ozone (1 hour and 8 hour) and particulate matter. In accordance with the Federal Clean Air Act (FCAA), EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem.

Table 4.3-2
San Joaquin Valley Attainment Status

Pollutant	Designation/Classification	
	Federal Standards[a]	State Standards[b]
Ozone (1 hour)	No Federal Standard[c]	Nonattainment/Severe
Ozone (8 hour)	Nonattainment/Extreme[d]	No State Standard
Particulates (PM10)	Attainment[e]	Nonattainment
Particulates (PM2.5)	Nonattainment[f]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Unclassified	Attainment
Lead (Particulate)	Attainment/Unclassified	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Notes:
[a] See 40 CFR Part 81
[b] See 17 CCR Sections 60200-60210
[c]Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.
[d]Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).
[e]On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan.
[f]The Valley is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).

Classifications range from marginal nonattainment to extreme nonattainment. The FCAA contains provisions for changing the classifications using factors such as clean air progress rates and requests from states to move areas to a higher classification.

On April 16, 2004 EPA issued a final rule classifying the SJVAB as extreme nonattainment for ozone, effective May 17, 2004 (69 FR 20550). The (federal) 1-hour ozone standard was revoked on June 6, 2005. However, many of the requirements in the 1-hour attainment plan continue to apply to the SJVAB. The current ozone plan is the (federal) 8-hour ozone plan adopted in 2007.

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

ATTAINMENT STATUS

Air quality impacts from proposed projects within Hanford are controlled through policies and provisions of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In order to demonstrate that a project would not cause further air quality degradation in either of the SJVAPCD's plan to improve air quality within the air basin or federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for ozone and PM10. The SJVAPCD is required to submit a "Rate of Progress" document to ARB that demonstrates past and planned progress toward reaching attainment for all criteria pollutants. The California Clean Air Act (CCAA) requires air pollution control districts with severe or extreme air quality problems to provide for a 5% reduction in non-attainment emissions per year. The AQAP prepared for the SJV by the SJVAPCD complies with this requirement. ARB reviews, approves, or amends the document and forwards the plan to the EPA for final review and approval within the State Implementation Plan (SIP).

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

The U.S. Environmental Protection Agency (EPA) periodically reviews and establishes health-based national air quality standards (also referred to as NAAQS) for ozone, particulates, and other criteria air pollutants guided by the Clean Air Act. The District has adopted several air quality attainment plans over the years that identify measures needed in the Valley to attain EPA's increasingly stringent NAAQS. The District has implemented these plans and adopted nearly 650 rules that have resulted in significant emissions reductions.

The District's plans include emissions inventories that identify sources of air pollutants, evaluations for feasibility of implementing potential opportunities to reduce emissions, sophisticated computer modeling to estimate future levels of pollution, and a strategy for how air pollution will be further reduced. District plans also include innovative alternative strategies for accelerating attainment through non-regulatory measures such as incentive programs; technology advancement programs; the District's legislative platform; community outreach and education programs; and additional strategies such as energy efficiency, eco-driving, green purchasing and contracting, supporting urban heat island mitigation efforts, and encouraging cleaner methods of generating electrical energy and mechanical power.

As a result of the District's stringent and comprehensive air quality management strategy along with significant investments made by Valley businesses and residents, PM2.5 and ozone levels are now at historically low levels and providing Valley residents with the associated health benefits. (Source: https://ww2.valleyair.org/rules-and-planning/air-quality-plans/) Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201).

Owners of any new or modified equipment that emits, reduces, or controls air contaminants, except those specifically exempted by the SJVAPCD, are required to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010).

Rule 2201 New and Modified Stationary Review Rule

The purpose of [SJVAPCD Rule 2201] is to provide for the following:

1 The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards; and

2 No net increase in emissions above specified thresholds from new and modified Stationary Sources of all nonattainment pollutants and their precursors.

This rule shall apply to all new stationary sources and all modifications to existing stationary sources which are subject

to the District permit requirements and after construction emit or may emit one or more affected pollutant. The requirements of this rule in effect on the date the application is determined to be complete by the Air Pollution Control Officer (APCO) shall apply to such application.

Source Requirements

4.1 Best Available Control Technology (BACT): BACT requirements shall be triggered on a pollutant-by-pollutant basis and on an emissions unit-by-emissions unit basis. Unless exempted pursuant to Section 4.2, BACT shall be required for the following actions:

4.1.1 Any new emissions unit or relocation from one Stationary Source to another of an existing emissions unit with a Potential to Emit exceeding 2.0 pounds in any one day;

4.1.2 Modifications to an existing emissions unit with a valid Permit to Operate resulting in an Adjusted Increase in Permitted Emissions (AIPE) exceeding 2.0 pounds in any one day;

4.1.3 Any new or modified emissions unit, in a stationary source project, which results in an SB 288 Major Modification or a Federal Major Modification, as defined in this rule.

<u>Rule 2010 Authority to Construct and Permit to Operate</u>

The purpose of [SJVAPCD Rule 2010] is to require any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate.

Any person building, altering or replacing any operation, article, machine, equipment, or other contrivance, the use of which may cause the issuance of air contaminants or the use of which may eliminate or reduce or control the issuance of air contaminants, shall first obtain authorization for such construction from the APCO. An Authority to Construct shall remain in effect until the Permit to Operate the source operation for which the application was filed is granted or denied, or the application is canceled as described in Rule 2050 (Cancellation of Application)

Before any new or modified source operation, or any existing source operation so described may be operated, a written permit shall be obtained from the APCO. No Permit to Operate shall be granted either by the APCO or the Hearing Board for any source operation described in Section 3.0 constructed or installed without authorization as required by Section 3.0 until the information required is presented to the APCO and such source operation is altered, if necessary, and made to conform to the standards set forth in Rule 2070 (Standards for Granting Applications) and elsewhere in these rules and regulations.

4.1 New Equipment

A person shall notify the APCO before operating or using any source operation granted an Authority to Construct. Upon such notification, the Authority to Construct shall serve as a temporary Permit to Operate for the source operation until the Permit to Operate is granted or denied. The source operation shall not be operated contrary to the conditions specified in the Authority to Construct.

4.2 Modified Equipment

The Authority to Construct granted to modify any source operation having a valid Permit to Operate shall serve as a temporary Permit to Operate for the source operation until a new Permit to Operate is granted or denied. The modified source operation shall not be operated contrary to the conditions specified in the Authority to Construct. A person shall notify the APCO in writing when construction is completed.

4.3 Existing Equipment

When an application for a Permit to Operate is filed for any existing source operation, the application shall serve as a temporary Permit to Operate for the source operation. If the source operation was previously operated under a Permit to Operate and has not been altered, it shall not be operated under a temporary Permit to Operate contrary to the conditions specified in the previous Permit to Operate.

Source: https://www.valleyair.org/rules/currntrules/r2010.pdf

EXISTING AIR QUALITY

For those pollutants, the federal government and California have established National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). SJVAPCD and ARB operate a network of monitoring sites that provide information on average concentrations of those pollutants. Pollutant averages for specific monitoring sites are available on ARB and SJVAPCD websites.

Required Evaluation Guidelines

Implementation of New Source Review (NSR) rule ensures that there is no net increase in emissions above specified thresholds from new and modified stationary sources for all nonattainment pollutants and their precursors. The SJVAPCD thresholds of significance for criteria pollutants are applied to evaluate regional impacts of project-specific emissions of air pollutants and their impact on Air pollutant emissions generated from projects constructed under the implementation of the proposed General Plan Update would be required to adhere to SJVAPCD rules and regulations and therefore, would not exceed SJVAPCD thresholds.

AIR QUALITY STANDARDS

The FCAA, first adopted in 1963, and periodically amended since then, established the NAAQS. A set of 1977 amendments determined a deadline for the attainment of these standards. That deadline has since passed. Other FCAA amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the CCAA (State 1988 Statutes, Chapter 568), which set forth a program for achieving more stringent CAAQS. The ARB implements State ambient air quality standards, as required in the CCAA, and cooperates with the federal government in implementing pertinent sections of the FCAA Amendments. Further, ARB regulates vehicular emissions throughout the State. The SJVAPCD regulates stationary sources, as well as some mobile sources. Attainment of the more stringent State PM10 Air Quality Standards is not currently required.

The EPA uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called the NAAQS.

The SJVAPCD operates regional air quality monitoring networks that provide information on average concentrations of pollutants for which State or federal agencies have established ambient air quality standards. Descriptions of nine pollutants of importance in Kings County follow.

Ozone (1-hour and 8-hour)

The most severe air quality problem in the SJVAB is the high level of ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. Here, ground level, or "bad" ozone, is an air pollutant that damages human health, vegetation, and many common materials. It is a key ingredient of urban smog. The troposphere extends to a level about10 miles up, where it meets the second layer, the stratosphere. The stratospheric, or "good" ozone layer, extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" ozone is what is known as a photochemical pollutant. It needs reactive organic gases (ROG), NOX, and sunlight. ROG and NOX are emitted from various sources throughout Kings County.

In order to reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors. Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

Ozone is a regional air pollutant. It is generated over a large area and is transported and spread by wind. Ozone, the

primary constituent of smog, is the most complex, difficult to control, and pervasive of the criteria pollutants. Unlike other pollutants, ozone is not emitted directly into the air by specific sources. Ozone is created by sunlight acting on other air pollutants (called precursors), specifically NOX and ROG. Sources of precursor gases to the photochemical reaction that form ozone number in the thousands. Common sources include consumer products, gasoline vapors, chemical solvents, and combustion products of various fuels. Originating from gas stations, motor vehicles, large industrial facilities, and small businesses such as bakeries and dry cleaners, the ozone-forming chemical reactions often take place in another location, catalyzed by sunlight and heat.

The highest levels of ozone were recorded in Los Angeles, closely followed by the San Joaquin Valley. While the ozone in the upper atmosphere absorbs harmful ultraviolet light, ground-level ozone is damaging to the tissues of plants, animals, and humans as well as to a wide variety of inanimate materials such as plastics, metals, fabrics, rubber, and paints. Societal costs from ozone damage include increased medical costs, the loss of human and animal life, accelerated replacement of industrial equipment, and reduced crop yields.

Suspended PM (PM10 and PM2.5)

Particulate matter pollution consists of very small liquid and solid particles that remain suspended in the air for long periods. Some particles are large or concentrated enough to be seen as soot or smoke. Others are so small they can be detected only with an electron microscope. Particulate matter is a mixture of materials that can include smoke, soot, dust, salt, acids, and metals. Particulate matter is emitted from stationary and mobile sources, including diesel trucks and other motor vehicles; power plants; industrial processes; wood-burning stoves and fireplaces; wildfires; dust from roads, construction, landfills, and agriculture; and fugitive windblown dust. Particulate matter less than 10 microns (PM10) and PM2.5 are particulates of concern as they are 10 microns or less in diameter. These are small enough to be inhaled, pass through the respiratory system and lodge in the lungs, possibly leading to adverse health effects.

In the western United States, there are sources of PM10 in both urban and rural areas. Because particles originate from a variety of sources, their chemical and physical compositions vary widely. The composition of PM10 and PM2.5 can also vary greatly with time, location, the sources of the material and meteorological conditions. Dust, sand, salt spray, metallic and mineral particles, pollen, smoke, mist, and acid fumes are the main components of PM10 and PM2.5. In addition to those listed previously, secondary particles can also be formed as precipitates from chemical and photochemical reactions of gaseous sulfur dioxide (SO2) and NOX in the atmosphere to create sulfates (SO4) and nitrates (NO3). Secondary particles are of greatest concern during the winter months where low inversion layers tend to trap the precursors of secondary particulates.

The ARB 2008 PM2.5 Plan builds upon the aggressive emission reduction strategy adopted in the 2007 Ozone Plan and strives to bring the Valley into attainment status for the 1997 NAAQS for PM2.5. The 2008 PM2.5 Plan also indicates all planned reductions from the 2007 Ozone Plan and state standard.

The following new controls considered in the 2008 PM2.5 Plan include:
Tighter restrictions on residential wood burning and space heating;
More stringent limits on PM2.5, SO2, and NOX emissions from industrial sources;
Measures to reduce emissions from prescribed burning and agricultural burning; and
More effective work practices to control PM2.5 in fugitive dust.

The control strategy in this plan would also bring the Valley closer to attainment status for the 2006 daily PM2.5 standard. The ARB presented the draft 2008 PM2.5 Plan to its Governing Board on April 17, 2008, following a 30-day public comment period. This plan was delivered to the EPA in April 2008. The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOX established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, oxides of sulfur (SOX), ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

Carbon Monoxide (CO)

CO is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO is an odorless, colorless, poisonous gas that is highly reactive. CO is a byproduct of motor vehicle

exhaust, contributes more than two-thirds of all CO emissions nationwide. In cities, automobile exhaust can cause as much as 95% of all CO emissions.

These emissions can result in high concentrations of CO, particularly in local areas with heavy traffic congestion. Other sources of CO emissions include industrial processes and fuel combustion in sources such as boilers and incinerators. Despite an overall downward trend in concentrations and emissions of CO, some metropolitan areas still experience high levels of CO.

Oxides of Nitrogen (NOX)

NOX is a family of highly reactive gases that are primary precursors to the formation of ground level ozone and react in the atmosphere to form acid rain. NOX is emitted from combustion processes in which fuel is burned at high temperatures, principally from motor vehicle exhaust and stationary sources such as electric utilities and industrial boilers. A brownish gas, NOX is a strong oxidizing agent that reacts in the air to form corrosive nitric acid, as well as toxic organic nitrates.

Sulfur Dioxide (SO2)

The major source of sulfur dioxide (SO2) is the combustion of high-sulfur fuels for electricity generation, petroleum refining and shipping. High concentrations of SO2 can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Short-term exposures of asthmatic individuals to elevated SO2 levels during moderate activity may result in breathing difficulties that can be accompanied by symptoms such as wheezing, chest tightness, or shortness of breath. Other effects that have been associated with longer-term exposures to high concentrations of SO2, in conjunction with high levels of PM, include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs' defenses. SO2 also is a major precursor to PM2.5, which is a significant health concern and a main contributor to poor visibility. In humid atmospheres, SOX can react with vapor to produce sulfuric acid, a component of acid rain.

The ARB found SO2 standards in the SJVAB as unclassified for federal standards and attainment for State standards.

Lead (Pb)

Lead (Pb), a naturally occurring metal, can be a constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, so it essentially persists forever. Lead was used until recently to increase the octane rating in automobile fuel. Since the 1980s, lead has been phased out in gasoline, reduced in drinking water, reduced in industrial air pollution, and banned or limited in consumer products. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels; however, the use of leaded fuel has been mostly phased out. Since this occurred the ambient concentrations of lead have dropped dramatically. Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children. Effects on the nervous systems of children are one of the primary health risk concerns from lead. Children 6 years old and under are most at risk, because their bodies are growing quickly.

The ARB found Pb standards in the SJVAB in attainment of federal and State standards.

Toxic Air Contaminants (TACs)

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination. The 10 TACs are:

Acetaldehyde;
Benzene;
1,3-butadiene;
Carbon tetrachloride;

Hexavalent chromium;
Para-dichlorobenzene;
Formaldehyde;
Methylene chloride;
Perchloroethylene; and
Diesel particulate matter (diesel PM).

California Department of Transportation (Caltrans) guidance for transportation studies references the Federal Highway Administration (FHWA) memorandum titled “Interim Guidance on Air Toxic Analysis in NEPA Documents” which discusses emissions quantification of six “priority” compounds of 21 Mobile Source Air Toxics (MSAT) identified by the EPA. The six diesel exhaust (particulate matter and organic gases), benzene, 1,3-butadiene, acetaldehyde, formaldehyde, and acrolein.

Some studies indicate that diesel PM poses the greatest health risk among the TACs listed above. A 10-year research program demonstrated that diesel PM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to diesel PM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

Diesel PM differs from other TACs in that it is not a single substance but a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. However, unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. The ARB has made preliminary concentration estimates based on a diesel PM exposure method. This method uses the ARB emissions inventory’s PM10 database, ambient PM10 monitoring data, and the results from several studies to estimate concentrations of diesel PM. Table 4.3-3 depicts the ARB Handbook’s recommended buffer distances associated with various types of common sources.

Existing air quality concerns within Kings County and the entire SJVAB are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to TACs, odors, and increases in greenhouse gas (GHG) emissions contributing to climate change. The primary source of ozone (smog) pollution is motor vehicles. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

Table 4.3-3
Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	-Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	-Avoid siting new sensitive land uses within 1,000 feet of distribution center that accommodates more than 100 trucks/day, more than 40 trucks with operating transport refrigeration units (TRU)/day, or where TRU operations exceed 300 hours/week. -Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	-Avoid siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard. -Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	-Avoid siting new sensitive land uses immediately downwind of ports in the most heavily affected zones. Consult local air districts or California Air Resources Board on the status of pending analyses of health risks.
Refineries	-Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult local air districts or other agencies to determine appropriate separation.
Chrome Platers	-Avoid siting new sensitive land uses within 1,000 feet of chrome platers.
Dry Cleaners Using Perchroloethylene	-Avoid siting new land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult local air district. -Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	-Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons/year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Odors

Typically odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor.

Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown in Table 4.3-4 along with a reasonable distance from the source within which, the degree of odors could possibly be significant.

Table 4.3-4
Screening Levels for Potential Odor Sources

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

Asbestos

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rocks ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a

person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

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

Water wetting of road surfaces;
Rinse vehicles and equipment;
Wet loads of excavated material; and
Cover loads of excavated material.

Regulatory Setting

Local

San Joaquin Valley Air Pollution Control District

The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Kings County and throughout the SJVAB. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. The ARB is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law.

The District was formed in mid-1991 and prepared and adopted the San Joaquin Valley AQAP, dated January 30, 1992, in response to the requirements of the CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least 5% per year until the new, more stringent 1988 State air quality standards are met.

Activities of the SJVAPCD include the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution, inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by the FCAA and CCAA.

The SJVAPCD has prepared the 2007 Ozone Plan to achieve federal and State standards for improved air quality in the SJVAB regarding ozone. The 2007 Ozone Plan provides a comprehensive list of regulatory and incentive-based measures to reduce emissions of ozone and particulate matter precursors throughout the SJVAB.

The 2007 Ozone Plan calls for major advancements in pollution control technologies for mobile and stationary sources of air pollution. The 2007 Ozone Plan calls for a 75% reduction in ozone-forming NOX emissions.

The SJVAPCD has also prepared the 2007 PM10 Maintenance Plan and Request for Redesignation (2007 PM10 Plan). On April 24, 2006, the SJVAPCD submitted a Request for Determination of PM10 Attainment for the Basin to the ARB. The ARB concurred with the request and submitted the request to the EPA on May 8, 2006. On October 30, 2006, the EPA issued a Final Rule determining that the Basin had attained the NAAQS for PM10. However, the EPA noted that the Final Rule did not constitute a redesignation to attainment until all of the FCAA requirements under Section 107(d)(3) were met.

The SJVAPCD has prepared the 2008 PM.2.5 Plan to achieve federal and State standards for improved air quality in the SJVAB. The 2008 PM.2.5 Plan provides a comprehensive list of regulatory and incentive based measures to reduce PM2.5.

In addition to the 2007 Ozone Plan, the 2008 PM2.5 Plan, and the 2007 PM10 Plan, the SJVAPCD prepared the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI is an advisory document that provides lead agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. The SJVAPCD is currently in the process of updating the GAMAQI

and was used as a guidance document for this analysis.

The SJVAPCD Plans identified above represent the SJVAPCD's plan to achieve both State and federal air quality standards. The regulations and incentives contained in these documents must be legally enforceable and permanent. These plans break emissions reductions and compliance into different emissions source categories.

Each of the SJVAPCD plans (2007 Ozone Plan, 2008 PM2.5 Plan, and 2007 PM10 Maintenance Plan, which relies on the 2003 PM10 Plan for emissions reductions measures) identifies a "budget" for measuring progress toward achieving attainment of the national air quality standard.
A "budget" is, in effect, an emissions "threshold" or "not to exceed value" for specific years in which progress toward attainment of the standard must be measured. These specific years can also be described as "budget years" and are established to ensure achievement of the "budget" to demonstrate continued progress toward attainment of the national air quality standard.

The EPA defines specific years in which attainment of the federal standards must be reached, and therefore each of these SJVAPCD plans for which the SJVAB is nonattainment contains different "budget years" in which progress must be made toward achievement of the federal standards.

These years are documented below. Again the emissions budgets in Tables 4.3-5 through 4.3-7 below reflect "thresholds" or "not to exceed" values in the "budget years" for the identified pollutant in order to achieve attainment.

The SJVAPCD has adopted numerous rules and regulations to implement its air quality plans. The following are significant rules that will apply to the new development as a result of the General Plan Update:

Regulation VIII (Fugitive PM10 Prohibitions)—Regulation VIII is comprised of District Rules 8011 through 8081, which are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 8021 (Construction, Demolition, Excavation, and Other Earthmoving Activities)— District Rule 8021 requires owners or operators of construction projects to submit a Dust Control Plan to the District if at any time the project involves non-residential developments of 5 or more acres of disturbed surface area or moving, depositing, or relocating of more than 2,500 cubic yards per day of bulk materials on at least three days of the project. The new development, as applicable would be required to meet these criteria and would be required to submit a Dust Control Plan to the District in order to comply with this rule.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations)—If asphalt paving will be used, then paving operations of new development would be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt, and emulsified asphalt for paving and maintenance operations

Table 4.3-5
On-Road Motor Vehicle Budgets (Summer Tons/Day)

County	2017		2020		2023	
	ROG	NOX	ROG	NOX	ROG	NOX
Kings	1.8	6.7	1.7	5.3	1.6	4.0

Source: Appendix B.

Table 4.3-6
On-Road Motor Vehicle PM-10 Emissions Budgets (Tons per Average Annual Day)

County	2020	
	PM10	NOX
Kings	3.6	6.8

Source: Appendix B.

Table 4.3-7
On-Road Motor Vehicle PM-2.5 Emissions Budgets (Tons per Average Annual Day)

County	2012		2014	
	PM2.5	NOX	PM2.5	NOX
Kings	0.4	10.5	0.3	9.3

Pre-Consultation – San Joaquin Valley Air Pollution Control District

The following comments were received from the SJVAPCD, pertaining to the original project to develop 76 residential lots. The request to develop 55 single-family residential lots will have a less impactful effect on Air Quality. Updated consultation has not been received.

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the City of Hanford (City). The project consists of changing the zoning on a portion of the property, subdividing a 14.86-acre property into 76 single-family residential lots *[referring to the original project described]* with a Planned Unit Development to allow deviations from the standards (Project). The Project is located east of Kings Road, North of Grangeville Blvd, in Hanford, CA.

Project Scope

The Project consists of a change to the zoning on a portion of property from R-L-8 Low-Density Residential to R-L-5 Low-Density Residential *[referring to the original project described]* and to subdivide a 14.86-acre property into 76 single-family residential lots *[referring to the original project described, now 55 SFD]* with a Planned Unit Development overlay in an area proposed to be rezoned. The Planned Unit Development will allow deviations from the standards of the R-L-5 Low-Density Residential zone district for a single-family residential subdivision. Deviations include private streets and reduced lot sizes.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx),10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (Sox), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

Other potential significant air quality impacts related to Toxic Air Contaminants (see information below under Health Risk Assessment), Ambient Air Quality Standards, Hazards and Odors, may require assessments and mitigation. More information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at Https://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf.

The District offers the following comments:

The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions. The additional environmental review of the Project's potential impact on air quality should consider the following items:

Project Related Criteria Pollutant Emissions

1a. **Construction Emissions:**

hough the construction-related emissions are expected to have a less than significant impact, the District suggests that the City advise project proponents with construction-related exhaust emissions and activities resulting in less than significant impact on air quality to utilize the cleanest reasonably available off-road construction fleets and practices (i.e. eliminating unnecessary idling) to further reduce impacts from construction-related exhaust emissions and activities.

1b. Health Risk Screening/Assessment

cated directly west of the Project, there are sensitive receptors (i.e. Simas Elementary School and residential units). The Health Risk Assessment should evaluate the reis associated with sensitive receptors in the area and mitigate any potentially significant risk to help limit emission exposure to sensitive receptors.

Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. List of TAC's identified by OEHHA/CARB can be found at:
ps://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants
e District recommends the development project(s) be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed.

For your convenience, the District's prioritization calculator can be found at: http:www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PORITIZATION%20RMR%202016.XLS.

The District recommends a refined HRA for development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that development project applicants contact the District to review the proposed modeling protocol. A development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the Districts significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that development projects which result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- Contacting the District by phone for assistance at (559) 230-6000; or
- Visiting the Districts website (Modeling Guidance) at: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

1c) Ambient Air Quality Analysis

An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. For development projects the District recommends that an AAQA be performed for the project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

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

2. Solar Deployment in the Community

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

3. Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm.

4. District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic.

Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), and New and Modified Stationary Source Review (Rule 2201).

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

4a) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 50 residential units. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

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

4b) District Regulation VIII (Fugitive PM10 Prohibitions)

The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to construction. Information on how to comply with

Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm.

4c) Other District Rules and Regulations

The Project may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), and Rule 4601 (Architectural Coatings). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

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

5. Potential Air Quality Improvement Measures

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

a. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per

square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian oriented environments from auto-oriented environments.

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

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

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

6. District Comment Letter

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

Required Mitigation Measures:

Mitigation Measure: Utilize the cleanest reasonably available off-road construction fleets and practices to further reduce impacts from construction-related exhaust emissions and activities.

That an Air Quality Analysis be submitted to the Air District, in compliance with District Rule 9510.

In accordance with the District's Guidance for Assessing and Mitigating Air Quality Impacts, the District recommends a health risk analysis be prepared for two types of land use projects, which have the potential to cause long-term public health risk impacts.

- Type A Projects: Land use projects that will place new toxic sources in the vicinity of existing receptors, and
- Type B Projects: Land use projects that will place new receptors in the vicinity of existing toxics sources.

<u>Examples of Type A Projects (new project impacts existing receptors):</u>
This category includes sources of air toxic emissions such as:
- Gasoline dispensing facilities,
- Asphalt batch plants,
- Warehouse distribution centers,
- New freeways or high traffic roads, and
- Other stationary sources that emit toxic substances.

<u>Examples of Type B projects (New project impacted by existing toxic sources):</u>
This category includes residential, commercial, and institutional developments proposed to be located in the vicinity of existing toxic emission sources such as:
- Stationary sources

- Rail yards, and
- Warehouse distribution centers.

The proposed project does not fall within either of these project types, therefore, the Lead Agency has determined a screening analysis is not required.

An Ambient Air Quality Analysis (AAQA) was conducted via CalEEmod. The CalEEMod analysis demonstrated that the emissions from the project would not exceed the District's thresholds for criteria pollutants. **See attached.**

The Building Energy Efficiency Standards (Energy Code) have solar photovoltaic (PV) system and solar ready requirements.

The solar PV system requirements apply to newly constructed low-rise residential buildings.

The solar-ready requirements are mandatory measures and applicable to buildings which do not have a solar PV system installed. When a building is built to be solar ready, applicable Energy Code requirements prepare the building for future installation of a solar energy system.

The residential project is subject to District Rule 9510 as it exceeds 50 residential units. An Air Impact assessment is required to be submitted. The applicant will subject the AIA to the District.

The project applicant will submit a Construction Notification Form or submit and receive approval of a Dust Control Plan, as required.

Recirculation: Although the comments provided from the District refer to the preliminary project, analyzed prior to recirculation, the changes to the project are less impactful, as they propose less residential units (reduced from 76 to 55). Therefore, the analysis provided within the AAQA and comments provided by the District reflect a more impactful project than the project proposed herein.

Checklist Discussion

a) **Less than Significant Impact with Mitigation Incorporation** - The project will not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. Compliance with the Air District's Air Quality Plan is a requirement of development. Additionally, the applicant will be required to obtain any necessary permits through the SJVAPCD. With these mitigation measures, the project will have a less than significant impact. Coccidiodes immiti, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

b) **Less than Significant with Mitigation Incorporation** – in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality though design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

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

c) **Less than Significant with Mitigation Incorporation** – in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality though design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

d) Less than Significant Impact - There are no known pollutant concentrations that would be generated by the future residential development project that would expose sensitive receptors to substantial pollutant concentrations. The nearest potential sensitive receptors are directly to the south, east and west, where residential development is located or proposed; however, since there are not known pollutant concentrations to be emitted from the project, the project impact is considered less than significant

e) Less than Significant Impact – the proposed project is for a residential development. The normal use of a residential subdivision does not create objectionable odors. No objectionable odors are anticipated to occur as a result of development of the residential subdivision. Therefore, the impact is considered less than significant.

Mitigation Measures:

MM Air Quality 1: That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.

MM Air Quality 2: That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

MM Air Quality 3: The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.

MM Air Quality 4: Utilize the cleanest reasonably available off-road construction fleets and practices to further reduce impacts from construction-related exhaust emissions and activities.

Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of the rules and regulations of the SJVUAPCD for dust control measures.

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

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on	☐	☑	☐	☐

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

Environmental Setting

Natural Communities

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

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

There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; however,

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

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

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

Waters/Wetlands

Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses.

The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford.

Wildlife Corridors

Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another.

Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity.

Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas.

In accordance with the General Plan EIR Mitigation Measure MM4.4-1 and General Plan Policy O34, potential impacts to biological resources and sensitive habitat shall be carefully evaluated when considering development projects. Since the San Joaquin Kit Fox has been documented in the area in the General Plan background report, a biological assessment that includes recommendations to reduce impacts to special-status species and habitats, including avoidance, minimization, and/or mitigation measures is required for the project.

The most recent sighting (2006) was recorded north of Grangeville Boulevard, between 11th and 12 Avenues.

A Biological Reconnaissance Survey was conducted for the project.

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

The following is an excerpt from the Biological Reconnaissance Survey prepared by QK, dated May 17, 2020.

"The survey focused on identifying the presence of special-status plant and wildlife species, wetlands and waters, and other sensitive biological resources.

Project Description and Background

The Project includes the construction of a housing development on an approximately 14-acre parcel (APN 008-4100-43000) on the west side of Hanford, north of West Grangeville Avenue. A biological survey was previously conducted on the Project site in 2007. That survey focused on determining the presence of the San Joaquin kit fox (Vulpes macrotis mutica) based upon a site visit by CDFW and a possible sighting of a San Joaquin kit fox that was reported by a neighboring resident. The site examination conducted in 2007 revealed that there was a pair of red foxes (Vuples Vulpes) that were denning near the site and that occasionally used the site as foraging habitat. The purpose of this survey conducted in 2020 was to provide an updated and more comprehensive biological evaluation of the Project site.

Methods

QK conducted a preliminary review of pertinent literature, such as previous environmental reports for other projects near the site, and a query of pertinent databases including the California Native Plant Society Inventory of Rare Plants (CNPS 2020), California Natural Diversity Database (CNDDB 2020), U.S. Fish and Wildlife Service species list (USFWS 2020), National Wetland Inventory, and National Hydrography Dataset (NWI/NHD 2020). This information was used to identify potential biological resources that could occur on the site including, but not limited to San Joaquin kit fox, Swainson's hawk (Buteo swainsoni), and Tipton kangaroo rat (Dipodomys nitratoides nitratoides).

A reconnaissance level survey was conducted on May 8, 2020 by QK Environmental Scientists Julie Hausknecht and Sarah Yates. During the survey, pedestrian transects were walked to achieve 100% visual coverage of the Project site and a 500-foot survey buffer where access was available. All plant and wildlife species observed during the survey were recorded and special-status species and habitats were identified and documented using ArcGIS Collector installed on iPads. Representative photographs were taken. The Project site and surrounding 500 feet were examined for the presence of nesting birds and raptors and suitable nesting substrates.

Results

The Project site consists of nonnative annual grassland habitat dominated by ripgut brome (Bromus diandrus), wild oats (Avena fatua), and common fiddleneck (Amsinckia intermedia). Other common plant species observed included cheeseweed (Malva parviflora), London rocket (Sisymbrium irio), foxtail barley (Hordeum murinum), common mustard (Brassica rapa), black mustard (Brassica nigra), red stemmed filaree (Erodium cicutarium), prickly lettuce (Lactuca serriola), jimsonweed (Datura wrightii), Canada horseweed (Erigeron canadensis), Russian thistle (Salsola tragus), common groundsel (Senecio vulgaris), rattail sixweeks grass (Festuca myuros), puncturevine (Tribulus terrestris), and ornamentals and escaped agricultural varieties of grape (Vitus sp.), wheat (Triticum sp.) black walnut (Juglans californica), palm (Washingtonia sp.), and star jasmine (Jasminum multiflorum). Railroad tracks are east, northeast of the site, within the 500-foot buffer. Also, to the east is the Santa Fe Mini Storage, and the land use to the north, west, and south are residential.

No wetland features occur on the Project site, but a drainage basin was present to the east of the site within the 500- foot buffer. That area was fenced, access was restricted, and Project activities would not affect that resource.
There were no special-status species plant or wildlife species present on and within 500 feet of the Project site during the reconnaissance survey. The relatively high degree of past disturbances and the isolated nature of this parcel limits the potential for special-status species to occur.

Two red foxes were observed north of the site within the 500-foot buffer. They were moving east across the railroad tracks from cover beneath oleander shrubs (Nerium oleander). The surveyors searched for dens, not only on the project

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

site but also in the vicinity of where the foxes were seen. No den was found. A pile of old discarded lumber was present on the northwest corner of the site, which has potential to provide shelter for the foxes. The lumber pile was recorded as a potential den for the red foxes (Figure 4 in Attachment A).

The site is covered by nonnative annual grassland habitat which provides suitable foraging habitat for the red fox as well as the San Joaquin kit fox. California ground squirrels (Otospermophilus beecheyi) and a complex of burrows was present in the 500-foot buffer to the south of the site and along the southern border of the site at the end of Claridge Lane (see Figure 4 in Attachment A). Pocket gopher (Thomomys bottae) mounds and burrows were scattered throughout the site and along the site perimeter. The grassland habitat has loose-textured soils but has denser vegetation than is typically preferred by the San Joaquin kit fox. No diagnostic signs of the San Joaquin kit fox were found, and they were determined to be absent from the site because of the presence of red foxes, the high level of disturbance on the site, the lack of dens, and the extensive surrounding residential and commercial developments.

One Eurasian collared dove (Streptopelia decaocto) was incubating in a nest located in a eucalyptus tree (Eucalyptus sp.). This nest was in the 500-foot buffer, northwest of the site (see Figure 4 in Attachment A). The Eurasian collared dove is not protected by the Migratory Bird Treaty Act. No other nesting birds or raptors were found.

Common bird and wildlife species present onsite during the survey include mourning dove (Zenaida macroura), American crow (Corvus brachyrhynchos), snowy egret (Egretta thula), black phoebe (Sayornis nigricans), northern mockingbird (Mimus polyglottos), western kingbird (Tyrannus verticalis), house finch (Haemorhous mexicanus), European starling (Sturnus vulgaris), California scrub jay (Aphelocoma californica), rock pigeon (Columba livia), Canada goose (Branta canadensis), horned lark (Eremophila alpestris), black-chinned hummingbird (Archilochus alexandri), red-winged blackbird (Agelaius phoeniceus), house sparrow (Passer domesticus), western fence lizard (Sceloporus occidentalis), and domestic dog scat (Canis familiaris).

Summary, Conclusions, and Recommendations

A reconnaissance-level survey was conducted for a proposed housing development on a 14-acre parcel (APN 008- 4100-43000) in Hanford on May 8, 2020. The purpose of the survey was to update previous findings from a survey done by QK in 2007 and to identify the presence or the potential for the presence of special-status species including, but not limited to, San Joaquin kit fox, Swainson's hawk, and Tipton kangaroo rat. No special-status species or diagnostic signs of special-status species were found. The degraded condition of the site and the isolated nature of the site limits the potential for special-status species to be present.

Two red foxes were seen in the northeast corner of the site within the 500-foot buffer. No dens were located but a pile of old lumber provides a potential denning site. Ground squirrel burrows located along the south border of the Project site have potential to become widened for use by foxes and suitable prey is present. However, it was determined that the San Joaquin kit fox does not occur on the site because of a lack of dens, the highly disturbed condition of the site, extensive surrounding residential and commercial development, and the presence of red foxes, which are a competitor of the San Joaquin kit fox. Red foxes are not a sensitive species and would tend to preclude the presence of San Joaquin kit foxes.

No existing stick nests or nesting raptors were observed on or within 500 feet of the Project site. Suitable nesting substrates are present for Swainson's hawks or other raptors including tall trees and utility poles that could support the construction of new nests, but no nests were found. The nesting Eurasian collared dove that was observed nesting in the buffer area is an introduced species and is not protected by the Migratory Bird Treaty Act. For protected bird species, existing regulations prohibit taking or possessing birds, parts of birds, nests, or eggs. A preconstruction survey should be conducted within 14 days of construction (if construction will occur between February 15 and August 15, the breeding season of migratory birds and raptors) to identify and avoid any nesting birds or raptors. If any active nests are found during the preconstruction survey, we recommend that the nests be designated as an Environmentally Sensitive Area (ESA) and protected by a construction-free buffer determined by a qualified biologist until the nests are no longer active. The typical avoidance buffers are 250 feet for passerine nests and 500 feet for raptor nests, but the buffers may be reduced if it can be documented that the birds are not negatively affected by construction activities.

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

The entire report is attached.

Standards of Significance

Appendix G of the CEQA Guidelines states that a project would have a significant impact on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California
- Department of Fish and Game or US Fish and Wildlife Service;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Checklist Discussion

a) **Less than significant impact with mitigation measure** –a biological survey was conducted and concluded that the degraded condition of the site and the isolated nature of the site limits the potential for special-status species to be present. As a mitigation measure:

1. A preconstruction survey shall be conducted 14 days before construction (if construction will occur between February 15 and August 15, the breeding season of migratory birds and raptors) to identify and avoid any nesting birds or raptors.

    a. If any active nests are found during the preconstruction survey, the nests shall be designated as an Environmentally Sensitive Area (ESA) and protected by a construction-free buffer determined by a qualified biologist until the nests are no longer active. The typical avoidance buffers are 250 feet for passerine nests and 500 feet for raptor nests, but the buffers may be reduced if it can be documented that the birds are not negatively affected by construction activities.

b) No Impact – the site does not contain any riparian habitat or other sensitive natural community.

c) No Impact – the site is not identified as a federally protected wetland.

d) **Less than significant impact with mitigation measure** -see a.

e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological resources.

f) Less than Significant Impact – the project pertains to land that has no value as natural habitat, since it is substantially surrounded by urban development and disturbed/graded; therefore, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Mitigation Measures:

1. That a preconstruction survey shall be conducted 14 days prior to construction (if construction will occur between February 15 and August 15, the breeding season of migratory birds and raptors) to identify and avoid any nesting birds or raptors.

    a. If any active nests are found during the preconstruction survey, the nests shall be designated as an Environmentally Sensitive Area (ESA) and protected by a construction-free buffer determined by a qualified biologist until the nests are no longer active. The typical avoidance buffers are 250 feet for passerine nests and 500 feet for raptor nests, but the buffers may be reduced if it can be documented that the birds are not negatively affected by construction activities.

Conclusion: The site is within an urban area of the City and contains no natural, undisturbed areas for habitat. The project would have a less than significant cumulative impact for biological resources with the implementation of mitigation measures.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017); QK Biological Reconnaissance Survey (May 17, 2020).

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5?	☐	☑	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☑	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

Ethnographic Setting

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

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

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

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

In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a

settlement was established near Lemoore.

By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work.

Pioneer Settlement Period

Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese sheepherder's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time, the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region.

In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels.

Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials.

National Register of Historic Places

Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places.

Hanford Carnegie Library

The Hanford Carnegie Library, now the Carnegie Museum of Kings County, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture, artifacts, and photos describing the history of the Hanford area.

Kings County Courthouse

The 1896 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978.

Taoist Temple

The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco.

While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future.

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

National Register of Historic Places – Eligible Resources

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

- Temple Theater, 514 Visalia Street
- Fox Theater
- Kings Art Center, 605 N. Douty Street
- Hanford Civic Auditorium, 400 N. Douty Street
- Hanford Veteran's Memorial Building

Paleontological Resources

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

Consultation Meeting

On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, regarding Assembly Bill 52 and to establish conditions, which would apply to all projects in the City of Hanford requiring an initial study.

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

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

Burial Treatment Plan

Purpose

The intent of the agreement is to protect Native American burials, cemeteries, isolated and/or fragmented human remains, cremations, associated funerary objects, unassociated funerary objects, and sacred items from destruction during construction and preconstruction components associated with the Project. The agreement is between the Santa Rosa Rancheria Tachi Yokut Tribe, and the Property Owner/Sponsor, and shall transfer to the Developer or new Landowner should the project be sold prior to, or after construction.

The intent of the agreement is to fulfill the requirements for treatment of human remains and cultural sites that may be inadvertently discovered during ground disturbing activities as stipulated in the Kings County.

The agreement applies to all ground disturbing activities associated within the Project's area of potential effect. Any and all discovered Native American burials, isolated and/or fragmented human remains, associated funerary objects, unassociated funerary objects, and sacred items will be treated within accordance with the provisions of the State of California Public Resource Code Section 5097.98 and Health and Safety Code Section 7050.5

Destruction of Native American cultural sites and burial locations is an ever-present concern to the Tribal Communities. In order to protect these sites, the California Public Record Act exempts from public disclosure the records "of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects" described in sections 5097.9 and 5097.993 of the Public Resource Code (Gov. Code §6254, sub [r]) The act also exempts from public disclosure records that relate to archaeological site information and reports maintained by or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the Native

American Heritage Commission, another state agency, or a local agency including the records that the agency obtains through a consultation process between California Native American Tribe and a state or local agency (Gov. Code Section 6254.10). In addition, CEQA Guidelines prohibit inclusion of information about the location of archaeological sites and Sacred Lands in an environmental impact report (CEQA Guidelines, Section 15120, subd.[d]). Potential measures to avoid, minimize, and mitigate adverse effects to Native American burials, isolated and/or fragmented human remains, associated funerary objects, unassociated funerary objects, and sacred items, in a culturally sensitive manner is discussed within the Burial Treatment Plan. The plan includes information related to the authority to halt construction, procedures when skeletal remains are found, protection while awaiting recommendations from the most likely descendants, treatment as recommended by Most Likely Descendants, reporting requirements, and curation of archaeological material not associated with human remains.

Thresholds of significance

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

- Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
- Disturb any human remains, including those interred outside of formal cemeteries

- That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

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

Checklist Discussion

a) Less than Significant Impact - The project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.

b) **Less than Significant Impact with Mitigation Measures** – The proposed project proposes the development of formerly vacant land. As a condition of approval, the Lead agency required:

MM Cultural Resources 1: That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures, as recommended by the archaeologist (depending on the type of cultural discovery) for avoidance of impacts to the cultural resource are to be taken before construction may continue.

Also, in agreement following the previous meeting between the City of Hanford and the Tachi Yokut Tribe on January 10, 2017, the lead agency is requiring:

- **MM Cultural Resources 2:** That a Burial Treatment Plan be entered in to by the applicant/property owner prior to any earth disturbing activities.

c) Less than Significant Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature.

d) See B.

Mitigation Measures

MM Cultural Resources 1: That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures, as recommended by the archaeologist (depending on the type of cultural discovery) for avoidance of impacts to the cultural resource are to be taken before construction may

continue.

MM Cultural Resources 2: That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities.

- **MM Cultural Resources 3:** That a Burial Treatment Plan be entered in to by the applicant/property owner prior to any earth disturbing activities.

Conclusion:

The incorporation of mitigation measures requested from the Tachi Yokut Tribe will reduce the impacts of development to a less than significant level.

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

ENERGY

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

a) Less than Significant Impact: CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). The means to conserve energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered "wasteful, inefficient, and unnecessary" if it were to violate State and federal energy standards and/or result in significant adverse impacts related to Project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The project is required to comply with the 2019 California Green Building Standards Code, Title 24 Energy Efficiency Requirements, including the installing of solar panels, which provides energy from a renewable power source to offset energy generated by fossil fuel-ran power plants.

a) Less than Significant Impact - The project is required to be developed, consistent with the State and City of Hanford's regulations. The project will be in compliance with all applicable federal, State, and local regulations regulating energy usage. The Project will comply with Title 24 Energy Efficiency Standards and CalGreen Code requirements for solar-ready roofs, electric vehicle charging, and water conservation.

Stringent solid waste recycling requirements applicable to Project construction and operation would reduce energy consumed in solid waste disposal.(A summary of the 2019 & 2022 CALGreen Construction Waste

Management Requirements appears below: Source:
https://calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures/

2019 & 2022 CALGreen Construction Waste Management Requirements Summary Created by CalRecycle
Last Updated: March 10, 2023

Waste Diversion Requirement

- Newly constructed buildings and demolition projects shall divert from landfills at least 65% of the construction and demolition (C&D) materials generated at the project site.
- All locally permitted additions and alterations to non-residential projects shall also meet the minimum 65% waste diversion requirement
- Additions and alterations to residential buildings that increase the structure's conditioned area, volume or size are also required to meet the 65% waste diversion requirement.

Methods of Compliance

- Enforcing agencies can require contractors to develop and maintain a waste management plan and document diversion and disposal. OR
- Utilize a waste management company that can provide verifiable documentation that it meets 65% waste diversion. OR
- Use a waste stream reduction alternative

Conclusion: In summary, the Project will implement all mandatory federal, State, local conservation measures, including:

- Compliance with the California Green Building Standards Code
- Title 24 Energy Efficiency Requirements
- Installation of solar panels
- And requirements for construction waste management

to reduce energy demands further. Therefore, the Project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Project-related impacts are less than significant.

Mitigation Measure(s)
No mitigation is required.

Level of Significance
Impacts would be ***less than significant***.

Source: https://calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures/;
https://www.energy.ca.gov/sites/default/files/2020-11/2020%20-%20CEC%20-%20Solar%20PV%20Systems_ADA.pdf

VI. GEOLOGY AND SOILS -- Would the project:

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☑	☐	☐

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

Environmental Setting

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

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

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

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

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

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

Liquefaction
Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable.

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

Lateral Spreading (Landslides)

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

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

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

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

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

Significance Criteria

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

Checklist Discussion

a) **Less than Significant Impact with Mitigation Incorporation** -

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

ii. **Less than Significant Impact with Mitigation Measures** – Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.

The most current CBC is the adopted building code by the Building Division. Additionally, the Hanford Municipal Code contains regulations that govern activities that could result in erosion or slope instability. Specifically, Chapter 15.55 (Grading) of the Hanford Municipal Code, provides governance over grading, including permitting procedures, exemptions, enforcement, and inspection of new development in the City. Chapter 15.52 (Flood Damage Prevention Regulation) also contains specific requirements for construction in flood-related erosion-prone areas.

PERTINENT GENERAL PLAN UPDATE GOALS AND POLICIES

Open Space, Conservation and Recreation Element

AGRICULTURAL RESOURCES

***Soils Policy* - Policy O11 Soil Erosion:** Require new development to implement measures to minimize soil erosion related to construction.

WATER RESOURCES

***Water Pollution Prevention Policy* - Policy O29 Storm Water Pollution Prevention:** Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a storm water pollution prevention plan, including use of best management practices, to control erosion and sedimentation during construction.

Health, Safety, and Noise Element

NATURAL HAZARDS GOAL - Goal H3: Reduced risk to public health and safety and disruption of social, economic, and environmental welfare resulting from natural hazards.

Earthquake Policies

Policy H15 Building Codes and Standards for Earthquakes: Maintain and enforce current buildings codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.

Policy H16 Hazardous Buildings Upgrade: Develop policies to assist in the upgrading of seismically hazardous (unreinforced masonry)
buildings within the City.

Policy H17 Geologic and Soils Studies: Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.

iii. **Less than Significant Impact with Mitigation Measures** – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event coupled with a concurrent seismic event may create a condition where liquefaction could occur. Compliance with applicable City General Plan policies, as well as the California Building Code (cited in a ii.) would reduce the potential to expose people or

structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.

iv. **Less than Significant with Mitigation Measures** – the entire City is located within an area of low landslide incidence, but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.

b) **Less than Significant Impact with Mitigation Measures** – development would result in construction-related ground disturbance, as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code (flood provisions of the California Building Standards Code (Cal. Code of Regs., Title 24) for buildings and structures in flood hazard areas along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.

c) Less than Significant Impact with Mitigation Measures: See a.

d) Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. According to the Unified Soil Classification System (USCS) when a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

e) No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.

Mitigation Measures:

MM Geology 1: That the development of the project complies with the applicable General Plan policies, as well as the California Building Code:

PERTINENT GENERAL PLAN UPDATE GOALS AND POLICIES

Open Space, Conservation and Recreation Element

AGRICULTURAL RESOURCES

***Soils Policy* - Policy O11 Soil Erosion:** Require new development to implement measures to minimize soil erosion related to construction.

WATER RESOURCES

***Water Pollution Prevention Policy* - Policy O29 Storm Water Pollution Prevention:** Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a storm water pollution prevention plan, including use of best management practices, to control erosion and sedimentation during construction.

Health, Safety, and Noise Element

NATURAL HAZARDS GOAL - Goal H3: Reduced risk to public health and safety and disruption of social, economic, and environmental welfare resulting from natural hazards.

Earthquake Policies

Policy H15 Building Codes and Standards for Earthquakes: Maintain and enforce current buildings codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.

Policy H16 Hazardous Buildings Upgrade: Develop policies to assist in the upgrading of seismically hazardous (unreinforced masonry)
buildings within the City.

Policy H17 Geologic and Soils Studies: Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.

California Building Code: (flood provisions of the California Building Standards Code (Cal. Code of Regs., Title 24)

MM Geology 2: That a geotechnical and soil studies be prepared as required by the Building Official.

MM Geology 3: That the physical development of the project complies with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code (Flood Provisions of the California Building Standards Code), along with the plan check and development review process.

Conclusion

The project will not result in significant impacts to geophysical conditions with mitigation measures in place, therefore the impact is considered less than significant, cumulatively.

Source(s): General Plan and General Plan EIR (2017); California Building Code

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

Environmental Setting

Kings County and the City of Hanford

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

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

Global Climate Change

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

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

Increased Temperatures and Extreme Heat events

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

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

Other impacts related to increased temperatures and heat waves include:

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

Greenhouse Gases

Gases that trap heat in the Earth’s atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth’s atmosphere is absorbed by the Earth’s surface, and some is reflected back toward space. of the radiation reflected back toward space, GHG’s will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth’s surface would be about 61 degrees cooler. This phenomenon is known as the greenhouse effect. Many scientists believe that emissions from human activities – such as electricity generation, vehicle emissions, and farming and forestry practices have elevated GHGs in the atmosphere beyond naturally-occurring concentrations, contributing to global climate change. The six primary GHGs are:

- Carbon dioxide (C02), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned
- Methane (CH4), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

- Nitrous oxide (N20), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning
- Hydroflourocarbons (HFCs), primarily used as refrigerants
- Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes
- Sulfur hexafluoride (SF6), primarily used in electrical transmission and distribution systems

There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions.

A CalEEMod analysis of the project emissions is attached to this report – emissions do not exceed the level of significance for any criteria pollutant.

Pertinent General Plan Policy:

Transportation and Circulation Element

OVERARCHING TRANSPORTATION AND CIRCULATION GOALS

Goal T2**:** Increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

STREETS AND HIGHWAYS

Traffic Calming and Trip Reduction Policies

Policy T49 Subdivision Connectivity: Design subdivisions to maximize connectivity both internally and with other surrounding development.

BICYCLE AND PEDESTRIAN GOAL

Goal T8: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

TRANSPORTATION MANAGEMENT GOAL

Goal T12: Improved performance and expanded capacity of the street network by means other than roadway widening or construction.

Transportation Management Policies

Policy T87 Transportation Demand Management Programs: Develop Transportation Systems Management (TDM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.

Policy T88 People Movement: Emphasize the movement of people rather than vehicles.

Policy T90 Existing Network: Maximize the efficient use of the city's existing transportation network before widening or constructing new facilities.

Policy T91 Alternative Modes: Promote alternative modes of transportation, alternative work schedules, and telecommuting.

Policy T92 Amenities that Support Alternative Modes of Transportation: Encourage new developments to include on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

MINERAL AND ENERGY RESOURCES GOAL

Goal O2: Conservation of non-renewable energy resources and maximization of the use of renewable energy

resources.

Energy Resource Policy

Policy O12 Solar Power Generation: Support and encourage solar generation facilities for residential, commercial, and industrial uses.

Energy Conservation Policy

Policy O13 Alternative Fuels and Renewable Energy: Promote and encourage the use of alternative fuels and renewable energy.

Policy O14 Energy-efficient Design Features: Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation that meet or exceed California Code of Regulations Title 24.

Policy O15 Vegetation to Conserve Energy: Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.

Policy O18 Recycling: Support recycling activities throughout the City.

WATER RESOURCES

Water Conservation Policies

Policy O21 Water Conservation Efforts: Actively encourage water conservation by both agricultural and urban water users.

Policy O28 Water Conservation Measures for New Development: Encourage new development projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.

Health, Safety, and Noise Element

PUBLIC HEALTH AND FITNESS

Relationship of Health to Land Use Patterns and Parks Access Policies

Policy H68 New Growth Areas: Encourage a land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.

Significance Criteria

The project would have a significant impact on GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs

Checklist Discussion

a. Less than Significant Impact - In the General Plan EIR, impacts to Greenhouse Gas emissions were evaluated. The growth based on land use and population intensities proposed under the General Plan is anticipated to generate 1,134,876.19 metric tons of CO2e per year using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. Business as Usual (BAU) is referred in ARB's AB 32 Scoping Plan (CARB 2012) as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the General Plan Update's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the General Plan Update would meet the 29% emission reduction, as targeted by CARB's ARB and AB 32 scoping plan. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that the General Plan Update's ability to achieve at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.

   The project complies with the General Plan policy which includes emission reductions that mitigate GHG emission generation to a less than significant level.

Pertinent General Plan Policy:

Transportation and Circulation Element

OVERARCHING TRANSPORTATION AND CIRCULATION GOALS

Goal T2**:** Increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

STREETS AND HIGHWAYS

Traffic Calming and Trip Reduction Policies

Policy T49 Subdivision Connectivity: Design subdivisions to maximize connectivity both internally and with other surrounding development.

BICYCLE AND PEDESTRIAN GOAL

Goal T8: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

TRANSPORTATION MANAGEMENT GOAL

Goal T12: Improved performance and expanded capacity of the street network by means other than roadway widening or construction.

Transportation Management Policies

Policy T87 Transportation Demand Management Programs: Develop Transportation Systems Management (TDM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.

Policy T88 People Movement: Emphasize the movement of people rather than vehicles.

Policy T90 Existing Network: Maximize the efficient use of the city's existing transportation network before widening or constructing new facilities.

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MINERAL AND ENERGY RESOURCES GOAL

Goal O2: Conservation of non-renewable energy resources and maximization of the use of renewable energy resources.

Energy Resource Policy

Policy O12 Solar Power Generation: Support and encourage solar generation facilities for residential, commercial, and industrial uses.

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Health, Safety, and Noise Element

PUBLIC HEALTH AND FITNESS

Relationship of Health to Land Use Patterns and Parks Access Policies

Policy H68 New Growth Areas: Encourage a land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.

b. Less than Significant Impact – The project is consistent with the policies of the General Plan, which consists of

numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meets 10 of the 12 Smart Growth Principles cited in the San Joaquin Valley Blueprint.

The Smart Growth Principles achieved through the General Plan are as follows:

1. Create a range of housing opportunities and choices;
2. Create walkable neighborhoods;
3. Encourage community and stakeholder collaboration;
4. Foster distinctive, attractive communities with a strong sense of place;
5. Make development decisions predictable, fair, and cost effective;
6. Mix land uses;
7. Provide a variety of transportation choices;
8. Strengthen and direct development towards existing communities;
9. Take advantage of compact building design;
10. Enhance the economic vitality of the region; and

Conclusion

The project is consistent with the General Plan, proposing in-fill development in a density and location where it has been planned, providing city-standard off-site improvements, which facilitate multi-modal transportation opportunities, and utilizing solar for the residential use, which mitigate impacts of GHG to a less than significant level

Pertinent General Plan Policy, contributing to reduced GHG Emissions include:
Transportation and Circulation Element

STREETS AND HIGHWAYS

Traffic Calming and Trip Reduction Policies

Policy T49 Subdivision Connectivity: Design subdivisions to maximize connectivity both internally and with other surrounding developments.

BICYCLE AND PEDESTRIAN GOAL

Goal T8: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

TRANSPORTATION MANAGEMENT GOAL

Transportation Management Policies

Policy T88 People Movement: Emphasize the movement of people rather than vehicles.

Policy T91 Alternative Modes: Promote alternative modes of transportation, alternative work schedules, and telecommuting.

Policy T92 Amenities that Support Alternative Modes of Transportation: Encourage new developments to include on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

MINERAL AND ENERGY RESOURCES GOAL

Goal O2: Conservation of non-renewable energy resources and maximization of the use of renewable energy resources.

Energy Resource Policy

Policy O12 Solar Power Generation: Support and encourage solar generation facilities for residential, commercial, and industrial uses.

Energy Conservation Policy

Policy O13 Alternative Fuels and Renewable Energy: Promote and encourage the use of alternative fuels and renewable energy.

Policy O14 Energy-efficient Design Features: Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation that meet or exceed California Code of Regulations Title 24.

Policy O15 Vegetation to Conserve Energy: Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.

Policy O18 Recycling: Support recycling activities throughout the City.

WATER RESOURCES

Water Conservation Policies

Policy O21 Water Conservation Efforts: Actively encourage water conservation by both agricultural and urban water users.

Policy O28 Water Conservation Measures for New Development: Encourage new development projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.

Health, Safety, and Noise Element

PUBLIC HEALTH AND FITNESS

Relationship of Health to Land Use Patterns and Parks Access Policies

Policy H68 New Growth Areas: Encourage a land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.

Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☑	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☑	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☑	☐

Environmental Setting

Hazardous material are substances that, because of physical or chemical properties, quantity, concentration, or other characteristics may either cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness or pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas.

Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. Large quantities of hazardous materials are transported along State Route 198, 43, and freight rail lines that pass-through Hanford, making it susceptible to hazardous spills, releases, or accidents.

Pursuant to AB 2948, Kings County adopted the *County Hazardous Waste Management Plan.* Under state law, all industries and agricultural operations that store or handle specific quantities of hazardous materials must provide the County with a hazardous materials business plan detailing the location and quantities of their hazardous materials.

Brownfields

A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. the City has one brownfield site, located south of Third Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue.

Airport Hazards

Hanford Municipal Airport – a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona, and Lemoore in south-central CA.

Emergency Response

Kings County's Office of Emergency Management (OEM) is the County's emergency management agency, responsible for coordinating multi-agency responses to complex, large-scale emergencies and disasters within Kings County. OEM develops and maintains the Emergency Operations Plan (EOP), which serves as a guideline for who will do what, as well as when, with what resources, and by what authority- before, during, and immediately after an emergency.

Significance Criteria

The project may result in significant hazards if it does any one of the following:

1. Create a public health hazard
2. Involve the use or production, disposal or upset of materials which pose a hazard to people in the area or interferes with an emergency response plan
3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards.

Checklist Discussion

a) **Less than Significant with Mitigation Incorporation–** that the routine use of a residence does not involve the routine transport, use, or disposal of hazardous materials. If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas, as established by CalEP) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system

b) See a.

c) Less than Significant Impact – Simas Elementary School is within a ¼ mile of the project site. However, the routine use of a residence will not introduce hazardous materials to the sensitive receptor. The General Plan restricts land uses around schools, such as industrials uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites. The routine use of a residence does not involve the hazardous materials.

d) No Impact – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5

e) No Impact -The project site is not located within two miles of a public airport/airstrip therefore there is no impact.

f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact.

g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Citywide compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development on emergency preparedness.

General Plan Policies:

EMERGENCY PREPAREDNESS GOALS

Goal H1: Reduced impacts to human life, property, the local economy, and the environment resulting from natural hazards, human-trade hazards, and noise.

Goal H2: High quality emergency services to protect life and property.

Emergency Preparedness Policies

Policy H1 Kings County Multi-jurisdictional Hazard Mitigation Plan
Integrate the mitigation measures of the Kings County Multi-jurisdictional Hazard Mitigation Plan where relevant and applicable.

Policy H2 Update to the Multi-jurisdictional Hazard Mitigation Plan: Collaborate with the Kings County Office of Emergency Services in the development of updates to the Kings County Multi-jurisdictional Hazard Mitigation Plan.

Policy H3 Disaster Preparedness: Lead in the preparation for natural and man-made disasters by taking a proactive approach.

Policy H4 Emergency Preparedness Plan: Update and implement the Emergency Preparedness Plan annually to respond to changes in land use, population, and incorporated boundaries, including evacuation routes, locations of critical facilities, peak load water supply requirements, minimum road widths and turning radii, and identification of risks.

Policy H5 City Hall as the Emergency Operations Center: Maintain City Hall as the Emergency Operations Center (EOC) in Hanford.

Policy H6 Disaster Preparedness Information: Educate the public about disaster preparedness by providing information on supplies, training, evacuation routes, communication systems and shelter locations.

Policy H7 Disaster Preparedness for Special Needs Populations: Identify and develop communication systems, evacuation methods, shelter locations and other services for special needs populations.

Policy H8 Provide for Adequate Levels of Service: Evaluate safety service limitations on an annual basis to provide for adequate levels of service.

Policy H9 Water Facilities in Emergencies: Ensure that public and private water facilities have adequate capacity to supply emergency needs.

Policy H10 Emergency Routes: Identify potential emergency routes and suggest methods for operational needs for first responders.

Policy H11 Emergency Response Facilities: Establish the capability to relocate critical emergency response facilities such as fire, police, and essential services facilities, if needed.

Policy H12 Quantify Emergency Preparedness Levels: Develop a procedure to quantify community emergency preparedness levels.

Policy H13 Volunteer Programs for Disaster Preparedness: Encourage City employee through a volunteer program to obtain training in disaster preparedness and basic first aid skills.

This plan is consistent with the policy of the General Plan; therefore, impacts are considered less than significant.

h) Less than Significant Impact– The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires, therefore, the impact is considered less than significant.

Mitigation Measure

- **MM Hazard 1:** If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Any quantities of hazardous

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. - **MM Hazard 2:** Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. **Conclusion** The impact from hazards and hazardous materials are expected to be less than significant with mitigation measures to be applied for any hazardous construction materials. Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List, CALEPA				
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☐	☑	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☑	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☑	☐	☐

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐	☐
f) Otherwise substantially degrade water quality?	☐	☑	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

Environmental Setting

Climate

The City is located in the southwest portion of the Central Valley of CA and the City's climate is semi-arid. Semi-arid climates in CA tend to have precipitation patterns closer to Mediterranean climates with wet winters. The Central Valley has greater temperature extremes than coastal areas because it is less affected by the moderating influence of the Pacific Ocean. Most of the rainfall in Hanford occurs in the winter months as the Gulf Stream shifts southward from northern latitudes in the wintertime. However, because of the inland location and "rainshadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The rainshadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches.

Surface Water Resources

Tulare Lake Basin

The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.

South Valley Floor Watershed

The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%.

Local

Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western

edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford.

Surface Water Quality

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments.

Groundwater Resources

Regional

The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin.

Local

The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection.

Groundwater Quality

Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 micromhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide.

The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep.

Floodplains

Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City.

The site is not within a floodplain.

Significance Criteria

The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system.

Checklist Discussion

a) **Less than Significant Impact with Mitigation Measures** –

- **Construction**: potential impacts on water quality arise from erosion and sedimentation are expected to be localized and temporary during construction of new development. All new development that disturbs more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. The Permit requires sampling, monitoring, reporting and record keeping related to discharge of surface water. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs.

- **Operation**: The development will be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. The Phase II General Permit aims to reduce or eliminate stormwater pollution, through best management practices. The development shall incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in that runoff to the maximum extent practical. The City Building Division and Public Works Department will review and approve grading plans and site development requirements for the new development.

b) Less than Significant Impact –The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable Groundwater Management Act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

c) See a.

d) **Less than Significant Impact with Mitigation Measures** – with the approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, the new development operations would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Conditions of approval regarding storm water include the following:

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, consistent with the requirements of the Hanford Municipal Code Section 13.10 Stormwater Service System, prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That 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. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. The Permit regulates point source discharge of wastewater to surface waters of the Region so that the highest quality and beneficial uses of these waters are protected and enhances. Regulation is by issuance of NPDES permits which are updated every five years. Each permit contains effluent limitations which ensure the protection of the receiving waters.

3. At the sole cost of the developer, the developer shall establish a 15' storm drain easement as shown on the Tentative Map, that extends the full depth of, and along the property line of Lots 38 and 39. The developer shall also obtain an easement with the Burlington Northern Santa Fe (BNSF) Railroad to extend said easement through the BNSF right-of-way while meeting all of BNSF regulations for piping installation under the railroad tracks. The developer shall also obtain an Encroachment Permit with the City of Hanford to further extend the storm drain piping to the Mussel Slough storm drain basin and construct an outfall

structure within the storm drain basin per City Standards.

4. In the event that an easement under the Burlington Northern Santa Fe Railroad tracks is not obtainable to run the storm drainage from the development to the existing city-maintained Mussel Slough storm basin, as an alternative, the developer shall install an onsite storm basin so that all storm drainage from the subdivision map. The basin shall be constructed in conformance with City Standards and as follows:

   a) The Developer shall install a 6' high chain link fence that includes a top rail and vinyl privacy slats per City Standard Detail GE-23. Color of privacy slats to match surrounding conditions

   b) The Developer shall install a 16' wide gate entrance to basin per City Standard Detail GE-26 with vinyl privacy slats matching privacy slats in fencing.

   c) The Developer shall install a 16' wide drive approach per City Standard Detail CO-41.

   d) The Developer shall include a 5' landscape easement along both Saxon St. and Claridge Lane frontages.

   e) The storm basin shall have a 10:1 maximum sloped drive to the bottom of the basin for maintenance purposes.

   f) The developer shall install an outfall structure within the storm drain basin to City Standard Specifications.

5. In the event that the alternative storm drain basin is constructed, per resolution 19-41-R, the developer shall be eligible for a credit towards Storm Drain Impact fees per the 2019 City of Hanford Development Impact Fee Study for storage provided for this development.

e) **Less than Significant Impact with Mitigation Measures and impact fee payment** – The development is required to undergo a site development requirements approval process with the City Building Division that would include developing necessary stormwater drainage improvements to sufficiently capture and treat polluted runoff. New development would also be required to pay a stormwater system development fee. This development fee is required for all new development in order to pay the cost of capital improvements for the City of Hanford stormwater system.

f) See a.

g) No Impact. – the project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact.

h) See g.

i) See g.

j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunami. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgrade from aboveground water storage tanks.

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

proposed development be retained in a retention drainage basin located as shown on the tentative

Mitigation Measures:

Conclusion:

MM Hydrology 1:

Storm Drainage Improvements:

Storm Drainage Improvements:

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

1. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. The Permit regulates point source discharge of wastewater to surface waters of the Region so that the highest quality and beneficial uses of these waters are protected and enhances. Regulation is by issuance of NPDES permits which are updated every five years. Each permit contains effluent limitations which ensure the protection of the receiving waters.

2. At the sole cost of the developer, the developer shall establish a 15' storm drain easement as shown on the Tentative Map, that extends the full depth of, and along the property line of Lots 38 and 39. The developer shall also obtain an easement with the Burlington Northern Santa Fe (BNSF) Railroad to extend said easement through the BNSF right-of-way while meeting all of BNSF regulations for piping installation under the railroad tracks. The developer shall also obtain an Encroachment Permit with the City of Hanford to further extend the storm drain piping to the Mussel Slough storm drain basin and construct an outfall structure within the storm drain basin per City Standards.

3. In the event that an easement under the Burlington Northern Santa Fe Railroad tracks is not obtainable to run the storm drainage from the development to the existing city-maintained Mussel Slough storm basin, as an alternative, the developer shall install an onsite storm basin so that all storm drainage from the proposed development be retained in a retention drainage basin located as shown on the tentative subdivision map. The basin shall be constructed in conformance with City Standards and as follows:

   g) The Developer shall install a 6' high chain link fence that includes a top rail and vinyl privacy slats per City Standard Detail GE-23. Color of privacy slats to match surrounding conditions

   h) The Developer shall install a 16' wide gate entrance to basin per City Standard Detail GE-26 with vinyl privacy slats matching privacy slats in fencing.

   i) The Developer shall install a 16' wide drive approach per City Standard Detail CO-41.

   j) The Developer shall include a 5' landscape easement along both Saxon St. and Claridge Lane frontages.

   k) The storm basin shall have a 10:1 maximum sloped drive to the bottom of the basin for maintenance purposes.

l) The developer shall install an outfall structure within the storm drain basin to City Standard Specifications.

4. In the event that the alternative storm drain basin is constructed, per resolution 19-41-R, the developer shall be eligible for a credit towards Storm Drain Impact fees per the 2019 City of Hanford Development Impact Fee Study for storage provided for this development.

MM Hydrology 2: New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.

MM Hydrology 3: New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.

MM Hydrology 4: New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.

Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to hydrology and water quality are considered less than significant.

Source: 2017 General Plan, 2017 General Plan Update, Hanford Storm Water Master Plan, State of California Department of Water Resources

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☑	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☑	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

Environmental Setting
The City is predominantly surrounded by agricultural land uses and is characterized as a low rise community dominated by low-density, single-family housing along with some limited pockets of multi-family housing, low-intensity commercial uses, and several industrial areas. The City's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Boulevard, while the newly urbanized areas are north of Grangeville Boulevard. The majority of land within the City's planned area consists of agricultural, open space, and single-family residential uses.

Setting

The project is located on a vacant in-fill parcel in the City limits. The property is located north of Grangeville Boulevard, west of the AT & Santa Fe Railroad.

The property is designated as Low-Density Residential by the General Plan and zoned R-L-8 Low-Density Residential.

Significance Criteria
The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion

a) Less than significant impact – The project will not physically divide an established community. The project proposes to develop a vacant parcel. There are single-family residential properties located to the west, north, and south of the project site. The site is an infill property.

b) **Less than significant impact with mitigation** – The project is consistent with the General Plan, specifically the Low-Density Residential designation. The project proposes a gross density of 3.69 units per gross acre, which is within the allowable density range prescribed by the General Plan for the Low-Density Residential designation, which is between two and ten units per acre.

The applicant seeks a Planned Unit Development to allow deviations from the standards of the R-L-8 Low-Density Residential zone district for the single-family residential subdivision. Deviations include reduced lot sizes from 8,000 square feet to 7,443 square feet for Lots 13-23 and 40 and reduced lot depths from 95 feet to 93 feet.

17.82.060 Findings.

A. Before a planned unit development (PUD) permit can be approved, all of the following findings shall be made by the reviewing authority identified in Chapter 17.70:

1. The location and design of the PUD is in accordance with the purpose of this title;

2. The PUD is being proposed to achieve one (1) or more of the objectives identified in Section 17.82.030;

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

4. The location and design of the PUD will not generate more traffic than the streets in the vicinity can carry without congestion, and will not overload utilities;

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

of this title;

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

B. A PUD may be denied if the reviewing authority finds one (1) or more of the findings in this section cannot be made. (Ord. 17-04, 2017)

The applicant seeks a variance to permit a 14-foot high acoustical soundwall, where the maximum residential fence height is 7 feet.

17.84.050 Variance findings.

A. Before a variance may be approved, all of the following findings shall be made by the reviewing authority identified in Chapter 17.70:

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

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

4. The variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located; The variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which such property is located;

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

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

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

B. A variance may be denied if the reviewing authority finds one (1) or more of the findings in this section cannot be made. (Ord. 17-04, 2017)

c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved

Mitigation Measures:

1. That the applicant obtains discretionary approval of the planned unit development and variance, in order to allow deviations from City Standards – including minimum lot size, lot depth, and maximum fence height.

Conclusion

The project is being developed consistent with the General Plan, specifically the Land Use Element and will not have significant impacts to Land Use and Planning, with the approval of a planned unit development and variance to allow deviations to the minimum lot size and lot depth and fence/wall height.

Sources: City of Hanford General Plan (2035), City of Hanford Municipal Code (2017)

XI. MINERAL RESOURCES -- Would the project:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

Environmental Setting

Oil and Gas
The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.

Sand and Gravel
The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.

Significance Criteria

The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.

Checklist Discussion

a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City.

b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

Conclusion

There will be no impact to mineral resources

XII. NOISE -- Would the project result in:				
	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☑	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

Environmental Setting

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting

general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas but aircraft and rail activites are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources. **Highways and Roadways**

Existing noise levels in the City are primarily generated by transportation noise sources. Highway and roadway traffic noise levels are generally dependent upon three primary factors, which include the traffic volume, traffic speed, and percent of heavy vehicles on the roadway.

Railroad

Local railroad lines include an east-west Union Pacific Railroad (UP) line and a north-south Burlington Northern Santa Fe (BNSF) line. The east-west UP tracks are currently used by the San Joaquin Valley Railroad (SJVR), which operates two trains of approximately 5 to 10 cars per day, five days per week, at approximately 10 to 20 miles per hour. The BNSF is located in the central portion of the City in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight trains per day. Most north-south rail traffic moves through the county at approximately 50 mph.

High Speed Rail

The High-Speed Rail Authority has been constructing Phase I of the California High Speed Rail, from Fresno to Bakersfield. As part of Phase I, a Kings/Tulare Station will be located near the intersection of State Route 198/43, serving Hanford, Visalia, and Lemoore. As of 2022, the station design is underway. It is estimated the station will begin construction in 2026.

Airport

Hanford Municipal Airport is a general aviation facility serving Kings County and the surrounding Communities of Hanford, Armona, and Lemoore in south-central CA. The Hanford Municipal Airport Master Plan identified existing and future year noise contours as a result of airport operations.

Stationary Noise Sources

Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and

lawn maintenance equipment.

The following operations have been identified as major stationary noise sources in and around Hanford

- Del Monte Foods
- Penny-Newman Milling Company
- Kings Waste and Recycling Authority Solid Waste Disposal Site
- Agricultural production
- Kings Speedway

General Plan Noise Information

7.5 Noise

Noise is usually defined as unwanted sound. It consists of any sound that may produce physiological or psychological damage and/or interfere with human communication, work, rest, recreation, and sleep. Noise has become an environmental pollutant that threatens the quality of life. Extreme levels of noise can cause pain and hearing loss. In addition, continuous exposure to noise pollution is associated with hypertension, increased blood pressure. Children can experience impaired reading comprehension and long term memory loss.

Noise Goals

Goal H7: Protection from the harmful and annoying effect of excessive noise.

Goal H8: Protection of the City's economic base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

7.5.1 Major Noise Sources

Policy H39 Aircraft Noise

Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan.

Policy H40 Ground Transportation Noise

Limit the effects of vehicle noise generation by designating truck routes, limiting vehicle speeds, standards relating to vehicle noise emission levels and muffler systems.

Policy H41 Interior Noise Exposure

Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for new single, multi-family housing, hotels and motels.

Policy H42 Noise Evaluation for New Development

Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.

Policy H43 Non-Transportation Noise

Mitigate noise created by non-transportation noise sources so as not to exceed the maximum allowable interior and exterior noise level standards.

Policy H44 Noise Contours

Develop noise contours for major transportation corridors and stationary facilities that emit noise levels greater than DNL of 60 dBA.

7.5.2 Noise Exposure

Policy H45 Minimizing Noise for Residences in Mixed-use Developments

Require mixed-use projects to minimize noise exposure within the indoor areas of residential areas through design and construction techniques such as separating residential space from mechanical equipment, loading bays, and parking lots, and through management and operating procedures.

Policy H46 Noise Ordinance

Adopt ordinances that limit noise-generating sources to acceptable, safe levels.

Policy H47 City Equipment Purchases

Purchase only equipment and vehicles that comply with noise level performance standards based upon the best available noise reduction technology.

Policy H48 Noise Mitigation for Construction Activities

Require all development projects to mitigate noise impacts associated with construction activities.

7.5.3 Noise-sensitive Land Uses

Policy H49 Acoustical Analysis

The City shall utilize procedures for project review and issuance of building permits to ensure that noise mitigation measures identified in an acoustical analysis are implemented in the project design.

Policy H50 Sound Walls

Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.

Policy H51 Noise from Trains

Limit the effects of excessive train noise to existing and future noise sensitive land uses within proximity to railroad corridors.

Acoustical Analysis

Due to the proximity to the railroad, an acoustical analysis was requested for the project.

NOISE EXPOSURE CRITERIA

The City of Hanford Noise Element of the General Plan (adopted April 2017) does not provide any noise level standards. Therefore, WJVA consulted with City staff who provided the noise level standards from the City's 2002 General Plan. The standards provided in the 2002 General Plan are the same as those provided in the Kings County General Plan, and will be considered the applicable standards for this project.

The 2002 General Plan sets noise compatibility standards for transportation noise sources in terms of the Day-Night Average Level (Ldn). The General Plan establishes a land use compatibility criterion as 60 dB Ldn for exterior noise exposure within outdoor activity areas of residential land uses. An exterior noise exposure of up to 65 dB Ldn is allowed in instances where it is not possible to reduce noise exposure in outdoor activity areas to 60 Ldn or less using a practical application of available noise reduction measures. Outdoor activity areas generally include backyards of single-family residences, individual patios or decks of multi-family developments and common outdoor recreation areas of multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation.

Additionally, the General Plan requires that interior noise levels attributable to exterior transportation noise sources not exceed 45 dB Ldn. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

PROJECT SITE NOISE EXPOSURE

The double-tracked BNSF Railway main-line is located along the eastern boundary of the project site. The nearest grade crossing is located at Grangeville Boulevard, south of the project site. Train warning horns are sounded along the project frontage by southbound trains as they are approaching the Grangeville Boulevard grade crossing. The tops of the rails are approximately 3-5 feet higher than the existing project grade along most of the eastern boundary of the project site. There is an existing mini-storage facility located between the railroad and the southern half of the proposed development.

Noise level monitoring was conducted by WJVA at four (4) locations within the project site on August 13 and August 14, 2019. Site 1 was located within the northern portion of the project site, at a distance of approximately 110 feet from the centerline of the double-tracks. Site 2 was located near the northern extent of the existing mini-storage facility at a distance of approximately 155 feet from the centerline of the double-tracks, and approximately parallel with the alignment of Queens Lane. Site 3 was located near the middle of mini-storage facility (as it runs in a north-south direction), at a distance of approximately 315 feet from the centerline of the double-tracks. Site 4 was located near the southern portion of the mini-storage facility at a distance of approximately 440 feet from the centerline of the double-tracks, and approximately parallel with the alignment of Claridge Lane.

It was intended that three sites (Sites 2-4) document typical noise levels from BNSF and Amtrak train movements near a grade crossing where the warning horn must be used, and where varying distances between the project site and the railroad line result in varying levels of train nose exposure. Additionally, the existing mini-storage facility provides varying levels of acoustic shielding within the project site, and Sites 2-4 were selected to document this dynamic acoustic environment. One site (Site 1) was selected to represent a location away from a grade crossing, less impacted by train warning horn noise and without any acoustic shielding from train noise exposure. The project area and railroad noise monitoring sites are shown in Figure 2.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. This equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated in the field prior to use with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements. The microphones were placed on tripods at 5 feet above the ground.

A total of thirteen (13) train movements were monitored over the two day-day monitoring period, including three (3) passenger train and ten (10) freight trains. Table I provides the average noise levels in terms of the Lmax (maximum) and SEL metrics for each of the four monitoring sites. The SEL is a measure of the total energy of a noise event, including consideration of event duration. The SEL is not actually heard, but is a derived value used for the calculation of energy based noise exposure metrics such as the Ldn.

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

TABLE I

SUMMARY OF MEASURED TRAIN NOISE LEVELS
GRANGEVILLE BOULEVARD RESIDENTIAL DEVELOPMENT, HANFORD
AUGUST 13-14, 2019

Noise Measurement Site	Average Passenger Train Noise Levels		Average Freight Train Noise Levels	
	L_{max}	SEL	L_{max}	SEL
Site 1	77.1	85.3	98.6	102.8
Site 2	69.9	79.5	89.4	96.0
Site 3	69.4	76.7	88.0	93.2
Site 4	69.7	73.8	84.3	90.0

Source: WJV Acoustics, Inc.

According to the U.S. Department of Transportation, Federal Railroad Administration Railroad Crossing Inventory, an average of 46 train movements per day occur on the BNSF Railway in the project vicinity, including 14 Amtrak train movements. Freight train operations may occur at any time during the day or night. According to the current Amtrak schedule (5/20/19), all but one passenger train passes the project site during the daytime hours (7:00 a.m.-10:00 p.m.).

Estimates of future railroad activity were not available from the BNSF Railway. Railroad noise exposure may be quantified in terms of the Ldn using the following formula:

Ldn =SEL+ 10 log Neq – 49.4

where,

SEL is the average SEL for a train pass-by, Neq is the equivalent number of pass-bys in a typical 24-hour period determined by adding 10 times the number of nighttime movements (10 p.m.-7 a.m.) to the actual number of daytime movements (7 a.m.-10 p.m.). 49.4 is a time constant equal to 10 times the log of the number of seconds in a day.

WJVA calculated the Ldn for each of the four noise monitoring sites using the measured noise levels and train data obtained from Amtrak and the Federal Railroad Administration. WJVA then applied the calculated Ldn for each site to the locations of the closest proposed residential lots to the railroad, accounting for standard rate of noise attenuation with increased distance from the noise source. Additionally, the front of Lots 1-10 and Lots 31-39 face the railroad, and the constructed homes would provide acoustical shielding to the backyards (where the exterior noise standard is applied). Whereas, lots 60-78 would have backyards that abut the railroad line, with no acoustical shielding to the backyards provided by the home structures.

The project site noise exposure described below takes into account the acoustical shielding provided by the existing mini-storage facility, as well as the acoustical shielding that would be provided by the home structures for the lots where the front faces the railroad. Noise level exposure at lots 60-77 do not take into account any acoustical shielding as they are not shielded by the existing mini-storage facility nor would the backyards be shielded by the proposed home construction. The railroad noise exposure for the proposed project is as follows:

- Lots 1-10: 56-59 dB Ldn
- Lots 31-39: 63-66 dB Ldn
- Lots 60-78: 74-76 dB Ldn

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

Noise level exposures within backyards at all lots, with the exception of lots 1-10, will exceed the City's 60 dB Ldn exterior noise level standard. **Mitigation must therefore be considered.**

NOISE MITIGATION

Exterior Noise Mitigation:

Exterior noise levels within the backyards (outdoor activity areas) of the proposed single-family residential lots would exceed the applicable City of Hanford exterior noise level standard of 60 dB Ldn at several lots, and mitigation must be considered. Additionally, noise levels for most lots would also exceed 65 dB Ldn, considered to be conditionally acceptable by the City.

Noise mitigation could be achieved by the construction of a noise barrier consisting of a sound wall, berm or a combination of the two. A complicating factor is that the BNSF rails are elevated approximately 3-5 feet above project site elevation. As project site grading plans were not known at the time of this analysis, a rail height of 4 feet above finish lot grade was assumed for the purpose of sound wall height calculations.

The effectiveness of noise barrier is determined by the geometric relationship between the noise source, barrier and receiver. Noise barriers are most effective when they are located either close to the noise source or receiver. Due to the height of the railroad noise source on the elevated railbed, the most cost-effective location for a noise barrier for this project is as close to the receiver as practical. A sound wall insertion loss program based on the FHWA Model was utilized to calculate the minimum required height of a noise barrier along the BNSF corridor. The model calculates the insertion loss (noise reduction) of a wall (or berm/wall combination) of given height based on the effective height of the noise source, height of the receiver, distance from the receiver to the wall, and distance from the noise source to the wall. It was assumed for the sound wall calculations that the effective railroad source height is 10 feet above the tracks. The standard height of a residential receiver is 5 feet above the finished floor elevation. All sound wall heights provided below are described as relative to finished lot grade elevations.

Based upon the above-described assumptions and method of analysis, the noise level insertion loss values and resulting noise levels for sound walls of various heights were calculated. Table II shows sound wall heights required to reduce noise exposure to 60 and 65 dB Ldn. According to City policy, levels up to 65 dB Ldn may be acceptable if it is determined that it is not feasible to achieve a level of 60 dB Ldn.

TABLE II

SOUND WALL HEIGHTS AND NOISE LEVELS

Lots	Height to Achieve 60 dB CNEL, Ft.	Height to Achieve 65 dB CNEL, Ft.
1-10	---[1]	---[1]
31-39	14	8
61-78	Not feasible	14

[1]Sound wall not required to meet noise level standard

Source: WJV Acoustics, Inc.

From Table II it is apparent that reducing exterior noise exposure within the backyards of lots 61-78 to 60 dB Ldn or less is not feasible, and a sound wall constructed to a minimum height of 14 feet above final backyard lot grade elevation would be required to reduce noise levels to below 65 dB Ldn. A sound wall constructed to a minimum height of 14 feet above final backyard lot grade elevation would be required to reduce exterior noise levels to below 60 dB Ldn at lots

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

31-39. The calculations and wall heights described in Table II assume the sound wall would be located as close to the railroad as possible, along the project site's eastern boundary.

The above described noise barrier would be less effective at the second-floor level and the resulting noise exposure would be greater than 65 dB Ldn and second floor outdoor activity areas such as decks should not be included in the final project design for lots 61-78.

It should be noted, Lots 1-10 are acoustically shielded by the existing mini-storage facility. The acoustic shielding provides sufficient noise level reduction to comply with the City's exterior 60 dB Ldn exterior noise level standard. As described in Table II, a sound wall is not required for Lots 1-10. If the mini-storage facility were to demolished at a future date, noise levels within these lots would exceed 60 dB Ldn noise level standard.

Interior Noise Exposure:

The City of Hanford interior noise level standard is 45 dB Ldn. With the above-described sound wall in place, the worst-case noise exposure within the proposed residential development would be approximately 65 dB Ldn at first-floor receiver locations. This means that the proposed residential construction must be capable of providing a minimum outdoor-to-indoor noise level reduction (NLR) of approximately 20 dB (65-45=20) at first floor receiver locations.

According to the project applicant, two-story construction is not currently being proposed for the project. However, if two-story construction were to be proposed along the first row of lots adjacent to the railroad line, second-story façade exposure could be as high as 78 dB Ldn (depending on proposed construction setback distance(s) from the railroad and site-specific acoustical shielding). This means that the proposed residential construction (if two-story construction were to be proposed) must be capable of providing a minimum outdoor-to-indoor noise level reduction (NLR) of approximately 33 dB (78-45=33) at second floor receiver locations.

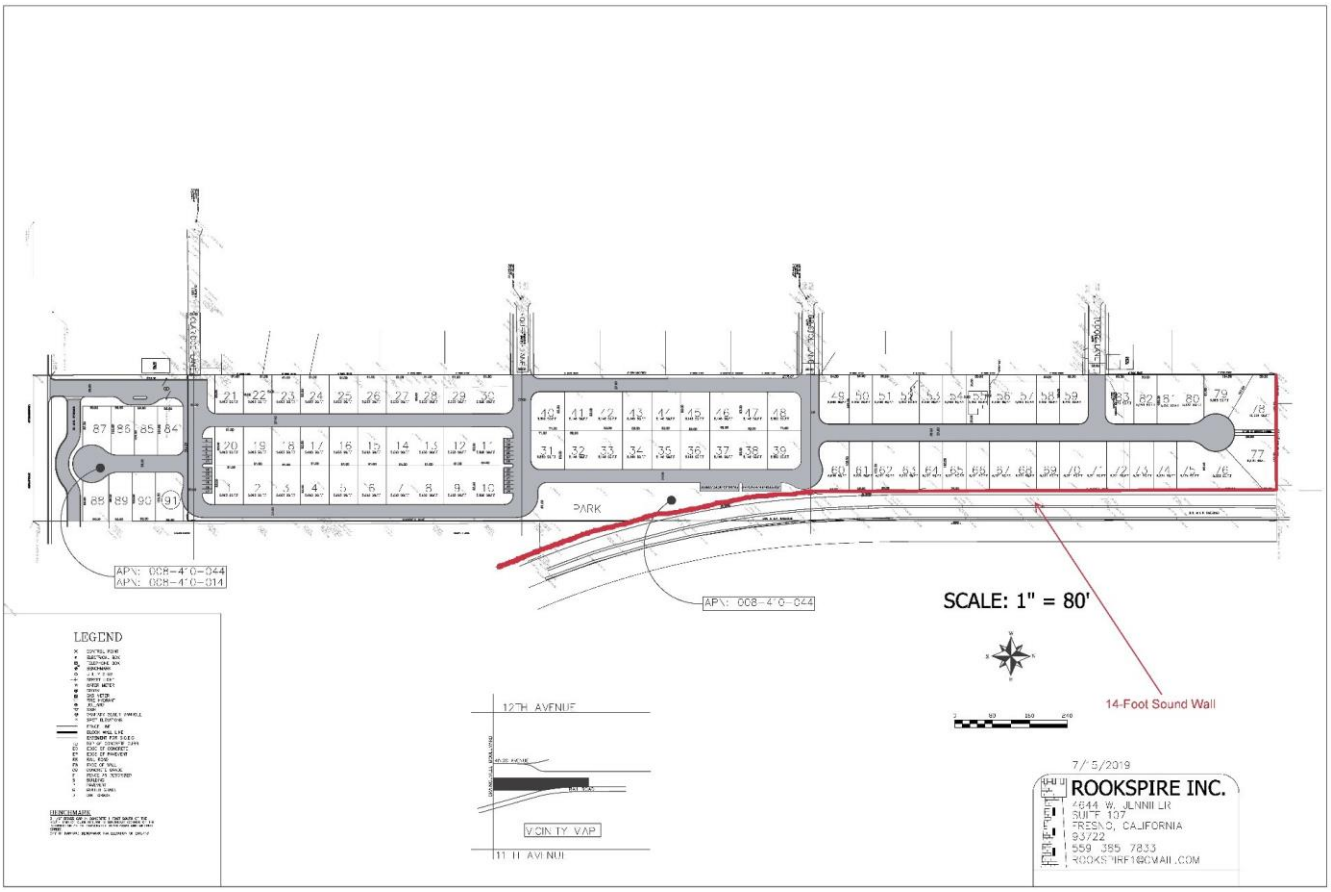
A specific analysis of interior noise levels was not performed. However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB if windows and doors are closed. This will be sufficient for compliance with the City's 45 dB Ldn interior standard at first-floor receivers along the railroad frontage, provided the above-described sound wall is constructed. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required. According to the project applicant, the proposed residential construction will consist of single-story homes. However, if two-story homes are proposed, a detailed acoustical analysis will be required once specific construction plans are known, to ensure compliance with the City's 45 dB Ldn interior noise level standard.

CONCLUSIONS AND RECOMMENDATIONS

Exterior Noise Compliance:

It is not feasible to construct a sound wall that could effectively mitigate exterior noise level exposure to 60 dB Ldn or less within all the lots for the proposed 83-lot residential development along Grangeville Boulevard. The construction of 14-foot sound wall along the project railroad frontage (as well as the rear of Lots 77 and 78) would reduce exterior noise levels to below 65 dB Ldn at Lots 60-78 and to below 60 dB Ldn for Lots 31-39. The sound wall location is provided on Figure 1.

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



The subdivision map has changed, however the 14-foot sound wall will still be required in the location shown.

Interior Noise Compliance:

The proposed residential development will comply with applicable City of Hanford interior noise level requirements at all first-floor receiver locations provided the following mitigation measures are incorporated into final project design.

1. The above-described 14-foot sound wall is incorporated into final project design.

2. Mechanical ventilation or air conditioning must be provided for all homes so that windows and doors can remain closed for sound insulation purposes.

According to the project applicant, the proposed project will consist of single-story residential construction. The above-described sound wall would not provide acoustical shielding to potential second floor receivers along the railroad line frontage.

If two-story construction is proposed, construction details should be reviewed by an acoustical consultant once project specific construction details are known.

The conclusions and recommendations of this acoustical analysis are based upon the best information known to WJV Acoustics Inc. (WJVA) at the time the analysis was prepared concerning the proposed lot layout plan, project site elevation, traffic volumes and roadway configurations. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in motor vehicle technology, noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described

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

by this analysis.

The full report is attached.

Significance Criteria

Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion

a) **Less than Significant with Mitigation Incorporation** – the project has the potential to expose persons to noise levels in excess of the noise standards established in the local general plan/noise ordinance. Mitigation is required in order to reduce interior noise level

The proposed residential development will comply with applicable City of Hanford interior and exterior noise level requirements at all first-floor receiver locations provided the following mitigation measures are incorporated into final project design.

1. That a 14-foot sound wall is incorporated into final project design.

2. Mechanical ventilation or air conditioning must be provided for all homes so that windows and doors can remain closed for sound insulation purposes.

3. All residences be limited to single-story structures.

Short-term noise-related impacts would be temporary in nature, require compliance with applicable regulations, and policies of the General Plan further ensure that construction-related impacts would be attenuated to the greatest extend feasible.

b) **Less than Significant with Mitigation Incorporation**. – Ambient vibration levels in residential areas are typically 50 VdB, which is well below human perception. The operation of heating/air conditioning systems and slamming of doors produce typical indoor vibrations that are noticeable to humans. Construction activity can result in ground vibration, depending upon the types of equipment uses. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that would damage structures, but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Vibration levels from various types of construction equipment measured at 50 ft. are as follows:

Type of equipment	Sound Levels Measured (dBA of 50 ft)
Pumps	77
Dozers	85
Tractor	84
Front-End Loaders	80
Hydraulic Backhoe	80
Hydraulic Excavators	85
Graders	85
Air Compressors	80
Trucks	84

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

Construction activities would be temporary in nature and are expected to occur during normal daytime working hours. Construction is limited to the hours of 7 a.m. to 8 p.m. in order to mitigate impacts from ground vibration. HMC Section 9.10.060 A. 10. Construction or Repair of Buildings, Excavation of Streets and Highways. The construction, demolition, alteration or repair of any building or the excavation of streets and highways other than between the hours of 7:00 a.m. and 8:00 p.m. In cases of emergency, construction or repair noises are exempt from this provision. In non-emergency situations, the city manager, or designee, may issue a permit, upon application, if the city manager, or designee, determines that the public health and safety, is affected by loud and raucous noise caused by construction or repair of buildings or excavation of streets and highways between the hours of 8:00 p.m. and 7:00 a.m. will not be impaired, and if the city manager, or designee, further determines that loss or inconvenience would otherwise result. The permit shall grant permission in non-emergency cases for a period of not more than three (3) days. The permit may be renewed once for a period of three (3) days or less.

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c) Less than Significant – full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels exiting without the project.

d) **Less than Significant with Mitigation Incorporation** - A temporary increase in ambient noise would occur in association with construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, construction would be limited to the hours of 7 a.m. to 8 p.m.

e) Less than Significant Impact - The project is approximately 3.3 miles away from airport and will not be impacted by the public airport.

f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.

Conclusion

The project would create temporary construction noise, but the impact of noise will be mitigated to a point that is considered less than significant with required conditions of the development of the property.

The project's proximity to the rail creates potential noise impacts that can be mitigated to a less than significant level with the incorporation of the following mitigation measures:

1. That a 14-foot sound wall is incorporated into final project design.

2. Mechanical ventilation or air conditioning must be provided for all homes so that windows and doors can remain closed for sound insulation purposes.

3. All residences within the subdivision be limited to single-story structures.

Mitigation Measures:

MM Noise 1: Comply with applicable regulations and policies of the General Plan, specifically H40 to H51, to ensure that construction-related impacts would be attenuated to the greatest extend feasible.

MM Noise 2: Construction is limited to the hours of 7 a.m. to 8 p.m. HMC § 9.10.060.A.10. Construction or Repair of Buildings, Excavation of Streets and Highways. The construction, demolition, alteration or repair of any building or the excavation of streets and highways other than between the hours of 7:00 a.m. and 8:00 p.m. In cases of emergency, construction or repair noises are exempt from this provision. In non-emergency situations, the city manager, or designee, may issue a permit, upon application, if the city manager, or designee, determines that the public health and safety, is affected by loud and raucous noise caused by construction or repair of buildings or excavation of streets and highways

between the hours of 8:00 p.m. and 7:00 a.m. will not be impaired, and if the city manager, or designee, further determines that loss or inconvenience would otherwise result. The permit shall grant permission in non-emergency cases for a period of not more than three (3) days. The permit may be renewed once for a period of three (3) days or less.

MM Noise 3: That a 14-foot sound wall is incorporated into final project design.

MM Noise 4: Mechanical ventilation or air conditioning must be provided for all homes so that windows and doors can remain closed for sound insulation purposes.

MM Noise 5: All residences within the subdivision be limited to single-story structures.

Source: 2017 General Plan Update, 2017 General Plan Update EIR; Acoustical Analysis prepared by WJV Acoustics, Inc (Visalia, September 2019); California High-Speed Rail 2023 Project Update Report (2023)

XIII. POPULATION AND HOUSING -- Would the project:

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Environmental Setting

Population

The estimated population on July 1, 2019, was 57,703, according to the United States Census Bureau. It is estimated that the General Plan Update could result in a population increase of 44,786 people in 2035 for an estimated total population of 102,489.

Housing

In 2013, there were 17,867 housing units in the Study Area. It is estimated that the implementation of the General Plan could result in 15,633 additional housing units in 2035 for an estimated total number of 33,520 housing units.

Employment

In 2014, there were 20,900 jobs in the planning area. It is estimated that the implementation of the General Plan could result in 33,308 additional jobs in 2035 for an estimated total number of 54,208 jobs.

Jobs-Housing Balance

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

rich area.

Significance Criteria

The project may result in significant impact if it induces substantial growth, displaces a large number of people, or contributes to a job housing imbalance.

Checklist Discussion

a) Less than significant impact – The project will induce population growth in the area by proposing 55 residential dwellings, which using the average household size, 3.17 persons per unit, yields 174 persons. This project is consistent with the density allowed in the General Plan, which planned for population growth. This project is considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth. The project is also considered an implementation of the Housing Element, which calls for more single-family residential opportunities.

The Statement of Overriding Considerations determined that the adverse environmental impacts, resulting from the General Plan Update Implementation would be acceptable, since the following benefits would be realized (housing-related benefits included):

- The General Plan Implementation provides a comprehensive update to the goals, polices, and implementing actions necessary to accommodate new housing and jobs within the City limits in anticipation of future population growth through 2035.
- The General Plan Update provides a plan for a needed variety of housing, employment, and recreational opportunities necessary to accommodate future growth through 2035.
- The General Plan Update provides a plan for a variety of commercial, industrial, and mixed-use land uses needed, in order to broaden the economic base, as well as improve the job-housing balance and fiscal sustainability of the City.
- The General Plan Update provides a plan to locate new development near existing jobs, services, and infrastructure to the greatest extent practical in order to promote sustainability and reduce the City's carbon footprint in the spirit of new local and Statewide laws and regulations.
- The General Plan Update further protects, the greatest extent feasible, agricultural lands on the fringe of urban development through good land use planning and a focus on densification of land uses and urban infill.

b) No Impact - The project will not result in displacement of housing. The project site is vacant and will not remove residences.

c) No Impact - The project will not result in displacement of people – the project site is vacant.

Conclusion

Less than significant impact - The project will not result in a significant impact to population and housing.

Source: 2017 General Plan Update, 2017 General Plan Update EIR; City of Hanford Housing Element

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☑	☐	☐
Police protection?	☐	☑	☐	☐
Schools?	☐	☑	☐	☐
Parks?	☐	☑	☐	☐
Other public facilities?	☐	☐	☑	☐

Environmental Setting

The City of Hanford currently has three fire stations located within the City limits. These three stations protect approximately 16.5 square miles. In addition, two properties have been purchase for future fire stations. The City currently owns sites at Centennial Drive and Berkshire Lane and 9th Avenue and Florinda Dr., which have been planned for future fire stations. The Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. The HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management. The City also has a mutual and auto-aid agreement with Kings County for fire suppression services.

Police Protection

City residents receive police protection services from the Hanford Police Department, which currently operates out of a single station located at 425 N. Irwin Street. The City's recent growing problem that requires the need of police services includes gang and drug issues. The HPD's actual average response times are 6:30 minutes for Priority I incidents with an average of 32 Priority I incidents per day and a response time of 17:19 minutes for all other incidents with an average of 144 incidents per day. However, a response time of less than 2:30 minutes is a goal for the HPD to maintain in the future.

Schools

The Hanford Elementary School District consists of 11 elementary and junior high schools that are all located in the study area.

Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all located in the study area.

The Hanford Joint Union High School District consists of four comprehensive high schools.

Parks

See Environmental Setting for Recreation.

Other Public Services

Library Services

The current library is a branch of the Kings County Library.

Consultation Received: Consultation was received from Renee Creech with the Hanford Joint Union High School District on May 7, 2020, stating the following, "This development is going in an area that is in our most impacted school, Sierra Pacific. This is in addition to other new developments already slated in the same area causing the District great concern in how to house students."

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

Significance Criteria

The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services.

Checklist Discussion

a) (**FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – the increase in population as a result of a physical project for the area will increase demands on the HFD to provide fire protection and emergency services. The development will be subject to Fire Impact fees in order to mitigate the effect of the project on Fire services.

A fire protection development impact fee is established for development projects in the city of Hanford to pay the cost of capital improvements for the city of Hanford fire department. In order to establish the actual amount of the impact fee or any subsequent change thereto, the city council identifies the purpose of the fee, identifies the use to which the fee is to be put (if the use is financing public facilities, the public facilities shall be identified), identifies the specific amount of the fee, identifies the estimated cost of the capital improvement, determines the reasonable relationship between the fee's use and the type of development project on which the fee is imposed, determines the reasonable relationship between the need for the capital improvement and the type of development project on which the fee is imposed, and determine the reasonable relationship between the amount of the fee and the cost of the capital improvement or portion.

b) **(POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – the increase in population as a result of a physical project for the area will increase demands on the HPD to provide law enforcement services. The development will be subject to Police Impact fees in order to mitigate the effect of the project on Police services.

A police protection development impact fee is established for development projects in the city of Hanford to pay the cost of capital improvements for the city of Hanford police department. In order to establish the actual amount of the impact fee or any subsequent change thereto, the city council identifies the purpose of the fee, identifies the use to which the fee is to be put (if the use is financing public facilities, the public facilities shall be identified), identifies the specific amount of the fee, identifies the estimated cost of the capital improvement, determines the reasonable relationship between the fee's use and the type of development project on which the fee is imposed, determines the reasonable relationship between the need for the capital improvement and the type of development project on which the fee is imposed, and determines the reasonable relationship between the amount of the fee and the cost of the capital improvement or portion of the capital improvement attributable to the development project on which the fee is imposed.

c) (**SCHOOLS) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** - The City's role in development and managing school sites and programs is limited. The various school districts truly govern

where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees in order to mitigate the effect of the project on schools.

In accordance with Education Code Section 17620 and Government Code Section 65995, school districts are authorized to collect fees on new residential and commercial/industrial development for the purpose of constructing or reconstructing school facilities. The traditional development fees (referred to as "Level 1" fees) are currently capped at $4.79 per square foot for residential development1 and $0.78 per square foot for commercial/industrial development.

According to The Development Fee Justification Study, prepared by Odell Planning and Research, Inc. for the Hanford Elementary School District and Hanford Joint Union High School District in April 2022, HESD will need facilities to accommodate 288 grades TK-6 and 72 grades 7-8 students from projected new development. HJUHSD will need facilities to accommodate 207 grades 9-12 students from projected new development. Impact fees collected go to the school district and provide for education, as well as development of new facilities, as necessary.
https://www.hjuhsd.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=6361&dataid=6707&FileName=Developer%20Fee%20Study%202022%20HJUHSD%20HESD%20AUESD.pdf)

d) **(PARKS) Less than Significant Impact with Mitigation Measures –** See Recreation. The development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof.

15.44.020 Area parks facilities development impact fee.

A parks facilities development impact fee is established on issuance of all residential building permits for development in the Hanford city area to pay for parks and recreational facilities improvements. The city council sets forth the specific amount of the fee, describes the benefit and impact area on which the development fee is imposed, lists the specific public improvements to be financed, describes the estimated cost of these facilities, describes the reasonable relationship between this fee and the various types of new developments and set forth the time for payment. As described in the fee resolution, this development fee shall be paid by each developer prior to issuance of a building permit. On an annual basis, the city council shall review this fee to determine whether the fee amounts are reasonably related to the impacts of developments and whether the described public facilities are still needed and/or what additional facilities may be needed.

e) (OTHER) Less than significant impact – Libraries – there is not a requirement or standard for the number or size of a library based on a city's population. Policies encourage residents to utilize the library's resources.

Therefore, a significant impact is not anticipated.

Mitigation Measures:

MM Public Services 1: That the development of the project will be subject to Fire Impact Fees, in order to pay the cost of capital improvement costs for the city of Hanford fire department

MM Public Services 2: That the development of the project will be subject to Police Impact fees, in order to pay the cost of capital improvement costs for the Hanford Police Department.

MM Public Services 3: That the development of the project will be subject to School Impact Fees, in order to fund educational programs, as well as new facilities, as needed.

MM Public Services 4: That the development of the project will be subject to Park impact fees, in order to pay for park and recreational facilities in the City of Hanford.

Conclusion

The project can be served by existing public services. Impact fees will be required of development to

mitigate the impacts of the project. Sources: 2017 General Plan and General Plan Update, Hanford

Municipal Code (2017), Development Fee Justification Study (2022;

https://www.hjuhsd.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=6361&dataid=6707&FileName=Developer%20Fee%20Study%202022%20HJUHSD%20HESD%20AUESD.pdf)

XV. RECREATION --

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☑	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☑	☐	☐

Environmental Setting

School Parks

There are 16 school sites within the City; some school sites allow limited public access. The school facilities include athletic fields, conference rooms, gymnasiums, auditoriums, and swimming pools.

Indoor facilities

The Hanford Parks and Recreation Department also provides a wide array of programs for City residents. The Recreation Department is responsible for coordinating activities for the entire family including special classes, youth programs, and older adult activities, sports for youth and adults, as well as community events. These activities are conducted in a variety of indoor rec. facilities.

City of Hanford Parkland Standard

The City of Hanford currently offers 299.70 acres of park land to its residents which equates to a total LOS of 5.06 acres of park land per 1,000 residents based on the City's 2018 population. The 299.70 acres is comprised of multiple land owners and the breakdown is as follows:

- 154.10 acres provided by the City of Hanford.
- 40.50 acres of sports complex parks provided at Soc-Com.
- 210.20 acres of neighborhood/school parks provided by the Hanford Joint Union High School District and the Hanford Elementary School District.

Per the 2035 General Plan, 50% (105.10 acres) of school park acreage is counted for the calculation of current level of service standards.

Significance Criteria

The project may create impacts if it creates demand for new expanded parks and recreation facilities or substantially

alters existing facilities.

Checklist Criteria

a) Less than Significant Impact with Mitigation Measures – The City would be able to utilize the Quimby Act and AB 1600 as a funding mechanism for parkland acquisition along with the General Plan Update and Park Master Plan for guidance and priorities. As permitted in the Quimby Act, local jurisdictions can require the dedication of land for parks and or the payment of in-lieu fees for purchase of parkland. The General Plan requires a ratio of 3.5 acres of park space per 1,000 residents. By multiplying the number of units proposed (55) by the average number of persons per household (3.11), the project could house approximately 174 residents, which yields a requirement of approximately 26,528 sq. ft. (0.609 acres) of park space. The applicant would be subject to park impact fees for the acquisition of such park space.

MM Recreation 1: That the development of the project will be subject to Park impact fees.

15.44.020 Area parks facilities development impact fee.

A parks facilities development impact fee is established on issuance of all residential building permits for development in the Hanford city area to pay for parks and recreational facilities improvements. The city council sets forth the specific amount of the fee, describes the benefit and impact area on which the development fee is imposed, lists the specific public improvements to be financed, describes the estimated cost of these facilities, describes the reasonable relationship between this fee and the various types of new developments and set forth the time for payment. As described in the fee resolution, this development fee shall be paid by each developer prior to issuance of a building permit. On an annual basis, the city council shall review this fee to determine whether the fee amounts are reasonably related to the impacts of developments and whether the described public facilities are still needed and/or what additional facilities may be needed.

b) Less than Significant Impact with Mitigation Measures- the project does not require the development of a park, based on the park space calculations provided in the General Plan, however, the development will require the payment of park impact fees, to off-set the development's impact on neighboring and regional parks.

MM Recreation 1: That the development of the project will be subject to Park impact fees, in order to pay for parks and recreational facilities improvements.

Mitigation Measures

MM Recreation 1: That the development of the project will be subject to Park impact fees, in order to pay for parks and recreational facilities improvements.

Conclusion: The project would have a less than significant impact on recreation with the incorporation of mitigation measures, including the payment of park impact fees.

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☑	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☑	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☑	☐

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate emergency access?	☐	☐	☑	☐

Environmental Setting

Existing Functional Roadway Classification System

State Freeways and Highways
There are two State Facilities serving the Study Area, namely SR-198 and -43.

Arterial Roads
Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.

Grangeville Boulevard is located south of the project site.

Collector Streets
Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.

Local Streets
Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

Existing Intersections
All of the study intersections are operating at acceptable levels of LOS. The peak-hour LOS on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue is E. All other streets and intersections are at an acceptable LOS D.

Existing Roadway Segments
Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS. The peak-hour LOS on roadway segments is D, except for areas bounded by 198, 10th and 11th Avenues, and Florinda, which is E.

Bicycle Facilities
The City of Hanford's Pedestrian and Bicycle Master Plan (Master Plan) is intended to guide pedestrian and bikeway policies, programs, and facility improvements to improve safety, comfort, and convenience for pedestrians and bicyclists in Hanford. The Master Plan serves as a tool for the City of Hanford to implement the goals of the 2035 Hanford General Plan, the 2010 Hanford Air Quality Element, the Kings County Regional Bike Plan, and the 2011 Kings County Regional Transportation Plan.

The City is in the process of developing an Active Transportation Plan (ATP) to guide strategy and investments for improving the community's options for walking, bicycling, accessing public transit, and using other non-automobile modes.

Mass Transit

Kings Area Rural Transit
Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City, and Avenal.

KART Dial-A-Ride Service
Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots
Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

KART-Vanpool Program
KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating

expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.

Rail Service

Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle.

High Speed Rail

The High-Speed Rail Authority has been constructing Phase I of the California High Speed Rail, from Fresno to Bakersfield. As part of Phase I, a Kings/Tulare Station will be located near the intersection of State Route 198/43, serving Hanford, Visalia, and Lemoore. As of 2022, the station design is underway. It is estimated the station will begin construction in 2026.

Freight Service

Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. According to the U.S. Department of Transportation, Federal Railroad Administration Railroad Crossing Inventory, an average of 46 train movements per day occur on the BNSF Railway in the project vicinity, including 14 Amtrak train movements. Freight train operations may occur at any time during the day or night. According to the current Amtrak schedule (5/20/19), all but one passenger train passes the project site during the daytime hours (7:00 a.m.-10:00 p.m.)

Pro-Rate Fair Share of Future Transportation Improvements

For those improvements not presently covered by local and regional roadway impact fee programs or grant funding, any future development resulting from the Project's approval shall contribute its equitable, fair share towards future transportation improvements. Payment of the Project's equitable, fair share in addition to the local and regional impact fee programs would satisfy the Project's traffic recommendations and will be applied to development on the Project site. The proposed Project will impact the existing transportation systems and will have an impact on the existing plans, ordinances, or policies related to the effectiveness or performance of the circulation system. However, the Project will comply with all applicable City development standards, specifically ST-32, to reduce such impacts to less than significant.

15.48.010 Purpose.

In order to implement the goals and objectives of the land use and circulation elements of the city's general plan, and to mitigate the transportation, traffic and air quality impacts caused by new development in the Hanford city area, certain public transportation system facilities must be or had to be constructed. The city council has determined that a transportation development impact improvement fee is needed in order to finance these public improvements and to pay for the developer's fair share of the construction costs of these improvements.

I

VMT

The City of Hanford adopted VMT Thresholds and Implementation Guidelines which provide details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed VMT analysis. Screening thresholds include:

1. Projects within .5 mile of a Transit Priority Area of High-Quality Transit Area
2. Locally serving retail projects up to 55,000 square feet
3. Residential, office, or mixed-use projects within low-VMT generating areas
4. 100 percent affordable housing projects
5. Project consistent with the City's General Plan, which generate less than 1,000 average daily trips.
6. Projects inconsistent with the City's General Plan, which generate less than 500 average daily trips.

A land use project need only meet one of the above screening thresholds to result in a less than significant impact.

Traffic Study

The City of Hanford Public Works Department, Engineering Division requested a focused traffic study be prepared for the project.

As requested, a Focused Traffic Impact Analysis Report was prepared by JLB Traffic Engineering, Inc. for the proposed project. The full traffic study is **attached** to this report.

Due to changes in the project, an updated Focused TIA was requested and prepared. The amended TIA is included as an attachment.

Traffic Engineering, Inc. (JLB) has prepared this Addendum Letter to the Revised Traffic Impact Analysis (TIA) Report for Liberty Pointe (Project) located north of Grangeville Boulevard and west of BN&SF railroad in the City of Hanford. The Revised Liberty Pointe TIA, dated June 30, 2021, was previously completed based on the traffic operations of the Original Project Site Plan which included 76 single-family residential dwelling units. The Updated Project Site Plan has decreased the number of single-family residential dwelling units to 55 and eliminated access to Kings Road via Bristol Lane. As a result, the trip generation and project only trips are different than what was previously analyzed. This addendum letter has been prepared at the request of the City of Hanford to analyze the difference in traffic generation and operations between the Original Project Site Plan and the Updated Project Site Plan.

Project Description

The Original Project Site Plan proposed to develop approximately 8.72 acres with 76 single family residential units located north of Grangeville Boulevard and west of BN&SF railroad in the City of Hanford. The Updated Project Site Plan proposes to develop 55 single family residential units on approximately 8.72 acres. The Updated Project Site Plan also eliminated access to Kings Road via Bristol Lane. The Update Project Site Plan can be found in Exhibit A of the TIA.

Original Project Trip Generation

The trip generation rates for the Original Project Site Plan were obtained from the Revised Liberty Pointe TIA dated June 30, 2021. Table I presents the total trip generation for the Original Project Site Plan with trip generation rates for single-family detached housing (210). Per the Revised Liberty Pointe TIA, the Original Project Site Plan was estimated to generate approximately 717 daily, 56 AM peak hour and 75 PM peak hour driveway trips.

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

Table I: Original Project Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		AM (7-9) Peak Hour						PM (4-6) Peak Hour					
			Rate	Total	Trip Rate	In %	Out %	In	Out	Total	Trip Rate	In %	Out %	In	Out	Total
Single-Family Detached Housing (210)	76	d.u.	9.44	717	0.74	25	75	14	42	56	0.99	63	37	47	28	75
Total Project Driveway Trips				**717**				**14**	**42**	**56**				**47**	**28**	**75**

Note: d.u. = dwelling units

Updated Project Trip Generation

The trip generation rates for the Updated Project Site Plan were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Table I presents the total trip generation for the updated Project Site Plan with trip generation rates for single-family detached housing (210). Per the ITE, the Updated Project Site Plan is estimated to generate approximately 519 daily, 39 AM peak hour and 52 PM peak hour driveway trips.

Table II: Updated Project Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		AM (7-9) Peak Hour						PM (4-6) Peak Hour					
			Rate	Total	Trip Rate	In %	Out %	In	Out	Total	Trip Rate	In %	Out %	In	Out	Total
Single-Family Detached Housing (210)	55	d.u.	9.43	519	0.70	26	74	10	29	39	0.94	63	37	33	19	52
Total Project Driveway Trips				**519**				**10**	**29**	**39**				**33**	**19**	**52**

Note: d.u. = dwelling units

Difference in Trip Generation

Compared to the Revised Liberty Pointe TIA, dated June 30, 2021, the Updated Project Site Plan is estimated to yield a lower trip generation by 198 daily trips, 17 AM peak hour trips and 23 PM peak hour trips. The difference in trip generation between the Updated Project Site Plan and the Original Project Site Plan analyzed in the Revised Liberty Pointe TIA is summarized in Table III.

Table III: Difference in Trip Generation

Land Use (ITE Code)	Daily	AM (7-9) Peak Hour			PM (4-6) Peak Hour		
	Total	In	Out	Total	In	Out	Total
Original Project Site	717	14	42	56	47	28	75
Updated Project Site	519	10	29	39	33	19	52
Total Project Driveway Trips	**198**	**4**	**13**	**17**	**14**	**9**	**23**

Project Trip Distribution

The trip distribution assumptions are based on the same patterns as previously analyzed. The previously analyzed trip distribution assumptions were developed based on existing travel patterns, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Hanford 2035 General Plan Circulation Element in the vicinity of the Project site. The elimination of access to Kings Road via Bristol Lane does not change the trip distribution to the study intersections. The daily trips on

segments of Kings Road were altered, but no segment of Kings Road is projected to receive more traffic than previously analyzed. In fact, daily and peak hour volumes to the study facilities will be decreased when compared to the previously analyzed project. The Updated Project Only Trips can be found in Exhibit B.

Conclusions

The Original Project Site Plan resulted in less than significant traffic impacts in the Revised Liberty Pointe TIA dated June 30, 2021. The Updated Project Site Plan contains fewer dwelling units and no access to Kings Road via Bristol Lane. Access to Kings Road via Bristol Lane does not change the trip distribution to the study intersections. When compared to the Original Project Site Plan, the Updated Project Site Plan is estimated to yield a lower trip generation by approximately 198 daily, 17 AM peak hour and 23 PM peak hour driveway trips. As a result, the Original Project Site Plan analyzed in the Revised Liberty Pointe TIA can be considered a worst-case scenario, and thus, there is no need to redo the LOS analysis of the TIA.

June 21, 2021 TIA

Introduction

This Report describes a Focused Traffic Impact Analysis (TIA) prepared by JLB Traffic Engineering, Inc. (JLB) for proposed Liberty Pointe (Project) located on the northeast quadrant of 12th Avenue and Grangeville Boulevard in the City of Hanford. The Project proposes to develop an approximately 8.72-acre site on the northeast quadrant of 12th Avenue and Grangeville Boulevard just west of the BNSF railroad with up to 76 single-family residential units for an overall density of 8.72 units per acre. Based on information provided to JLB, the Project is consistent with the City of Hanford's General Plan. Figure 1 shows the location of the proposed Project site relative to the surrounding roadway network.

The purpose of this TIA is to evaluate the potential on-site and off-site traffic impacts, identify short-term roadway and circulation needs, determine potential mitigation measures and identify any critical traffic issues that should be addressed in the on-going planning process. The Scope of Work was prepared via consultation with the City of Hanford and County of Kings staff.

Summary
The potential traffic impacts of the proposed Project were evaluated in accordance with the standards set forth by the Level of Service (LOS) policy of the City of Hanford.

Existing Baseline 2020 Traffic Conditions
• At present, the intersection operates at an acceptable LOS during both peak periods. (LOS D)
• Under this scenario, the study segments operate at an acceptable LOS.

Existing Baseline 2020 plus Project Traffic Conditions
• JLB analyzed the location of the proposed access points relative to the existing local roads and driveways in the Project's vicinity. A review of the Project access points to be constructed indicates that they are located at points that minimize traffic operational impacts to the existing roadway network.
• At build-out, the Project is estimated to generate a maximum of 717 daily trips, 56 AM peak hour trips and 75 PM peak hour trips.
• Under this scenario, the intersection is projected to operate at an acceptable LOS (LOS D) during both peak periods.
• Under this scenario, the study segments are projected to operate at an acceptable LOS.
Near Term plus Project Traffic Conditions
• The total trip generation for the Near Term Projects is 3,956 daily trips, 310 AM peak hour trips and 416 PM peak hour trips.
• Under this scenario, the intersection is projected to operate at an acceptable LOS during both peak periods (LOS D)
• Under this scenario, the study segments are projected to operate at an acceptable LOS (LOS D)

Cumulative Year 2040 plus Project Traffic Conditions
• Under this scenario, the intersection is projected to operate at an acceptable LOS (D) during both peak periods.
• Under this scenario, the study segments are projected to operate at an acceptable LOS (D)
Queuing Analysis
• It is recommended that the City consider left-turn and right-turn lane storage lengths as indicated in the Queuing Analysis.

The June 21, 2021 TIA is attached to this report.

Staff Analysis: The City of Hanford Engineering staff conditioned the project, accordingly:

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

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs and gutters per City Standard Detail CO-11, parkstrip sidewalks per City Standard Detail CO-14, streetlights per City Standard Detail GE-56, 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.

    a. All power poles, utility poles, water wells and all other existing utilities in conflict with development shall be removed, relocated or abandoned.
    b. Developer shall install a timber barricade at the east end of existing Bristol Lane where the roadway ends at Lots 17 and 18, and at the east end of the future extension of Claridge Lane per City Standard Detail GE-59.
    c. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of all residential roadways concurrent with the submittal of development improvement plans. Reconstruction of existing streets (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.

2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:

    a. The portion of Claridge Lane extended to within the development shall be constructed as a modified ST-32 as approved on the Tentative Map.

        i. Traffic index used for the design of street structural section shall be a minimum of 5.0.

        ii. With an 18' travel lane as measured between centerline of road and face of curb, the north half of Claridge Lane shall have a distance of 23' from centerline of road to the north right-of-way line. A Public Utilities Easement shall be established behind the future city sidewalk.

        iii. With a 15' travel lane as measured between centerline of road and the face of a city standard AC dike, the south half of Claridge Lane shall have a distance of 16' from centerline of road to the south right-of-way line.

        iv. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, roadway construction, and all street signing, striping and transition paving as required.

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 all existing access streets outside of the subdivision boundaries with the exception of Bristol Lane, shall be reconstructed to a modified residential street standard ST-32 as described below:

    a. The following are additional criteria for re-development of the offsite street improvements.

        i. The existing offsite streets shall be reconstructed to conform with City Standard Details ST-32, ST-12 and ST-13 with a minimum traffic index of 5.0 and a road section of a minimum 2.5" asphalt over a minimum of 5" of aggregate road base. If the developer demonstrates to the City that section cores and soil testing indicate that existing road sections and subgrade meet the requirements of these City Standard Details, reconstruction of the existing road sections will not be required.

        ii. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter per City Standard Detail CO-11, attached sidewalk per City Standard Detail CO-15, accessible ramps at the

corners of Kings Road with Claridge Lane, Queens Lane and Tudor Lane per City Standard Detail CO-20, street paving, including pavement reconstruction of existing roadway if applicable, street signing, striping and transition paving as required, repair or replacement of in-kind landscaping and irrigation as needed for existing residential properties and accepted as complete by existing properties owners.

iii. With an 18' travel lane as measured between centerline of road and face of curb, the north half of Claridge Lane shall have a distance of 23' from centerline of road to the north right-of-way line.

iv. With a 15' travel lane as measured between centerline of road and face of curb, the south half of Claridge Lane shall have a distance of 16' from centerline of road to the south right-of-way line.

5. The reconstruction of existing roadways is subject to partial reimbursement to the developer. The developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by the developer based on a percentage of use. It has been determined that the new development will have 85.5% usage of the existing streets (Claridge Lane, Queens Land and Tudor Lane) for ingress/egress to the new development. Therefore, the City would reimburse the remaining 14.5% of the construction costs associated with reconstructing the roadway as needed including the addition of curb & gutter, sidewalks, accessible ramps and asphalt pave out to the lip of gutter per the approved Tentative Subdivision Map. Appropriate graphic exhibits referenced to the subdivision offsite improvement plans shall also be provided as needed to facilitate the reimbursement review process.

Consultation Received:

Pre- Consultation was received from Kings County Public Works Department, stating the following:

In the case that Kings Road, Tudor Lane, etc. does not annex to the City of Hanford, Kings County Public Works would recommend that Kings Road, Tudor Lane, Bristol Lane, Queens Lane and Claridge Lane be reconstructed to accommodate the increased traffic volumes. Conversely, a discussion over maintenance responsibility between Kings County and The City of Hanford, for all roads serving the new development shall be entered.

Staff Analysis: The comment provided was received prior to the City's annexation of the county island into the City limits. The City of Hanford is responsible for maintenance within the former County island.

Pre-Consultation was received from Caltrans on September 29, 2023 indicating no comments:

Thank you for the opportunity to review Tentative Tract 930, PUD 2020-01 and VAR 2021-01, we have no comments on the application. The project does not propose any land use changes other than minor deviations from the current residential standards for the project site, the project is anticipated to have minimal impacts to the local State Highway System (SHS) facilities.

This project was previously reviewed with our minor comments recommending the implementation of vehicle miles traveled (VMT) mitigation strategies. We continue to encourage projects implement VMT mitigation strategies where feasible, which include non-motorized facilities and coordinating public transit services for projects. We also encourage the City consider creating a VMT mitigation impact fee program to minimize impacts to local roads and SHS facilities.

Analysis: Caltrans indicated no comments; the comments pertaining to VMT are general and the City of Hanford is considering VMT mitigation strategies Citywide. This particular project has a less than significant VMT impact.

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

Significance Criteria

The project may result in significant transportation/circulation impact if it does the following:

1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards.
2. Creates traffic conditions which expose people to traffic hazards.
3. Substantially interferes or prevents emergency access to the site or surrounding properties.
4. Conflicts with adopted policies or plans for alternative transportation.

Checklist Discussion

a) Less than Significant Impact with Mitigation Measures (payment of Traffic Impact Fees) – Traffic improvements in the area will result in a LOS D or above in year 2035, with the proposed future develop of the project site and surrounding planned projects. The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The project will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required. Conditions of the subdivision include:

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs and gutters per City Standard Detail CO-11, parkstrip sidewalks per City Standard Detail CO-14, streetlights per City Standard Detail GE-56, 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. All power poles, utility poles, water wells and all other existing utilities in conflict with development shall be removed, relocated or abandoned.
3. Developer shall install a timber barricade at the east end of existing Bristol Lane where the roadway ends at Lots 17 and 18, and at the east end of the future extension of Claridge Lane per City Standard Detail GE-59.
4. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of all residential roadways concurrent with the submittal of development improvement plans. Reconstruction of existing streets (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.

5. All streets within the subdivision shall be developed to residential street standard ST-32, except the following:

- The portion of Claridge Lane extended to within the development shall be constructed as a modified ST-32 as approved on the Tentative Map.
- Traffic index used for the design of street structural section shall be a minimum of 5.0.

i. With an 18' travel lane as measured between centerline of road and face of curb, the north half of Claridge Lane shall have a distance of 23' from centerline of road to the north right-of-way line. A Public Utilities Easement shall be established behind the future city sidewalk.

ii. With a 15' travel lane as measured between centerline of road and the face of a city standard AC dike, the south half of Claridge Lane shall have a distance of 16' from centerline of road to the south right-of-way line.

iii. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter,

sidewalk, landscaping, decorative masonry block wall, street lights, roadway construction, and all street signing, striping and transition paving as required.

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

7. That all existing access streets outside of the subdivision boundaries with the exception of Bristol Lane, shall be reconstructed to a modified residential street standard ST-32 as described below:

8. The following are additional criteria for re-development of the offsite street improvements.

i. The existing offsite streets shall be reconstructed to conform with City Standard Details ST-32, ST-12 and ST-13 with a minimum traffic index of 5.0 and a road section of a minimum 2.5" asphalt over a minimum of 5" of aggregate road base. If the developer demonstrates to the City that section cores and soil testing indicate that existing road sections and subgrade meet the requirements of these City Standard Details, reconstruction of the existing road sections will not be required.

ii. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter per City Standard Detail CO-11, attached sidewalk per City Standard Detail CO-15, accessible ramps at the corners of Kings Road with Claridge Lane, Queens Lane and Tudor Lane per City Standard Detail CO-20, street paving, including pavement reconstruction of existing roadway if applicable, street signing, striping and transition paving as required, repair or replacement of in-kind landscaping and irrigation as needed for existing residential properties and accepted as complete by existing properties owners.

iii. With an 18' travel lane as measured between centerline of road and face of curb, the north half of Claridge Lane shall have a distance of 23' from centerline of road to the north right-of-way line.

iv. With a 15' travel lane as measured between centerline of road and face of curb, the south half of Claridge Lane shall have a distance of 16' from centerline of road to the south right-of-way line.

9. The reconstruction of existing roadways is subject to partial reimbursement to the developer. The developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by the developer based on a percentage of use. It has been determined that the new development will have 85.5% usage of the existing streets (Claridge Lane, Queens Land and Tudor Lane) for ingress/egress to the new development. Therefore, the City would reimburse the remaining 14.5% of the construction costs associated with reconstructing the roadway as needed including the addition of curb & gutter, sidewalks, accessible ramps and asphalt pave out to the lip of gutter per the approved Tentative Subdivision Map. Appropriate graphic exhibits referenced to the subdivision offsite improvement plans shall also be provided as needed to facilitate the reimbursement review process.

a) (intentionally left blank for numbering purposes)

b) The City of Hanford VMT Guidelines provides various screening thresholds, which can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact, without requiring a more detailed VMT analysis. Screening thresholds include:
   1. Residential and office projects within a Transit Priority Area
   2. Locally serving retail projects up to 55,000 square feet
   3. Residential, office, or mixed-use projects within low-VMT generating areas
   4. 100 percent affordable housing projects
   5. Projects that are consistent with the City's General Plan and generating fewer than 1,000 daily trips.
   6. Projects that are inconsistent with the City's General Plan and generating fewer than 500 daily trips.

The project qualifies for screening method 5: The project proposes 55 single-family dwelling units. Per trip generation rates taken from the Institute of Traffic Engineer's *Trip Generation, 11th Edition* (9.30 average daily trips per dwelling unit), the project is expected to generate 511.5 daily trips. As the project is consistent with the City's General Plan, this trip generation is under the 1,000 daily trip threshold.

Trip Generation screening threshold is met and the project is anticipated to have a less-than-significant impact on VMT.

c) Less than Significant - The proposed project will not create a change in air traffic patterns or increase traffic levels or change in location that result in substantial safety risks. The project is located approximately 2.1 miles northwest from the nearest municipal airport.

d) Less than Significant Impact**-** the development has been reviewed by the various departments to ensure hazardous features are not incorporated into the project.

e) Less than Significant Impact – the development has been reviewed by the various departments and fire truck access to and through the development has been verified. The applicant has provided the accurate turning radius to accommodate emergency access.

Mitigation Measures

MM Traffic 1 – That the development is subject to traffic impact fees. In order to implement the goals and objectives of the land use and circulation elements of the city's general plan, and to mitigate the transportation, traffic and air quality impacts caused by new development in the Hanford city area, certain public transportation system facilities must be or had to be constructed. The city council has determined that a transportation development impact improvement fee is needed in order to finance these public improvements and to pay for the developer's fair share of the construction costs of these improvements

MM Traffic 2 - Conditions of the development include:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs and gutters per City Standard Detail CO-11, parkstrip sidewalks per City Standard Detail CO-14, streetlights per City Standard Detail GE-56, 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.

    a. All power poles, utility poles, water wells and all other existing utilities in conflict with development shall be removed, relocated or abandoned.
    b. Developer shall install a timber barricade at the east end of existing Bristol Lane where the roadway ends at Lots 17 and 18, and at the east end of the future extension of Claridge Lane per City Standard Detail GE- 59.

    c. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section

thickness of all residential roadways concurrent with the submittal of development improvement plans. Reconstruction of existing streets (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.

2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:

b) The portion of Claridge Lane extended to within the development shall be constructed as a modified ST-32 as approved on the Tentative Map.

i. Traffic index used for the design of street structural section shall be a minimum of 5.0.

ii. With an 18' travel lane as measured between centerline of road and face of curb, the north half of Claridge Lane shall have a distance of 23' from centerline of road to the north right-of-way line. A Public Utilities Easement shall be established behind the future city sidewalk.

iii. With a 15' travel lane as measured between centerline of road and the face of a city standard AC dike, the south half of Claridge Lane shall have a distance of 16' from centerline of road to the south right-of-way line.

iv. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, roadway construction, and all street signing, striping and transition paving as required.

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 all existing access streets outside of the subdivision boundaries with the exception of Bristol Lane, shall be reconstructed to a modified residential street standard ST-32 as described below:

a. The following are additional criteria for re-development of the offsite street improvements.

v. The existing offsite streets shall be reconstructed to conform with City Standard Details ST-32, ST-12 and ST-13 with a minimum traffic index of 5.0 and a road section of a minimum 2.5" asphalt over a minimum of 5" of aggregate road base. If the developer demonstrates to the City that section cores and soil testing indicate that existing road sections and subgrade meet the requirements of these City Standard Details, reconstruction of the existing road sections will not be required.

vi. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter per City Standard Detail CO-11, attached sidewalk per City Standard Detail CO-15, accessible ramps at the corners of Kings Road with Claridge Lane, Queens Lane and Tudor Lane per City Standard Detail CO-20, street paving, including pavement reconstruction of existing roadway if applicable, street signing, striping and transition paving as required, repair or replacement of in-kind landscaping and irrigation as needed for existing residential properties and accepted as complete by existing properties owners.

vii. With an 18' travel lane as measured between centerline of road and face of curb, the north half of Claridge Lane shall have a distance of 23' from centerline of road to the north right-of-way line.

viii. With a 15' travel lane as measured between centerline of road and face of curb, the south half of Claridge Lane shall have a distance of 16' from centerline of road to the south right-of-way line.

5. The reconstruction of existing roadways is subject to partial reimbursement to the developer. The developer shall be

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
entitled to a credit towards their development impact fee for permanent street improvements constructed by the developer based on a percentage of use. It has been determined that the new development will have 85.5% usage of the existing streets (Claridge Lane, Queens Land and Tudor Lane) for ingress/egress to the new development. Therefore, the City would reimburse the remaining 14.5% of the construction costs associated with reconstructing the roadway as needed including the addition of curb & gutter, sidewalks, accessible ramps and asphalt pave out to the lip of gutter per the approved Tentative Subdivision Map. Appropriate graphic exhibits referenced to the subdivision offsite improvement plans shall also be provided as needed to facilitate the reimbursement review process. **Conclusion** The site has been evaluated for traffic-related impacts, with the incorporation of City standards for development and payment of traffic impact fees, the project will have a less than significant impact on traffic. Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code, Revised Focused Traffic Impact Analysis Report – JLB Traffic Engineering, Inc. (June 2021), revised report (July 2023); City of Hanford VMT Thresholds and Implementation Guidelines (2022)				

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☑	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☑	☐

Ethnographic Setting

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

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

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

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

In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon

Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore.

By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work.

Consultation Meeting

On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe regarding Assembly Bill 52 and in order to establish conditions, which would apply to all projects in the City of Hanford, which required an initial study.

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

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

urial Treatment Plan

Purpose

The intent of the agreement is to protect Native American burials, cemeteries, isolated and/or fragmented human remains, cremations, associated funerary objects, unassociated funerary objects, and sacred items from destruction during construction and preconstruction components associated with the Project. The agreement is between the Santa Rosa Rancheria Tachi Yokut Tribe, and the Property Owner/Sponsor, and shall transfer to the Developer or new Landowner should the project be sold prior to, or after construction.

The intent of the agreement is to fulfill the requirements for treatment of human remains and cultural sites that may be inadvertently discovered during ground disturbing activities as stipulated in the Kings County.

rThe agreement applies to all ground disturbing activities associated within the Project's area of potential effect. Any and all discovered Native American burials, isolated and/or fragmented human remains, associated funerary objects, unassociated funerary objects, and sacred items will be treated within accordance with the provisions of the State of California Public Resource Code Section 5097.98 and Health and Safety Code Section 7050.5

Destruction of Native American cultural sites and burial locations is an ever-present concern to the Tribal Communities. In order to protect these sites, the California Public Record Act exempts from public disclosure the records "of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects" described in sections 5097.9 and 5097.993 of the Public Resource Code (Gov. Code §6254, sub [r]) The act also exempts from public disclosure records that relate to archaeological site information and reports maintained by or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the Native American Heritage Commission, another state agency, or a local agency including the records that the agency obtains through a consultation process between California Native American Tribe and a state or local agency (Gov. Code Section 6254.10). In addition, CEQA Guidelines prohibit inclusion of information about the location of archaeological sites and Sacred Lands in an environmental impact report (CEQA Guidelines, Section 15120, subd.[d]). Potential measures to avoid, minimize, and mitigate adverse effects to Native American burials, isolated and/or fragmented human remains, associated funerary objects, unassociated funerary objects, and sacred items, in a culturally sensitive manner is discussed within the Burial Treatment Plan. The plan includes information related to the authority to halt construction, procedures when skeletal remains are found, protection while awaiting recommendations from the most likely descendants, treatment as recommended by Most Likely Descendants, reporting requirements, and curation of archaeological material not associated with human remains.

In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment.

State:

California Environmental Quality Act

Public Resources Code - PRC § 21083.2

a) As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique

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

archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.

(b) If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:

(1) Planning construction to avoid archaeological sites.

(2) Deeding archaeological sites into permanent conservation easements.

(3) Capping or covering archaeological sites with a layer of soil before building on the sites.

(4) Planning parks, greenspace, or other open space to incorporate archaeological sites.

(c) To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision. The project applicant shall provide a guarantee to the lead agency to pay one-half the estimated cost of mitigating the significant effects of the project on unique archaeological resources. In determining payment, the lead agency shall give due consideration to the in-kind value of project design or expenditures that are intended to permit any or all archaeological resources or California Native American culturally significant sites to be preserved in place or left in an undisturbed state. When a final decision is made to carry out or approve the project, the lead agency shall, if necessary, reduce the specified mitigation measures to those which can be funded with the money guaranteed by the project applicant plus the money voluntarily guaranteed by any other person or persons for those mitigation purposes. In order to allow time for interested persons to provide the funding guarantee referred to in this subdivision, a final decision to carry out or approve a project shall not occur sooner than 60 days after completion of the recommended special environmental impact report required by this section.

(d) Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. Excavation as mitigation shall not be required for a unique archaeological resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, if this determination is documented in the environmental impact report.

(e) In no event shall the amount paid by a project applicant for mitigation measures required pursuant to subdivision (c) exceed the following amounts:

(1) An amount equal to one-half of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a commercial or industrial project.

(2) An amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a housing project consisting of a single unit.

(3) If a housing project consists of more than a single unit, an amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of the project for the first unit plus the sum of the following:

(A) Two hundred dollars ($200) per unit for any of the next 99 units.

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

(B) One hundred fifty dollars ($150) per unit for any of the next 400 units.

(C) One hundred dollars ($100) per unit in excess of 500 units.

(f) Unless special or unusual circumstances warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. However, the project applicant may extend that period if he or she so elects. Nothing in this section shall nullify protections for Indian cemeteries under any other provision of law.

(g) As used in this section, "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

(h) As used in this section, "nonunique archaeological resource" means an archaeological artifact, object, or site which does not meet the criteria in subdivision (g). A nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects.

(i) As part of the objectives, criteria, and procedures required by Section 21082 or as part of conditions imposed for mitigation, a lead agency may make provisions for archaeological sites accidentally discovered during construction. These provisions may include an immediate evaluation of the find. If the find is determined to be a unique archaeological resource, contingency funding and a time allotment sufficient to allow recovering an archaeological sample or to employ one of the avoidance measures may be required under the provisions set forth in this section. Construction work may continue on other parts of the building site while archaeological mitigation takes place.

(j) This section does not apply to any project described in subdivision (a) or (b) of Section 21065 if the lead agency elects to comply with all other applicable provisions of this division. This section does not apply to any project described in subdivision (c) of Section 21065 if the applicant and the lead agency jointly elect to comply with all other applicable provisions of this division.

(k) Any additional costs to any local agency as a result of complying with this section with respect to a project of other than a public agency shall be borne by the project applicant.

(l) Nothing in this section is intended to affect or modify the requirements of Section 21084 or 21084.1.

Native American Heritage Act

§ 5097.9 – Interference with Native American religion or damage to cemeteries or places of worship, etc., prohibited; construction and exemptions from law.

No public agency, and no private party using or occupying public property, or operating on public property, under a public license, permit, grant, lease, or contract made on or after July 1, 1977, shall in any manner whatsoever interfere with the free expression or exercise of Native American religion as provided in the United States Constitution and the

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

California Constitution; nor shall any such agency or party cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require. The provisions of this chapter shall be enforced by the commission, pursuant to Sections 5097.94 and 5097.97.

The provisions of this chapter shall not be construed to limit the requirements of the Environmental Quality Act of 1970, Division 13 (commencing with Section 21000).

The public property of all cities, counties, and city and county located within the limits of the city, county, and city and county, except for all parklands in excess of 100 acres, shall be exempt from the provisions of this chapter.' Nothing in this section shall, however, nullify protections for Indian cemeteries under other statutes.

Public Notice to California Native American Indian Tribes
GC Section 65092 includes California Native American tribes that are on the contact list maintained by the NAHC in the definition of "person" to whom notice of public hearings shall be sent by local governments.

Disposition of Human Remains (Health and Safety Code Section 7050.5)

When an initial study identifies the existence, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native American groups or individuals as identified by the NAHC as provided in PRC Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American burials. Furthermore, HSC Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the NAHC.

California Native American Graves Protection and Repatriation Act of 2001
In 2001, the State Legislature passed AB-978, the California Native American Graves Protection and Repatriation Act of 2001 (Steinberg, 2001), requiring all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items to provide a process for the identification and repatriation of these items to the appropriate tribes. The bill also created a Repatriation Oversight Commission with oversight authority. The intent of the legislation was to cover gaps in the federal Native American Graves Protection and Repatriation Act (Udall, 1990) specific to the State of California.

After the Repatriation Oversight Commission remained unfunded for over a decade, the Native American Heritage Commission (Commission) was granted oversight authority. In 2018, the State Legislature added additional Commission responsibilities under AB-2836 (Gloria, 2018), including providing technical assistance to the University of California (UC) in adopting policies and procedures adopted to expedite repatriation of remaining items in its possession.

On September 25, 2020, Governor Newsom signed AB-275 (Ramos, 2020) into law, which amended CalNAGPRA and became effective on January 1, 2021. In AB-275, the State Legislature added additional Commission responsibilities, including maintaining a list of California Indian tribes and their state aboriginal territories, adopting mediation procedures, and publishing notices of completion of preliminary inventories and summaries on the Commission website.

a) **Less than Significant Impact with Mitigation Incorporated.** A record search of the NAHC Sacred Lands File was completed for the Project area and the results were negative for the presence of Native American tribal cultural resources. Mitigation Measures Cultural Resources 1 and 2 described above in Cultural Resources are required in the event tribal cultural materials or human remains are unearthed during excavation or construction.
b) **Less than Significant with Mitigation Incorporation:** Consultation was mailed in accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation opportunity,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment. With mitigation in place, as required by MM Cultural Resources 1, 2, and 3, the project will have a less than significant impact to Tribal Resources.				
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☑	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☑	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☑	☐	☐

Environmental Setting

Wastewater

The City's wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the entire City of Hanford (City). The wastewater system consists of a treatment plant and 21 sanitary sewer lift stations located throughout the City. The treatment facility has a capacity of 8.0 million gallons per day and is located south of Houston Avenue and east of 11th Avenue.

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

While the City is constantly working to improve and provide adequate services to the population demand, the Irwin Street trunk main has become a priority issue for the City's wastewater system.

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

Water Supply

The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin.

The City's groundwater system consists of 13 supply wells, one standby well, one elevated storage tanks (abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2-million-gallon storage tank at Grangeville and Centennial Drive facility and 1-million-gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer.

The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years.

Storm Water Drainage

The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding.

There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company.

The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins.

The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities.

Solid Waste Disposal

The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and

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

liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals.

Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills.

The landfills at the Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day.

The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers.

Senate Bill 1383

In September 2016, Governor Brown signed into law SB 1383 establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. As it pertains to CalRecycle, SB 1383 establishes targets to achieve a 50% reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20% of currently disposed edible food is recovered for human consumption by 2025.

Dry Utilities

Gas and Electric Service

The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines.

Communication Systems

AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access.

Thresholds of Significance

The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities.

Checklist Discussion

a) Less than significant - the City's Wastewater Treatment Facility is currently up-to-date with all wastewater treatment requirements set forth by the Central Valley Regional Water Quality Control Board. The City's WWTF would continue to comply with the requirements set forth by the Central Valley Regional Water Quality Control Board, as required by law.

b) Less than Significant – Under the General Plan Update it was determined that planned improvements and expansion development through various goals and policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth planned in the General Plan.

c) **Less than Significant with Mitigation Measures** – The project has been reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval. Conditions of approval for storm drainage is as follows:

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, in accordance with Chapter 13.10, and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

2. That 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. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. The Permit regulates point source discharge of wastewater to surface waters of the Region so that the highest quality and beneficial uses of these waters are protected and enhances. Regulation is by issuance of NPDES permits which are updated every five years. Each permit contains effluent limitations which ensure the protection of the receiving waters.

3. At the sole cost of the developer, the developer shall establish a 15' storm drain easement as shown on the Tentative Map, that extends the full depth of, and along the property line of Lots 38 and 39. The developer shall also obtain an easement with the Burlington Northern Santa Fe (BNSF) Railroad to extend

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

said easement through the BNSF right-of-way while meeting all of BNSF regulations for piping installation under the railroad tracks. The developer shall also obtain an Encroachment Permit with the City of Hanford to further extend the storm drain piping to the Mussel Slough storm drain basin and construct an outfall structure within the storm drain basin per City Standards.

4. In the event that an easement under the Burlington Northern Santa Fe Railroad tracks is not obtainable to run the storm drainage from the development to the existing city-maintained Mussel Slough storm basin, as an alternative, the developer shall install an onsite storm basin so that all storm drainage from the proposed development be retained in a retention drainage basin located as shown on the tentative subdivision map. The basin shall be constructed in conformance with City Standards and as follows:

   m) The Developer shall install a 6' high chain link fence that includes a top rail and vinyl privacy slats per City Standard Detail GE-23. Color of privacy slats to match surrounding conditions

   n) The Developer shall install a 16' wide gate entrance to basin per City Standard Detail GE-26 with vinyl privacy slats matching privacy slats in fencing.

   o) The Developer shall install a 16' wide drive approach per City Standard Detail CO-41.

   p) The Developer shall include a 5' landscape easement along both Saxon St. and Claridge Lane frontages.

   q) The storm basin shall have a 10:1 maximum sloped drive to the bottom of the basin for maintenance purposes.

   r) The developer shall install an outfall structure within the storm drain basin to City Standard Specifications.

5. In the event that the alternative storm drain basin is constructed, per resolution 19-41-R, the developer shall be eligible for a credit towards Storm Drain Impact fees per the 2019 City of Hanford Development Impact Fee Study for storage provided for this development.

d) **Less than Significant with Mitigation Measures** - Future population growth in the area would create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tulare Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2035. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update.

WATER RESOURCES GOAL

Goal O3: A reduced per capita use of water used by residential and non-residential uses through water conservation measures.

Water Conservation Policies

Policy O19 Urban Water Management Plan

Maintain and periodically update an Urban Water Management Plan for the City of Hanford.

Policy O20 Water Conservation Ordinance

Actively enforce and periodically update the City Water Conservation Ordinance.

Policy O21 Water Conservation Efforts

Actively encourage water conservation by both agricultural and urban water users.

Policy O22 Water Conservation Education

Encourage and support the development of educational programs in order to increase public awareness of water conservation opportunities.

Policy O23 Drought Tolerant Vegetation

Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers.

Policy O24 Recharge Basins

Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.

Policy O25 Irrigation Controllers

Systematically upgrade irrigation controllers at City parks, median islands and other City facilities with water-efficient landscape irrigation controllers and systems.

Policy O26 Large Industrial Water Users

Encourage large scale industrial water users to develop internal water recycling programs during plan development and review processes.

Policy O27 Water Availability in Emergencies

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

Policy O28 Water Conservation Measures for New Development

Encourage new development projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.

e) No Impact. The project will not require a determination by a wastewater agency.

f) Less than Significant – the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility.

g) **Less than Significant impact with Mitigation Measures** – that the project is required to comply with all statutes and regulations related to solid waste.

Mitigation Measure:

Mitigation Measure Utilities 1: Conditions of approval for storm drainage is as follows:

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 (in accordance with Chapter 13.10) and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.

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

2. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. The Permit regulates point source discharge of wastewater to surface waters of the Region so that the highest quality and beneficial uses of these waters are protected and enhances. Regulation is by issuance of NPDES permits which are updated every five years. Each permit contains effluent limitations which ensure the protection of the receiving waters.
3. At the sole cost of the developer, the developer shall establish a 15' storm drain easement as shown on the Tentative Map, that extends the full depth of, and along the property line of Lots 38 and 39. The developer shall also obtain an easement with the Burlington Northern Santa Fe (BNSF) Railroad to extend said easement through the BNSF right-of-way while meeting all of BNSF regulations for piping installation under the railroad tracks. The developer shall also obtain an Encroachment Permit with the City of Hanford to further extend the storm drain piping to the Mussel Slough storm drain basin and construct an outfall structure within the storm drain basin per City Standards.

4. In the event that an easement under the Burlington Northern Santa Fe Railroad tracks is not obtainable to run the storm drainage from the development to the existing city-maintained Mussel Slough storm basin, as an alternative, the developer shall install an onsite storm basin so that all storm drainage from the proposed development be retained in a retention drainage basin located as shown on the tentative subdivision map. The basin shall be constructed in conformance with City Standards and as follows:

5. The Developer shall install a 6' high chain link fence that includes a top rail and vinyl privacy slats per City Standard Detail GE-23. Color of privacy slats to match surrounding conditions

6. The Developer shall install a 16' wide gate entrance to basin per City Standard Detail GE-26 with vinyl privacy slats matching privacy slats in fencing..
7. The Developer shall install a 16' wide drive approach per City Standard Detail CO-41.

8. The Developer shall include a 5' landscape easement along both Saxon St. and Claridge Lane frontages.

9. The storm basin shall have a 10:1 maximum sloped drive to the bottom of the basin for maintenance purposes.

10. The developer shall install an outfall structure within the storm drain basin to City Standard Specifications.

h) In the event that the alternative storm drain basin is constructed, per resolution 19-41-R, the developer shall be eligible for a credit towards Storm Drain Impact fees per the 2019 City of Hanford Development Impact Fee Study for storage provided for this development.

Mitigation Measure Utilities 2: That the future development would be required to implement water conservation measures, set forth in the General Plan Policy O19-28.

Mitigation Measure Utilities 3: That the future project be required to comply with all statutes and regulations related to solid waste.

Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with compliance with all statutes and regulations related to water usage and solid waste.

Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015

WILDFIRE				
If located in or near state responsibility areas or lands classified as very high fire hazard				

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☑
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

The Project site is located in an area that is not designated as being a very high fire hazard severity zone. The Project site is also not located in an area that has been designated as an State Responsibility Area (SRA) by the California Board of Forestry and Fire Protection's State Responsibility Area Viewer.

a-d) No Impact.

Source: California Department of Forestry and Fire Protection 2023

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☑	☐

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☑	☐	☐

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) Less than Significant - Based on the analysis provided in the initial study, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals.

b) Less than Significant with Mitigation Incorporation- Based on the analysis provided, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects.

c) Less than Significant with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.

Gabrielle Myers

Gabrielle de Silva Myers
Senior Planner

October 19, 2023; Updated 11-21-2023

Date

This section addresses the project's potential to contribute to cumulative impacts in the region, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.

Cumulative Setting

The cumulative setting for the proposed project area includes the development of this in-fill project and the existing environment – the subject property is surrounded by existing residential development to the north, west and south, an existing mini-storage facility and railroad to the east. The project is considered in-fill. In accordance with the Hanford General Plan, an infill development site is defined as any parcel or group of parcels that are vacant or underdeveloped and surrounded by development on at least 75% of its perimeter. Infill sites may include previously developed sites that may/will be redeveloped.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - All impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and past projects. Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. This project and former projects in the area will be held/have been held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics – therefore, the impact to aesthetics would be less than significant with mitigation incorporation.

Agriculture and Forest Resources

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

The project area is within the City's center and the land has no value as agricultural land.

Air Quality

Less than Significant with Mitigation Incorporation – This project and the development of the previously approved projects in the area will not create or result in any significant air quality impacts, all projects are required to be developed consistent with the Air Quality Element.

Biological Resources

Less than Significant with Mitigation Incorporation – the project area was evaluated for its potential for habitat and mitigation measures were appropriately applied. The surrounding area contains no natural and undisturbed areas that may be considered habitat.

Cultural Resources

Less than Significant with Mitigation Incorporation – the Tachi Yokut Tribe was consulted for this project and surrounding projects, in accordance with AB 52. As a general condition of approval, mitigation measures, that the applicant enter into a burial treatment plan with the Tribe and that if sensitive resources are discovered, construction halt and the proper officials be contacted, will mitigate cultural resources impacts to a less than significant level.

Geology and Soils

Less than Impact with Mitigation Measures - This project and the development of the previously approved projects in the area on geology and soils would be mitigated by compliance with the California building

code, a geotechnical and soil studies (if required), and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions
Less than Significant with Mitigation Measures – the cumulative projects would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO2 eq by 2020, the construction-related GHG emissions of the project would be considered less than significant. The operational emission from the projects would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant with mitigation incorporation.

Hazards and Hazardous Materials
Less than Significant – The projects are not expected to have a significant impact as a result of hazards or hazardous materials.

Hydrology/Water Quality
Less than Significant with Mitigation Incorporation – the projects will be developed in accordance with City requirements specific to hydrology and water quality. Mitigations have been required on a project by project basis.

Land Use Planning and Population
Less than Significant -The projects are being developed consistent with the General Plan policy. This project and existing projects in the area have been developed consistent with the General Plan.

Mineral Resources
No Impact - there are no known mineral resources in the City.

Noise
Less than Significant with Mitigation Incorporation- this project and future existing projects within the area are required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise would be mitigated through the limitation of hours construction is permitted (between 7 a.m. and 8 p.m.). Full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels exiting without the project.

Due to the proximity to the rail road, this project, and residential projects in the rail's vicinity have mitigation measures, such as sound walls to mitigate noise impacts.

Population and Housing
Less than Significant - The projects will induce population growth in the area by proposing residential development. The projects are consistent with the density allowed in the General Plan, which planned for population growth. These projects are considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth.

Public Services
Less than Significant with Payment of Impact Fees to Mitigate Effect -The residential projects in the vicinity are subject to impact fees to mitigate the effect on public services.

Recreation
Less than Significant with Payment of Impact Fees to Mitigate Effect - development of residences will impact recreation facilities, however, the impact will be mitigated through the payment of park impact fees and the development of park space.

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect – The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The projects will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required.

Utilities and Service Systems

Less than Significant with Mitigation Incorporation – Impacts to utilities and services are considered less than significant with compliance with existing State and local water conservation measures. This project and future projects in the area have been accounted for and can be served by the City's utilities and service system