

LASSEN DRIVE CORRIDOR MIXED USE

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

General Plan Amendment No. 2021-01 C

Rezone No. 2021-11

Initial Study prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines

Prepared for

City of Hanford
Community Development Department
317 N. Douty Street
Hanford, CA 93230

Prepared by

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March 2022





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1 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) was retained by the City of Hanford to prepare this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of City of Hanford (City) to address the environmental effects of the proposed Lassen Drive Corridor Mixed Use Project (General Plan Amendment No. 2021-01 C, Rezone No. 2021-11) hereafter “the Project”. Due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP), the Project requests approval of a General Plan Amendment (GPA No. 2021-01 C) and Pre-zone/Rezone (Rezone No. 2021-11) related to an annexation request already in process that is scheduled to be heard and anticipated to be approved (pursuant to Section 5637.3 of the Government Code) by Kings County Local Agency Formation Commission (LAFCO) on March 30, 2022. The GPA will change the General Plan land use designation from Medium Density Residential to Corridor Mixed Use. The Pre-zone/Rezone will pre-zone the site to MX-C – Corridor Mixed Use, which is consistent with the proposed land use designation of Corridor Mixed Use. Both the proposed land use designation and rezone permit uses are compatible with the ALUCP. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), (PRC) Section 21000 et seq. and the Guidelines implementing CEQA, California Code of Regulations (CCR) Section 15000 et seq. The City of Hanford is the Lead Agency for this Project. The site and the Project are described in detail in **Section 2 PROJECT DESCRIPTION**.

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, et seq.), also known as the CEQA Guidelines, Section 15064 (a)(1) states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels. A negative declaration (ND) may be prepared instead if the lead agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a ND or Mitigated ND (MND) shall be prepared for a project subject to CEQA when either:

a. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or

b. The IS identified potentially significant effects, but:



1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Mitigated Negative Declaration and Initial Study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and

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

1.2 Document Format

This IS/MND contains five chapters plus appendices. **SECTION 1 INTRODUCTION** provides bases of the IS/MND’s regulatory information and an overview of the Project. **SECTION 2 PROJECT DESCRIPTION** provides a detailed description of Project components. **SECTION 3 DETERMINATION** concludes that the Initial Study is a mitigated negative declaration, identifies the environmental factors potentially affected based on the analyses contained in this IS, and includes with the Lead Agency’s determination based upon those analyses. **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** presents the CEQA checklist and environmental analyses for all impact areas and the mandatory findings of significance. A brief discussion of the reasons why the Project impact is anticipated to be potentially significant, less than significant with mitigation incorporated, less than significant, or why no impacts are expected is included. **SECTION 5 MITIGATION MONITORING AND REPORTING PROGRAM** presents the mitigation measures recommended in the IS/MND for the Project. The CalEEMod Output Files, CHRIS Record Search Results, and Early Consultation Letters are provided as **Appendix A**, **Appendix B**, and **Appendix C** respectively, at the end of this document.

1.3 Early Consultation Letters Received

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

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

“No Comment” responses were received from Hanford Elementary School District, Hanford Joint Union High School District, and Kings County Public Works Department.

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



2 PROJECT DESCRIPTION

This section describes the components of the Project in more detail, including project location, project objectives, and required project approvals.

2.1 Project Title

Lassen Drive Corridor Mixed Use (General Plan Amendment No. 2021-01 C, Rezone No. 2021-11)

2.2 Lead Agency Name and Address

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

2.3 Contact Person and Phone Number

Lead Agency

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

Applicant

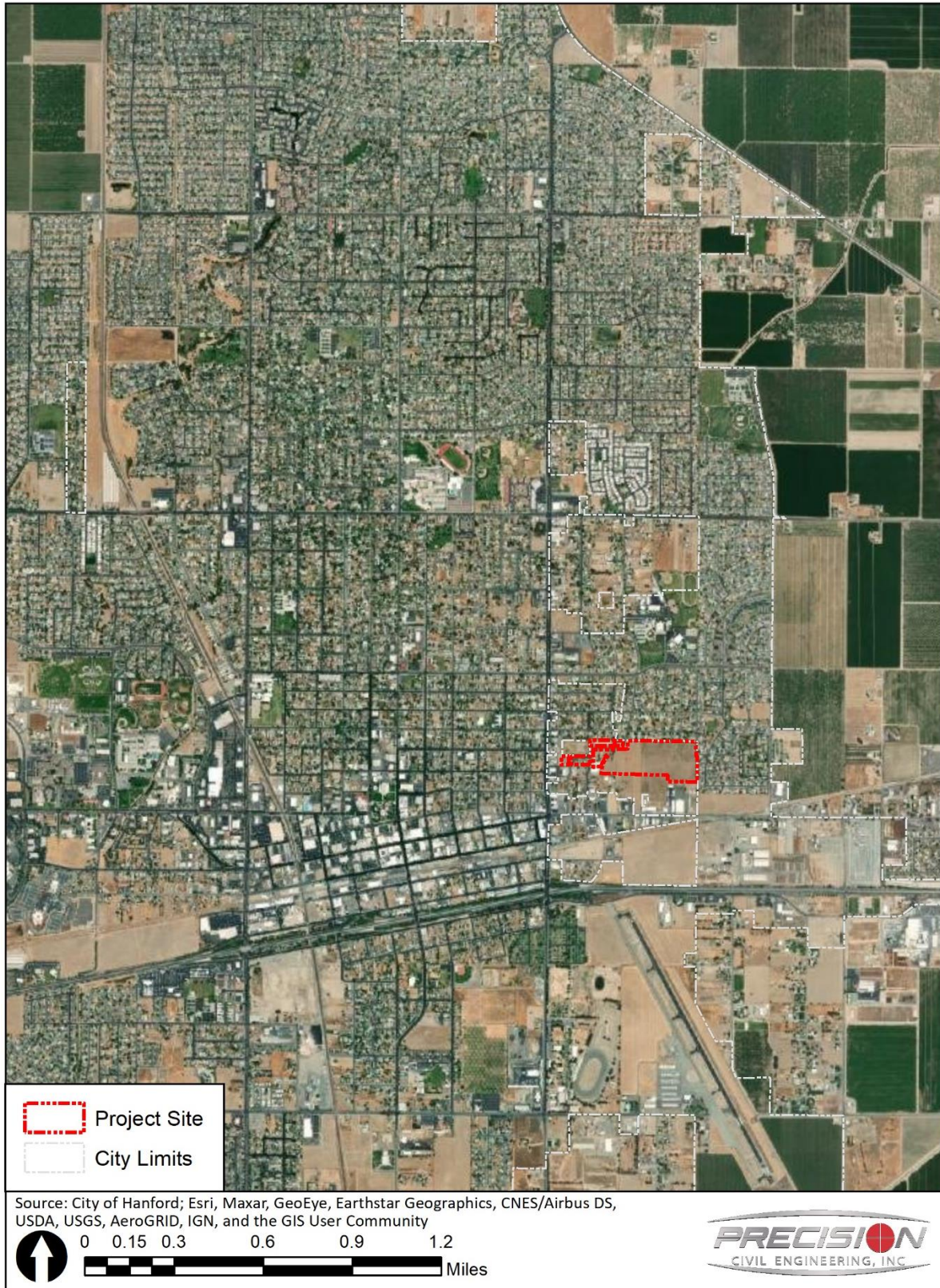
City of Hanford
317 N. Douty Street
Hanford, CA 93230

2.4 Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721

2.5 Project Location

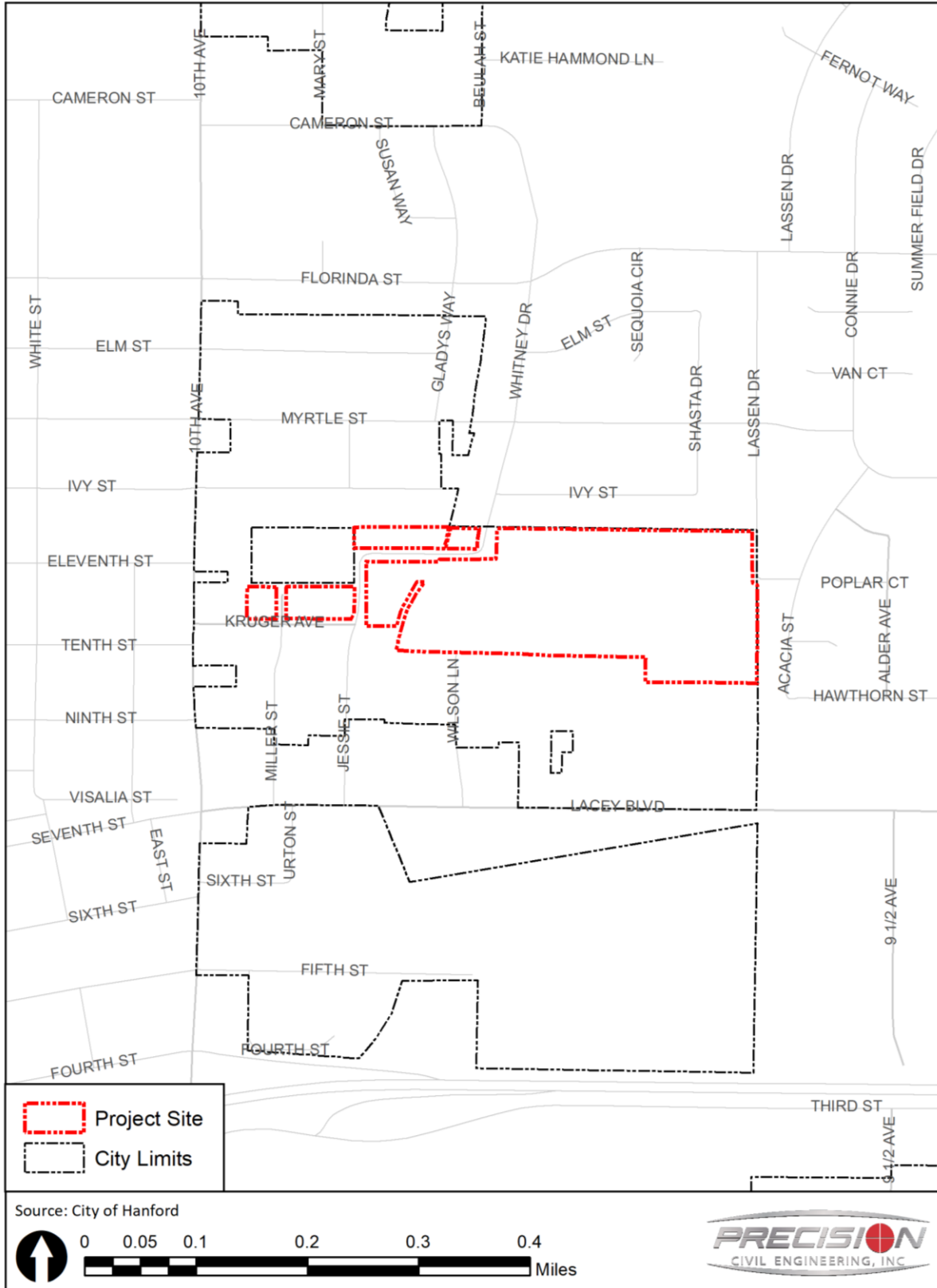
The Project is located in the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County island and within the City of Hanford Sphere of Influence (SOI) (see **Figure 2-1** and **Figure 2-2**). The Project site consists of 18 parcels that total approximately 28 acres (see **Figure 2-3**). The site has not been assigned a street address yet but is identified by the Kings County Assessor as Assessor’s Parcel Numbers (APNs) 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026 and is a portion of Section 30, Township 18 South, Range 22 East, Mount Diablo Base and Meridian.



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

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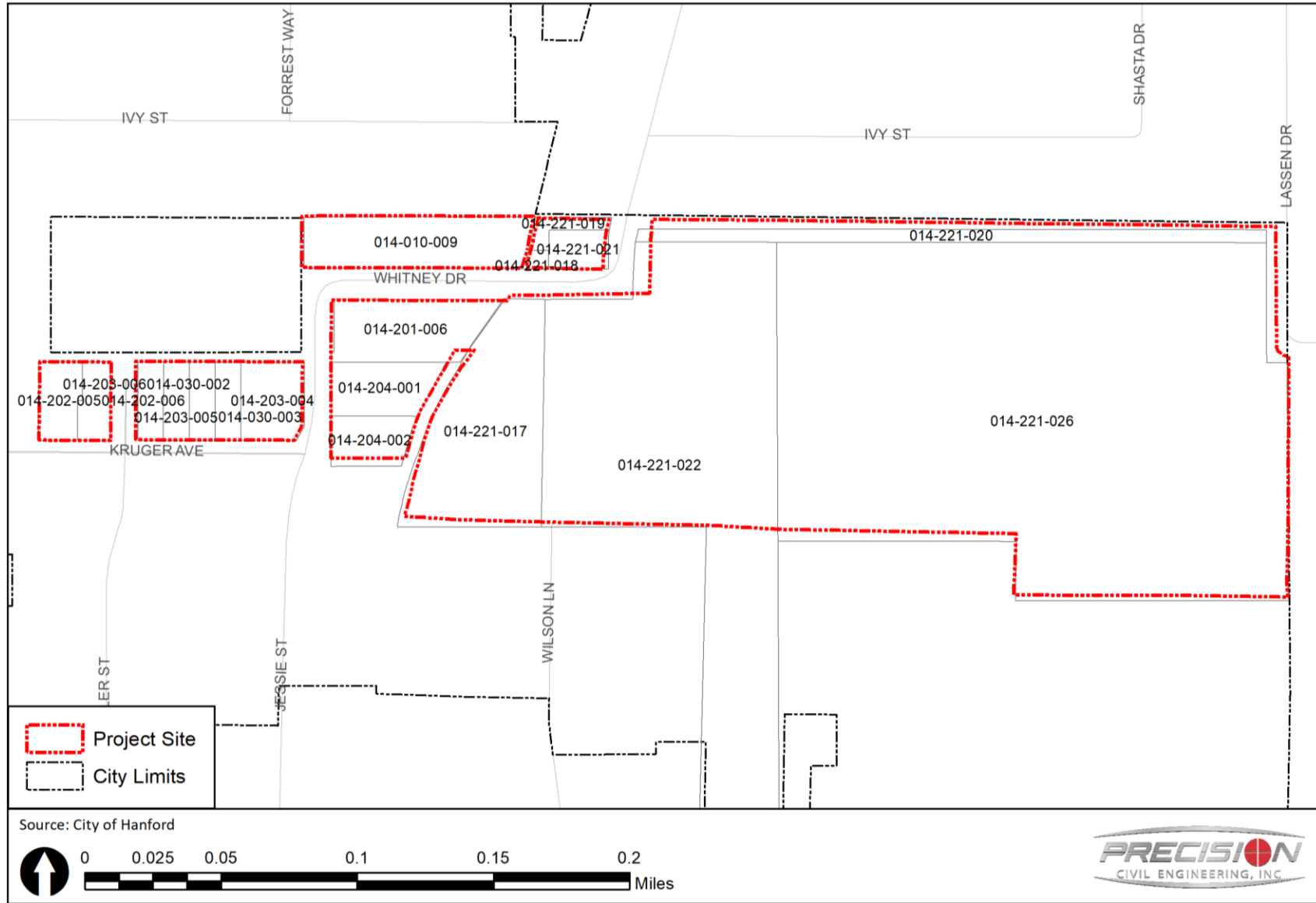
Figure 2-1 Project Location



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

Created: 1/17/2022

Figure 2-2 Project Vicinity Map



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
 INITIAL STUDY

Created: 1/24/2022



Figure 2-3 APN Map



2.6 Latitude and Longitude

The centroid of the Project area is 36.3309352896961, -119.63147792062374.

2.7 General Plan Designation

The Project site is currently in a county unincorporated island within the City of Hanford's SOI, but will be considered for annexation into the City at the Kings County LAFCO meeting scheduled for March 30, 2022. The Project site has a City General Plan land use designation of Medium Density Residential (see **Figure 2-4**). According to the General Plan **Policy L34**, the Medium Density Residential land use designation includes residential uses such as duplexes, triplexes, fourplexes, townhomes, and lower density apartment complexes, as well as non-traditional small single-family lots that range from 4,500 to 7,500 square feet. It is intended that development within this land use designation be conveniently serviced by neighborhood commercial and recreational facilities with access to major collector or arterial streets.

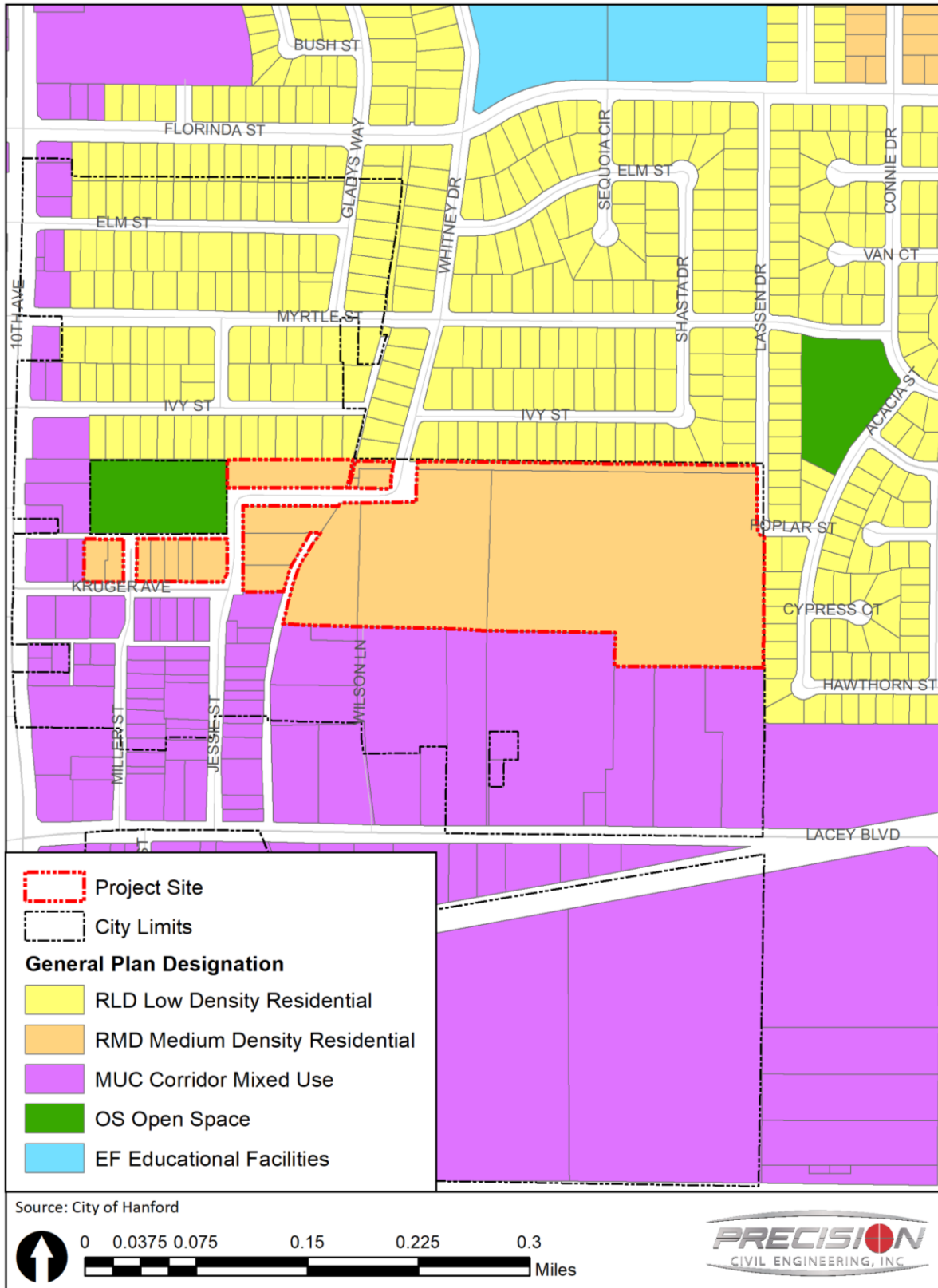
In anticipation of the annexation request being approved by LAFCO pursuant to GC Section 56375.3 the Project includes a General Plan Amendment (GPA No. 2021-01 C) that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use, to ensure land use conformance with the ALUCP. According to the General Plan **Policy L65**, the purpose of the Corridor Mixed Use land use designation is to "promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhoods, with the intent of creating a pedestrian-friendly environment that encourages walking between uses." Typical uses in the Corridor Mixed Use land use designation include small- and medium-scale commercial, providing primarily day-to-day goods and services, office.

The GPA is requested due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density (dwelling units/acre) to one (1) unit per 10 acres. This density is incompatible with the site's underlying General Plan land use designation of Medium Density Residential. Further, residential subdivisions and multi-family residential uses are identified as non-acceptable uses in this zone. In order to allow the property owners to develop the site with a compatible use, the site must be rezoned to a district that allows alternative uses. The site cannot be rezoned without first changing the underlying planned land use. Therefore, the General Plan Amendment request to change the site's land use designation from Medium Density Residential to Corridor Mixed Use which would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North).



2.8 Zoning

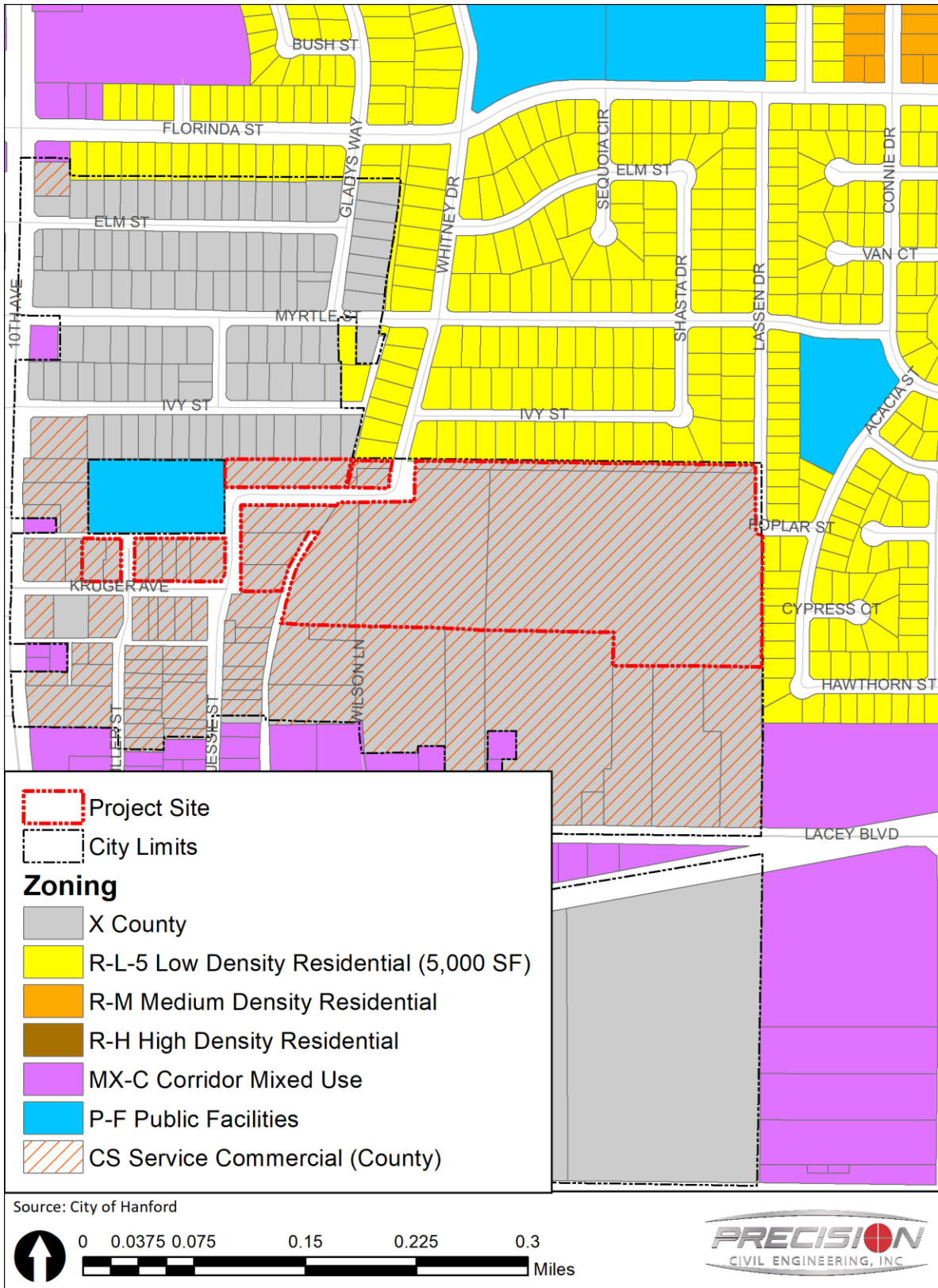
The Project site is currently in a county unincorporated island within the City of Hanford’s SOI, but will be considered for annexation into the City at the Kings County LAFCO meeting scheduled for March 30, 2022. The site is in the County’s CS – Service Commercial Zone District (see [Figure 2-5](#)). Thus, the Project includes a Pre-Zone/Rezone (Rezone No. 2021-11) to the City’s MX-C Corridor Mixed Zone District which is consistent with the proposed City General Plan land use designation of Corridor Mixed Use. According to the City of Hanford Municipal Code (HMC §17.08.030), the MX-C Zone District permits or conditionally permits uses including but not limited to single-family and multi-family dwellings, mixed commercial-residential, supportive housing, eating and drinking establishments, office and medical uses, community centers or facilities, convenience stores, and retail sales.



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
 INITIAL STUDY

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Figure 2-4 General Plan Designated Land Use



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
 INITIAL STUDY

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Figure 2-5 Current Zoning



2.9 Description of Project

The Project includes a General Plan Amendment (GPA No. 2021-01 C) and Pre-zone/Rezone (Rezone No. 2021-11) to facilitate the change of land use due to incompatibility with the Kings County ALUCP. According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density to one (1) unit per 10 acres. Residential subdivisions and multi-family residential are identified as non-acceptable uses in this zone. As such, the current city planned land use, RMD – Medium Density Residential, is not compatible with the ALUCP regulations since RMD zones are planned for residential uses. Thus, the GPA and related Rezoning to Corridor Mixed Use would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North).

The Project does not propose any physical development, but rather proposes land use and zoning to allow future development by others that will be consistent with the ALUCP. Although no specific project is currently proposed, for the purpose of facilitating tiering of CEQA analysis for future development this initial study will apply the following assumptions so as to reasonably estimate the extent and magnitude of potential impacts that could result from future development:

- *New development will be consistent with MX-C allowed uses (per HMC §17.08.030);*
- *New development will take place on parcels that are currently vacant or underutilized according to the City of Hanford’s GIS data (Table 2-1);*
- *Max allowable 50% coverage on all vacant or underutilized parcels;*
- *All development will be single story; and,*
- *Future uses will not exceed allowable VMT significance thresholds that would result in determination of significant traffic impacts pursuant to the Kings County Association of Governments’ adopted VMT modeling or other VMT modeling methodologies acceptable to or adopted by the City of Hanford*

Based upon the assumptions above, future development would result in approximately 472,843.8 square feet of corridor mixed use development.

Table 2-1 Vacant and Underutilized Parcels

Parcel	Acreage	Description
014-203-002	0.17	Vacant
014-201-006	0.83	Underutilized
014-221-019	0.10	Vacant
014-221-018	0.02	Vacant
014-221-021	0.19	Vacant
014-221-022	5.45	Vacant
014-221-020	0.79	Vacant



014-221-026	14.16	Vacant
Total	21.71	-

2.10 Site and Surrounding Land Uses and Setting

The existing site is mostly vacant with some existing structures. The existing structures are generally located east of North 10th Avenue along Kruger Avenue, Jessie Avenue, and East Whitney Drive. The existing structures are primarily residential and commercial. The vacant portion of the Project site is generally located north of Lacey Boulevard between Whitney Drive and Lassen Drive. This portion of the site is relatively flat and is highly disturbed as a result of periodic grading and discing for weed control and fire abatement. The existing biotic site conditions and resources of the vacant portion can be defined primarily as herbaceous (weedy) vegetation with minimal trees and shrubs existing on site. There are no water features present. As referenced in **Table 2-2**, the Project site is surrounded by residential uses to the north, south, and east, and commercial and vacant land uses to the south and west. The properties to the north and east are zoned and planned for Low Density Residential and the properties to the south and west are planned for Corridor Mixed Use.

Table 2-2 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from the Project site	Existing Land Use	Planned Land Use	Zone District
North	Single-family dwellings	RLD Low Density Residential	R-L-5 Low Density Residential
South	Commercial, Vacant, Residential	MUC Corridor Mixed Use	CS – Service Commercial (County)
East	Single-family dwellings	RLD Low Density Residential	R-L-5 Low Density Residential
West	Commercial, Vacant	MUC Corridor Mixed Use	P-F – Public Facilities (County)

2.11 Technical Studies/Appendices

Some analyses of the Project throughout this Initial Study relied on technical studies prepared for the Project, as listed below, Other analyses relied on other existing sources, including, but not limited to, the Final Environmental Impact Report (EIR) SCH No. 2015041024 adopted in 2017 for the City of Hanford 2035 General Plan Update which is incorporated herein by reference.

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



2.12 Consultation with California Native American Tribes

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

Through this process, the Lead Agency is required to consider the potential effects of proposed projects on Tribal Cultural Resources that may be identified by a notified Tribe and to initiate formal consultation opportunity with California Native American tribes if they have so requested consultation in writing. Tribal Cultural Resources can be sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and supported by substantial evidence, chooses to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias,

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

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021 with the following tribes as recommended by the Native American Heritage Commission:

- Kings River Choinumni Farm Tribe,
- Santa Rosa Rancheria Tachi Yokut Tribe,



- Table Mountain Rancheria,
- Tule River Indian Tribe, and
- Wuksache Indian Tribe/Eshom Valley Band.

Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest. A response was received from the Santa Rosa Rancheria Tachi-Yokut Tribe requesting mitigation. The requested mitigation has been included in this document.

Early consultation was also conducted on October 19, 2021. The same five (5) tribes listed were included in the early consultation. In response, the City only received correspondence from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have *“A Native American monitor shall be present for ground disturbing activities”* at the Project site.



3 DETERMINATION

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follow in this Chapter, environmental factors not checked below would have no impacts or less than significant impacts resulting from the project. Environmental factors that are checked below would have potentially significant impacts resulting from the project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Land Use Planning |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Population and Housing |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Tribal and Cultural Resources |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Wildfire |

The analyses of environmental impacts in **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** result in one of four impact statements (or conclusions), which shall have the following meanings pursuant to CEQA, the CEQA Guidelines, and CEQA Guidelines Appendix G.

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less than Significant with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the Project would result in impacts below the threshold of significance, and no mitigation measures are required.



No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

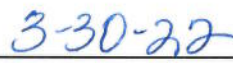
3.2 Determination

On the basis of this initial evaluation (to be completed by the Lead Agency):

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

Approved By:


Mary E. Beatle, Interim Director


Date

City of Hanford Community Development Department



4 EVALUATION OF ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

4.1.1 Environmental Setting

The city of Hanford can be characterized as small, urbanized city. However, the city lies within the San Joaquin Valley, the southern reach of the Great Central Valley of California, which is predominantly agricultural and the leading producer of many animal and cultivated food products in the nation. The city is predominately flat with minimal natural watercourses; no scenic vistas are identified by the Hanford General Plan. The Project is located within the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County island and within the City of Hanford Sphere of Influence (SOI).



In general, the Project site is within an area of the city that is predominately characterized by commercial and residential development. Because the surrounding area is largely developed, there is existing infrastructure such as roadways, streetlights, parking lot lights, and ambient light sources typical of commercial and residential uses.

California Scenic Highway Program

The California Scenic Highway Program was established in 1963 with the purpose to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. There are no officially designated State Scenic Highways in the city of Hanford, inclusive of the Project area. The nearest eligible State Scenic Highways is a portion of SR-198 that is approximately 12.5 miles east from the Project site.¹

Hanford General Plan

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

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

***Policy L113 Infill Development in Neighborhoods.** Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.*

¹ Caltrans. California State Scenic Highway System Map. Accessed on January 25, 2022, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>



Hanford Municipal Code

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

D. General Outdoor Lighting Standards. *The following requirements and standards shall apply in all zone districts for the installation and use of outdoor lighting fixtures.*

- 1. All lights and light fixtures, except public streetlights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.*
- 2. No lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.*
- 3. Building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.*
- 4. Canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.*
- 5. The height of freestanding light fixtures including freestanding parking lot fixtures shall be measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture and shall not exceed the following:*
 - a. Eighteen (18) feet in height, when located within fifty (50) feet of any residential zone district; and*
 - b. Twenty-five (25) feet in height when located within fifty-one (51) to one hundred fifty (150) feet of any residential zone district; and*
 - c. Thirty (30) feet in height when located more than one hundred fifty (150) feet from any residential zone district; and*
 - d. Fifty (50) feet in height when located in the RC regional commercial zone or freestanding light fixtures for public outdoor recreational facilities.*

4.1.2 Impact Assessment

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

- a. Have a substantial adverse effect on a scenic vista?***

No Impact. The Hanford General Plan does not identify or designate scenic vistas within the City or Sphere of Influence, inclusive of the Project site. In addition, the Project site does not contain any visual features or historic resources as identified in the General Plan. As a result, the Project would not adversely affect scenic vistas and no impact would occur because of the Project.



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

No Impact. According to the California State Scenic Highway Program, the Project is not located within a state-designated scenic highway. As such, the Project would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway and no impact would occur because of the Project.

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

Less than Significant Impact. The Project site is within an urbanized area surrounded by commercial and residential development. Although no specific project is currently proposed, future development projects in this area will go through the entitlement review process, where the Project will be subject to compliance with applicable zoning and other regulations governing scenic quality including but not limited to the California Building Code, Hanford General Plan, and Hanford Municipal Code (HMC). In particular, future development would be required to comply with the design requirements contained in *Chapter 17.26 Corridor Mixed Use Zone* of the HMC. Through compliance with the applicable zoning and other regulations governing scenic quality, future development resulting from the implementation of the Project would result in a less than significant impact.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Generally, lighting impacts are associated with artificial lighting in evening hours either through interior lighting from windows or exterior lighting (e.g., street lighting, parking lot lighting, landscape lighting, cars, and trucks). The Project does not include physical development, which would not result in creation of new light sources. Although no specific project is currently proposed, future development resulting from the implementation of the Project would incrementally increase the amount of light from streetlights, exterior lighting, and vehicular headlights. Such sources could create adverse effects on day or nighttime views in the area. Future developments would thereby be required to comply with *Section 17.50.140 – Outdoor Lighting Standards* of the HMC, which contain specific, enforceable requirements and/or restrictions intended to prevent light and glare impacts. In addition, future developments would be required to comply with Title 24 lighting requirements would also reduce impacts related to nighttime light. The Title 24 lighting requirements cover outdoor spaces including regulations for mounted luminaires (i.e., high efficacy, motion sensor controlled, time clocks, energy



management control systems, etc.). As such, conditions imposed on future development by the City of Hanford pursuant to the HMC and Title 24 would reduce light and glare impacts to a less than significant impact.

4.1.3 *Mitigation Measures*

None required.



4.2 AGRICULTURE AND FORESTRY RESOURCES

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

4.2.1 Environmental Setting

The Project site is located within the City of Hanford’s SOI and is currently planned and zoned for urbanized uses. The site is mostly vacant with some existing structures. The existing structures are



generally located east of North 10th Avenue along Kruger Avenue, Jessie Avenue, and East Whitney Drive. The existing structures are primarily residential and commercial. The vacant portion of the Project site is generally located north of Lacey Boulevard between Whitney Drive and Lassen Drive. This portion of the site is relatively flat and is highly disturbed as a result of periodic grading and discing. The existing biotic site conditions and resources of the vacant portion can be defined primarily as herbaceous (weedy) vegetation with minimal trees and shrubs existing on site. No agricultural or forestry resources are present on the site.

Farmland Monitoring and Mapping Program

The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP) that provides maps and data for analyzing land use impacts to farmland. The FMMP produces the Important Farmland Finder as a resource map that shows quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status, in addition to many other physical and chemical characteristics. The highest quality land is called “Prime Farmland” which is defined by the FMMP as *“farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.”* Maps are updated every two years. According to the FMMP, California Important Farmland Finder, the Project site is categorized as “Urban and Built-Up Land” and therefore does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.²

California Land Conservation Act

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter into contracts with private landowners to restrict contracted parcels to preserve agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The minimum length of a Williamson Act contract is 10 years and automatically renews annually upon its anniversary date; as such, the contract length is essentially indefinite. Neither the Project site nor surrounding properties are subject to the Williamson Act Contract.

² California Department of Conservation. (2016). California Important Farmland Finder. Accessed on January 25, 2022, <https://maps.conservation.ca.gov/DLRP/CIFF/>



4.2.2 Impact Assessment

Would the project:

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

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

- b. *Conflict with existing zoning for agricultural use or a Williamson Act contract?*

No Impact. The Project site is not zoned for or located within an area zoned for agricultural uses and is not under Williamson Act contract. Thus, the Project would result in no impact.

- c. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The Project site does not contain forest land or timberland as defined by PRC or GC sections, and it is not planned or zoned for forestry or timberland uses. As a result, the Project would have no impact.

- d. *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The Project site does not contain forest land and therefore will not result in the loss of or conversion of any forest land to non-forest uses. As a result, the Project would have no impact.

- e. *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

No impact. The Project site is not planned or zoned for agricultural uses. Additionally, the site is not planned or zoned for forestry uses. For these reasons, the Project would have no impact.

The Project site and surrounding area does not contain any farmland or forest land nor is any use planned at the site that could result directly or indirectly in the conversion of other farmland or forest land to non-agricultural use. The nearest land used agriculturally are approximately two (2) miles from the site and is designated by the General Plan for Service Commercial. For these reasons, the Project would have no impact.



4.2.3 *Mitigation Measures*

None required.



4.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

4.3.1 Environmental Setting

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

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



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

Further, the SJVAB is in non-attainment for ozone, PM₁₀, and PM_{2.5}, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The air quality standards have been set to protect public health, particularly the health of vulnerable people. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects.

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts* (QAMAQI). This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact to human health and welfare. The thresholds of significance are summarized, as follows:

(1) Criteria Air Pollutants: SJVAPCD adopted thresholds of significance for criteria air pollutants, as shown [below](#). The thresholds of significance are based on a calendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12-month period. The following summarizes these thresholds:

Short-Term Emissions of Particulate Matter (PM₁₀): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not



incorporated or implemented, or if project-generated emissions would exceed 15 tons per year (TPY).

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

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

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

Table 4-1 SJVAPCD Recommended Air Quality Thresholds of Significance³

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO _x	10	10
ROG	10	10
SO _x	27	27
PM ₁₀	15	15
PM _{2.5}	15	15

(2) Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region’s nonattainment status for ozone, PM_{2.5}, and PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the SJVAPCD’s significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land use and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

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



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

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

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

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

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

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

(5) Odor: The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The SJVAPCD has identified these common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin and has prepared screening levels for potential odor sources ranging from one (1) to two (2) miles of distance from the odor-producing facility to sensitive receptors. Odor impacts associated with the proposed Project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

(6) Ambient Air Quality: The SJVAPCD applies the following guidance in determining whether an ambient air quality analysis should be performed: when assessing the significance of project-related impacts on air quality, it should be noted that the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds



per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstance, the District recommends that an ambient air quality analysis be performed.

San Joaquin Valley Air Pollution Control District

The SJVAPCD adopted rules and regulations for development projects prior to and during construction to reduce air contaminants, including but not limited to the following:

Rule 2010 – Permits Required. *The purpose of this rule is to require any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate. This rule also explains the posting requirements for a Permit to Operate and the illegality of a person willfully altering, defacing, forging, counterfeiting or falsifying any Permit to Operate.*

Rule 2201 – New and Modified Stationary Source Review Rule. *The purpose of this rule is to provide for the following:*

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

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

Rule 4001 – New Source Performance Standards. *This rule incorporates the New Source Performance Standards from Part 60, Chapter 1, Title 40, Code of Federal Regulations (CFR).*

Rule 4002 – National Emission Standards for Hazardous Air Pollutants. *This rule incorporates the National Emission Standards for Hazardous Air Pollutants from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR) and the National Emission Standards for Hazardous Air Pollutants for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR).*

Rule 4102 – Nuisance. *The purpose of this rule is to protect the health and safety of the public.*

Rule 4601 – Architectural Coatings. *The purpose of this rule is to limit VOC emissions from architectural coatings. This rule specifies architectural coatings storage, cleanup, and labeling requirements.*



Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. *The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.*

Regulation VIII – Fugitive PM10 Prohibitions. *The purpose of Regulation VIII (Fugitive PM10 Prohibitions) is to reduce ambient concentrations of fine particulate matter (PM10) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions.*

Rule 9510 – Indirect Source Review. *The purposes of this rule are to:*

- 1. Fulfill the District’s emission reduction commitments in the PM10 and Ozone Attainment Plans.*
- 2. Achieve emission reductions from the construction and use of development projects through design features and on-site measures.*
- 3. Provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures.*

City of Hanford General Plan - Air Quality Element

Regarding local measures and thresholds for air quality impacts, the City of Hanford’s Air Quality Element outlines goals, objectives, and policies for addressing air quality. A sample of applicable goals and policies are as follows:

OBJECTIVE AQ 4: *Accurately assess and mitigate potentially significant local and regional air quality and climate change impacts from proposed projects within the City. Where possible and financially feasible, retrofit existing uses and activities to reduce emissions and climate change impacts.*

Policy AQ 4.1: *Assess and mitigate project air quality impacts using analysis methods and significance thresholds recommended by the San Joaquin Valley Air Pollution Control District.*

Policy AQ 4.3: *Ensure that air quality and climate change impacts identified during California Environmental Quality Act review are minimized and consistently and fairly mitigated to the greatest extent feasible.*

Policy AQ 4.6: *Work with the San Joaquin Valley Air Pollution Control District and developers to ensure that funds collected under Rule 9510 – Indirect Source Review mitigation fees are used in Hanford and Kings County whenever possible to maximize local benefits to air quality and the economy.*



***Policy AQ 4.7:** Work with the San Joaquin Valley Air Pollution Control District to ensure implementation of particulate emission controls required by Regulation VIII – Fugitive PM10 for construction and grading activities.*

OBJECTIVE AQ 9: Reduce emissions of PM₁₀, PM_{2.5} and other particulates from sources with local control potential or under the jurisdiction of the City.

***Policy AQ 9.1:** Coordinate with the San Joaquin Valley Air Pollution Control District to ensure that construction, grading, excavation and demolition activities within City’s jurisdiction are regulated and controlled to reduce particulate emissions to the maximum extent feasible.*

***Policy AQ 9.2:** Require all access roads, driveways, and parking areas serving new commercial and industrial development are constructed with materials that minimize particulate emissions and are appropriate to the scale and intensity of use.*

CalEEMod

CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions from land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions.

(1) CalEEMod Assumptions: Although no specific development project is currently proposed, short-term construction and long-term operational GHG emissions for the Project were estimated using CalEEMod™ (v.2020.4.0) (See **Appendix A**) with the following assumptions (**Table 2-1**):

- *Future General Commercial Development on vacant or underutilized parcels within the Project site as identified by the City of Hanford’s GIS Data (i.e., “Existing Land Use” of “Vacant” or “Underutilized”), totaling 21.71 acres.*
- *Lot Coverage of 50% Floor Area Ratio (FAR) and single-story development for a total floor area of 472,843.8 square feet on the 21.71 acres.*
- *CalEEMod default factors with the exception of construction factors. Because only vacant and underutilized parcels were included, “demolition” was removed as a construction phase as demolition of existing structures would not be required.*



Table 4-2 Vacant and Underutilized Parcels within Project site

Parcel	Acreage	Description
014-203-002	0.17	Vacant
014-201-006	0.83	Underutilized
014-221-019	0.10	Vacant
014-221-018	0.02	Vacant
014-221-021	0.19	Vacant
014-221-022	5.45	Vacant
014-221-020	0.79	Vacant
014-221-026	14.16	Vacant
Total	21.71	-

4.3.2 Impact Assessment

Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?

Less than Significant Impact. CalEEMod was used to determine the potential criterion pollutants for future development projects resulting from implementation of the Project (See **CalEEMod Assumptions** above). **Table 4-2** and **Table 4-4** below show the potential construction and operational criteria pollutants (tons per year) based on the assumed future development in relation to the GAMAQI thresholds. As shown, the estimated pollutants of the assumed future development are below all significant thresholds established by the SJVAPCD and can therefore be determined to be consistent with the GAMAQI. CalEEMod Output Files are presented in **Appendix A**.

Table 4-3 Construction Emissions of Criteria Air Pollutants, Unmitigated

Emissions Source (Tons Per Year)	CO	NO _x	ROG	PM ₁₀	PM _{2.5}
Construction Year 2022	1.5734	1.7353	0.1859	0.4131	0.2055
Construction Year 2023	2.7358	2.3539	0.2771	0.3180	0.1500
Total Construction Emissions	0.4020	0.2967	3.3224	0.0349	0.0177
Maximum Emissions	2.7358	2.3539	3.3224	0.4131	0.2055
Significant Threshold	100	10	10	15	15
Exceed Threshold?	No	No	No	No	No

Source: CalEEMod, Version 2020.4.0, ran on February 1, 2022



Table 4-4 Operational Emissions of Criteria Air Pollutants, Unmitigated

Emissions Source (Tons Per Year)	CO	NO _x	ROG	PM ₁₀	PM _{2.5}
Area	0.0043	0.0000	2.1758	0.0000	0.0000
Energy	0.2516	0.2995	0.0329	0.0228	0.0228
Mobile	13.6146	2.5764	1.5399	3.1543	0.8634
Waste	-	-	-	0.0000	0.0000
Water	-	-	-	0.0000	0.0000
Total Operational Emissions	13.8705	2.8759	3.7487	3.1771	0.8862
Significant Threshold	100	10	10	15	15
Exceed Threshold?	No	No	No	No	No

Source: CalEEMod, Version 2020.4.0, ran on February 1, 2022

Regarding TACs, anticipated development that would result from Project implementation would not be of the Type A land uses that have the potential to produce toxic emissions. Although no specific development is currently proposed, the Project includes a General Plan Amendment and Pre-Zone/Rezone to change the site’s land use designation and zoning to Corridor Mixed Use and MX-C Corridor Mixed Use, respectively. The Corridor Mixed Use land use designation and MX-C Corridor Mixed Use zone district do not permit combustion related power plants, asphalt batch plants, quarry operations, or other uses that would generate toxic emissions. Thus, future development resulting from the implementation of the Project that propose uses consistent with the General Plan and HMC would not result in production of significant TACs.

Lastly, future development projects resulting from Project implementation would be reviewed by the SJVAPCD for compliance with applicable rules and regulations including but not limited to *Rule 9510* (Indirect Source Review), *Regulation VIII* (Fugitive PM₁₀ Prohibitions), *Rule 2010* (Permits Required), *Rule 2201* (New and Modified Stationary Source Review), *Rule 4402* (Nuisance), *Rule 4601* (Architectural Coatings), and *Rule 4641* (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Thus, any impacts related to construction activities of future development projects would be regulated through SJVAPCD regulations and requirements.

Overall, the anticipated development of the Project site would not have potential emissions of regulated criterion pollutants that exceed the SJVAPCD adopted thresholds. In addition, future development projects may be subject to to meet additional rules and regulations administered by the SJVAPCD to minimize and mitigate on-site emissions. Consequently, the Project would result in a less than significant impact.

- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*



Less than Significant Impact. As discussed above (See **Environmental Setting**), the SJVAB is in non-attainment for ozone, PM₁₀, and PM_{2.5}, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects. Although the construction and operations of the buildout of the Project would not exceed the thresholds of significant for criteria pollutants as set by the GAMAQI (See **Table 4-3** and **Table 4-4**), there are PM₁₀, and PM_{2.5} emissions associated with future development projects which would thereby contribute to cumulative increases. However, the construction and operational emissions analysis shows that future development projects are well below the substantial thresholds of the GAMAQI and thus the Project is compliant with the applicable Air Quality Attainment Plan. Therefore, the Project would not result in significant cumulative health impacts because the emissions are not at a level that would be considered cumulatively significant. As such, the Project would have a less than significant impact.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The nearest receptors are single-family residences located immediately north and east of the site. As stated under criterion a) above, emissions during construction or operation would not reach the significance thresholds and would not be anticipated to result in concentrations that reach or surpass ambient air quality requirements. Further, anticipated development that would result from Project implementation would not be uses that would generate toxic emissions (i.e., Type A uses identified by the CAPCOA TAC guidelines). Therefore, the Project would have a less than significant impact on any known sensitive receptor.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants, and rendering plants. Future development of the Project site would not consist of such land uses since they are not permitted within the proposed land use designation or zone district by the General Plan and HMC. Although some odors would be emitted during construction of the site (i.e., through diesel fuel and exhaust from equipment), these odors would be temporary and last only during construction activities. For these reasons, the odor impacts associated with the Project would be less than significant.



4.3.3 *Mitigation Measures*

None required.



4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X



f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.				X
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4.4.1 Environmental Setting

The Project site is located within the City of Hanford’s SOI and is planned for urbanized uses. The site is mostly vacant with some existing structures that are primarily residential and commercial. The vacant portion of the Project site is relatively flat and is highly disturbed as a result of periodic grading and discing. The existing biotic site conditions and resources of the vacant portion can be defined primarily as herbaceous vegetation with minimal trees and shrubs existing on site.

U.S. Fish and Wildlife – Special-Status Species Database

The U.S. Fish and Wildlife Service (USFWS) operates an “Information for Planning and Consultation” (iPaC) database, which is a project planning tool for the environmental review process that provides general information on the location of special-status species that are “known” or “expected” to occur (**note:** the iPaC database does not provide occurrences; refer to the California Department of Fish and Wildlife – Natural Diversity Database below).⁴ Specifically, the iPaC database identifies 12 endangered species known or expected to occur in the city of Hanford including the: Fresno kangaroo rat, San Joaquin kit fox, Tipton kangaroo rat, blunt-nosed leopard lizard, giant garter snake, California red-legged frog, California tiger salamander, Delta smelt, monarch butterfly, conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp.

No Critical Habitats are identified in the city.⁵ The closest federally designated Critical Habitat is located approximately 8.2 miles northeast of the Project site for California tiger salamander

⁴ U.S. Fish and Wildlife Service. Information and Planning Consultation Online System. Accessed on December 28, 2021, <https://ecos.fws.gov/ipac/>

⁵ NOAA Fisheries. Critical Habitat. Accessed on March 18, 2022, <https://www.fisheries.noaa.gov/national/endangered-species-conservation/critical-habitat#key-regulations>

Once a species is listed under the federal Endangered Species Act, NOAA Fisheries is required to determine whether there are areas that meet the definition of Critical Habitat. Per NOAA Fisheries, Critical Habitat is defined as: “Specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species and that may require special management considerations



(*Ambystoma californiense*) and 11.5 miles southwest of the Project site for Buena Vista Lake ornate shrew (*Sorex ornatus relictus*), which are outside the Project’s five (5)-miles radius.

California Department of Fish and Wildlife – Natural Diversity Database

The California Department of Fish and Wildlife (CDFW) operates the California Natural Diversity Database (CNDDDB), which is an inventory of the status and locations of federal- and State-listed special-status plants and animals in California in addition to the reported occurrences of such species.⁶ According to the CDFW CNDDDB, there are 13 special-status species occurrences that have been observed and reported to the CDFW in or near the city of Hanford (i.e., the Hanford Quad as designated by the United States Geological Survey (USGS): hoary bat, San Joaquin kit fox, and California alkali grass. Of the species, the San Joaquin kit fox is the only species that is a federally and state-listed special-status species.⁷ Figure 4-1 shows the CNDDDB-identified occurrences of the special-status animal and plant species within the Hanford Quad.

The CNDDDB also provides CNDDDB-known occurrences within a set geographic radius. Table 4-5 lists all species CNDDDB-known occurrences within the five (5)-mile radius of the Project site, organized by distance to the site. As shown, the nearest occurrences were 0.9 miles east (1971) and 1.6 miles northwest (2006). The CNDDDB ranks occurrences by the condition of habitat and ability of the species to persist over time. As shown, the occurrences within the five (5)-mile radius of the Project site are primarily ranked as good or fair, and of those, the most recent occurrences of the kit fox and hawk were 2006 and 2016, respectively.

Table 4-5 Special-Status Species Occurrences within 5-mile radius of Project site

Species	Date	Rank	Distance to site
Hoary Bat	1991/4/22	Unknown	0.4 miles west
San Joaquin kit fox	1971/x/x	Unknown	0.4 miles southeast
California alkali grass	1942/4/11	Unknown	1.6 miles east
San Joaquin kit fox	2006/6/12	Unknown	2.0 miles northwest
San Joaquin kit fox	2000/8/15	Fair*	2.9 miles southwest
Swainson’s hawk	2016/6/8	Good**	1.8 miles east
Swainson’s hawk	2012/8/8	Good**	3.0 miles northeast
Alkali-sink goldfields	1958/3/15	Unknown	3.6 miles east

or protection; and Specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation.” The process of Critical Habitat designation is complex and involves the consideration of scientific data, public and peer review, economic, national security, and other relevant impacts.

⁶ California Department of Fish and Wildlife. California Natural Diversity Database. Accessed on February 14, 2022, <https://wildlife.ca.gov/Data/CNDDDB>

⁷ California Department of Fish and Wildlife. Biogeographic Information and Observation System. Accessed on December 28, 2021, <https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick>



Swainson’s hawk	2016/6/6	Good**	3.8 miles southeast
Swainson’s hawk	2009/6/29	Good**	3.9 miles southeast
Alkali-sink goldfields	1965/4/11	Unknown	4.2 miles northeast
San Joaquin kit fox	1975/7/x	Unknown	5.0 miles northeast
Swainson’s hawk	2000/7/10	Poor***	5.0 miles southeast

* Fair (C) - Population small and/or potentially not very viable OR habitat in disturbed, fragmented or otherwise suboptimal condition. Disturbances are more severe and can include nearby development, heavy recreational use, ORV use and damage, heavy weed infestation, and more. Population not expected to persist in the long term but may persist for 10 years.

** Good (B) - Population in very good condition and fairly large for this taxon AND habitat in reasonably good condition. Some disturbances may exist including dirt roads, weed encroachment, nearby incompatible land uses, logging nearby, grazing, etc., but none so severe as to seriously impair species' ability to persist over at least the next 25 years.

*** Poor (D) - Population very small and/or non-viable. Habitat may be in good condition, but usually it is not and shows multiple disturbances and features of degradation. Population not expected to persist over 5 years.

Table 4-6 details the essential habitats of these species and assesses their potential of existing on the Project site. As assessed, the Project site does not provide essential habitat for such species.

U.S. Fish & Wildlife Service – National Wetlands Inventory

The USFWS provides a National Wetlands Inventory (NWI) with detailed information on the abundance, characteristics, and distribution of U.S. wetlands. A search of the National Wetlands Inventory (NWI) shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the Project site or within the immediate vicinity (0.5-mile radius) of the Project area.⁸ The NWI does identify one (1) man-made R5UBFx riverine habitat within the Project site which has been further recognized as People’s Ditch (See **Section 4.5**). The R5UBFx indicates Riverine System (R) with an unknown perennial sub-system (5), of an unconsolidated bottom (UB), that is semi permanently flooded (F), and has been excavated by humans (x) (i.e., an irrigation canal). The Project site is not within a riparian area.

⁸ U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed January 25, 2022, <https://www.fws.gov/wetlands/data/Mapper.html>



California Natural Diversity Database BIOS

Symbology

- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- 5-mile radius from the Project site

Note: Data Accuracy

Accuracy represents spatial uncertainty in a relative way on a scale of one to ten (from most accurate to least accurate).

- Specific - Specific bounded area. (Level 1)
- Non-specific - Non-specific bounded area. (Level 3)
- 80 m - Specific bounded area with an 80-meter radius. (Level 1)



January 25, 2022



Lassen Drive Corridor Mixed Use
 Biological Resources Assessment

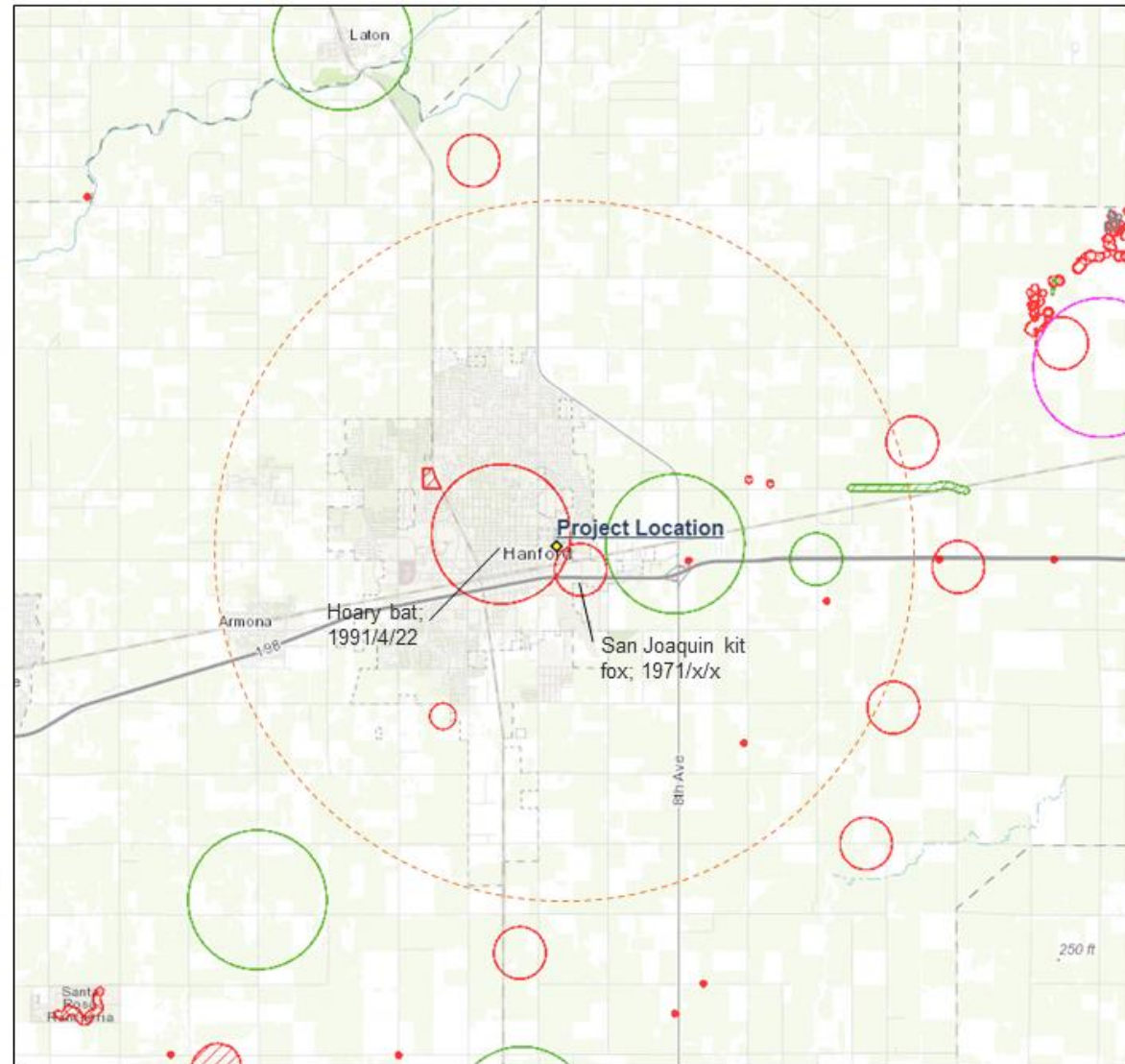


Figure 4-1 CNDDDB Species Occurrences



Table 4-6 Essential Habitats and Potential Existence of Special-Status Species on Site

Special-Status Species	General Habitat	Habitats	Assessment
San Joaquin kit fox	Annual grasslands or grassy open stages with scattered shrubby vegetation.	<ul style="list-style-type: none"> • Chenopod scrub • Valley & foothill grassland 	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands or grassy open stages. As such, the site does not provide suitable habitat.
Swainson’s hawk	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	<ul style="list-style-type: none"> • Great Basin grassland • Riparian forest • Riparian woodland • Valley & foothill grassland 	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, trees, or riparian areas. In addition, the site does not contain agricultural or ranch lands. As such, the site does not provide suitable habitat.
Hoary bat	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding.	<ul style="list-style-type: none"> • Broadleaved upland forest • Cismontane woodland • Lower montane coniferous forest • North coast coniferous forest 	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any forests or trees. As such, the site does not provide suitable habitat.
California alkali grass	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools.	<ul style="list-style-type: none"> • Chenopod scrub • Meadow & seep • Valley & foothill grassland • Vernal pool 	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, wetlands, or riparian areas. As such, the site does not provide suitable habitat.
Alkali-sink goldfields	Vernal pools.	<ul style="list-style-type: none"> • Vernal pool 	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any wetlands or riparian



			areas. As such, the site does not provide suitable habitat.
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Environmental Protection Agency – WATERS GeoViewer

The U.S. Environmental Protection Agency (EPA) WATERS GeoViewer provides a GeoPlatform based web mapping application of water features by location. According to the Waters GeoViewer, there are some surface water features (i.e., waterbodies, pipelines, canals, streams, coastlines, catchments, hydrologic units) that run through the Project site (see **Figure 4-2**) including canals, catchments, and hydrologic units.⁹ Given that these same features are shown to run through adjacent developed property and are not visible on the site, they are either no longer existing or are piped underground.

Hanford General Plan

The General Plan identified special-status species potentially within the city to be the hoary bat, Swainson’s hawk, Western pond turtle, and San Joaquin kit fox. The Hanford General Plan outlines policies related to the conservation of biological resources:

Goal 04 *Protection of natural habitat and other biological resources.*

Policy 035 Impacts from Development. *Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.*




Policy 037 Mature Trees. *Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.*

Policy 038 Native Tree Species and Drought Tolerant Vegetation. *Encourage the planting of native tree species and drought-tolerant vegetation.*

⁹ Environmental Protection Agency. WATERS GeoViewer. Accessed on January 25, 2022, <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=ada349b90c26496ea52aab66a092593b>



Environmental Protection Agency - WATERS GeoViewer

-  Streams
-  Canals
-  Waterbodies
-  Catchments
-  Hydrologic Units



January 25, 2022



Lassen Drive Corridor Mixed Use
Biological Resources Assessment

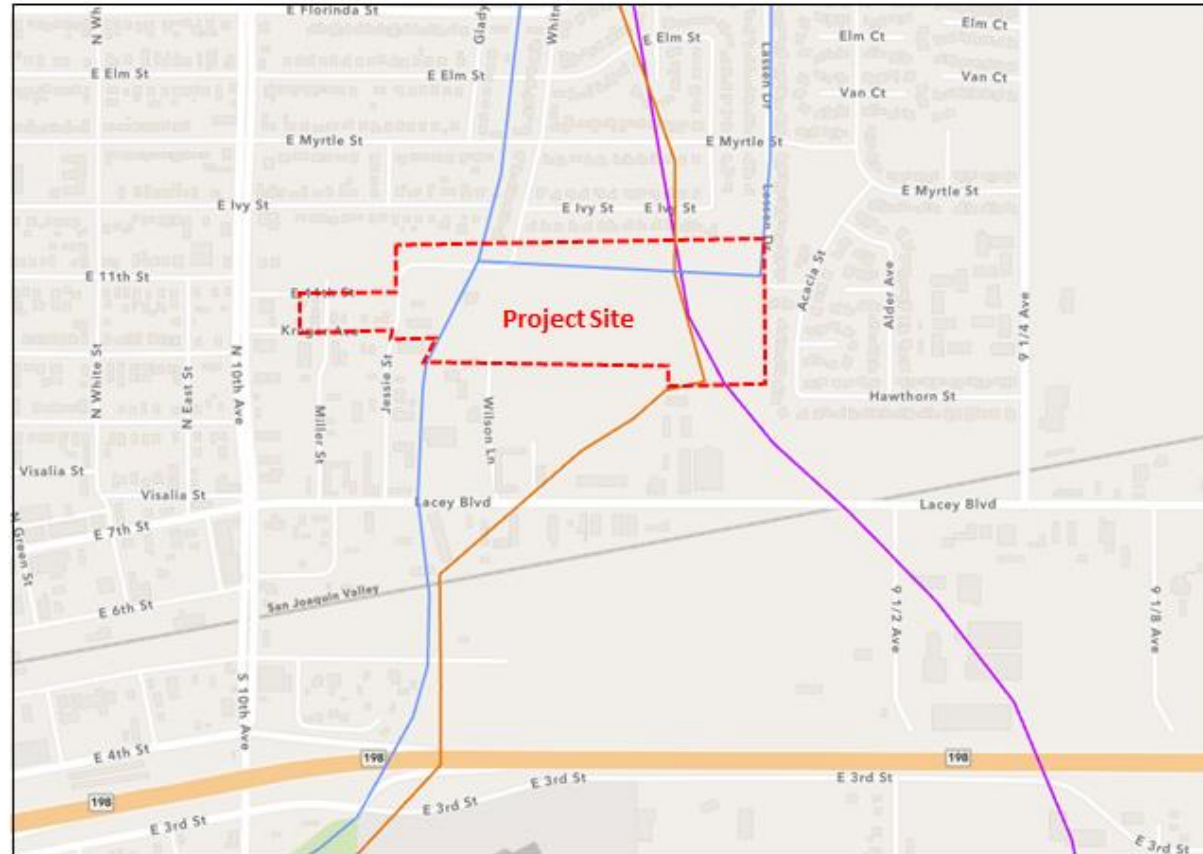


Figure 4-2 Surface Water Features



4.4.2 Impact Assessment

Would the project:

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

Less than Significant Impact with Mitigation Incorporated. The Project site is in an urbanized area that is planned for urbanized uses consistent with the surrounding land use and zoning designations. The Project site is mostly vacant with some existing structures that are primarily residential and commercial. The vacant portion of the Project site is relatively flat and is highly disturbed as a result of periodic grading and discing, and the site vegetation can be primarily classified as herbaceous vegetation with minimal shrubs and trees. There are no water features present or above ground water features visible on the site. Further, as shown in [Table 4-5](#), there are no recorded occurrences of special-status or critical habitats on the Project site. Based on this analysis, the site conditions provide low suitability for habitat for any candidate, sensitive, or special status species that may occur within the Project area ([Table 4-6](#)). However, to assure construction activities do not result in significant impacts to any potential species discovered on-site or within the Project Area, the Project shall incorporate *MM BIO-1*, *MM BIO-2*, and *MM BIO-3*:

MM BIO-1: *The Project shall implement the following measures to mitigate for possible disturbance to Swainson’s hawks if they are nesting within 0.5 miles of the Project site:*

- ***Avoidance.*** *If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson’s hawk nesting season (March 1-September 15).*
- ***Pre-construction Surveys.*** *If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson’s hawk nests following the survey methodology developed by the Swainson’s Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation.*
- ***Establish Buffers.*** *Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged.*
- ***Monitor Nest.*** *Should construction activity be necessary within the designated buffer around an active Swainson’s hawk nest, a qualified biologist will monitor the nest daily for*



one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance.

- **Nest Tree Replacement.** In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.

MM BIO-2: The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site:

- **Pre-construction Surveys.** Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes.
- **Avoidance.** Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned.
- **Exclusion.** If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements.
 - Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5" pipe with a plastic flap over the top. The one-way doors will be installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens.
 - The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist.



- *Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens.*
- *Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes.*

MM BIO-3: *The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:*

- **Avoidance.** *In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season.*
- **Preconstruction Surveys.** *If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required.*
- **Establish Buffers.** *Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.*

Consequently, while the site provides low suitability for habitat for any candidate, sensitive, or special status species, measures incorporated herein would ensure a less than significant impact on the species of concern and nesting birds. As a result, a less than significant impact would occur.



- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

No Impact. According to the Hanford General Plan, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service, there are no known riparian habitats or other sensitive natural communities identified on the Project site or within the immediate vicinity of the Project. In addition, the site does not contain any water features that would provide habitat for riparian species, such as the Western pond turtle. Further, the site consists of scant vegetation. For these reasons, it can be determined that the Project site does not provide any riparian or sensitive natural community habitat and thus, no impact would occur because of the Project.

- c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. Based on the search of the NWI, the Project site does not contain any federally protected wetlands. As a result, it can be determined that the Project site would not result in any impact on state or federally protected wetlands.

- d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact. Wildlife movement corridors are linear habitats that function to connect two (2) or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors).

Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

As previously mentioned, the Project site does not contain habitat that could support wildlife species in nesting, foraging, or escaping from predators. This is based on the existing conditions of the site including the site's heavy alteration and lack of cover, vegetation, or visible water features. Due to these conditions, it can be determined that the Project would not interfere with wildlife movement and no impact would occur as a result of the Project.



e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The General Plan outlines policies related to the conservation of biological resources and the HMC outlines regulations related to “heritage trees” – specifically, *Section 12.12.310* of the HMC requires tree protection plans for “heritage trees” (i.e., native Oak Trees). Due to the lack of identified special-species or natural habitat on the Project site, in addition to lack of native oak trees, the Project would not conflict with any local policies or ordinances protecting biological resources. Thus, the Project would have no impact.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is within the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). The HCP covers PG&E’s routine operations and maintenance activities and minor new construction, on any PG&E gas and electrical transmission and distribution facilities, easements, private access routes, or lands owned by PG&E. The Project would not conflict or interfere with HCP. The Project is also located in the planning area of the Recovery Plan for Upland Species of the San Joaquin Valley, which addresses recovery goals for several species. The Project would not conflict with the plan since the site does not provide appropriate habitat for the species mentioned and would comply to applicable General Plan policies regarding habitat conservation. The City, County, and Regional Planning Agency do not have any other adopted or approved plans for habitat or natural community conservation. For these reasons, the Project would have no impact.

4.4.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Biological Resources related mitigation measures *BIO-1*, *BIO-2*, and *BIO-3* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.



4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

4.5.1 Environmental Setting

Generally, the term ‘cultural resources’ describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, historical resources include sites, structures, objects, or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. Such resources are eligible for listing in the California Register of Historic Resources by the State Historical Resources Commission.

The city of Hanford has three (3) buildings listed on the National Register of Historic Places: Hanford Carnegie Library, Kings County Courthouse, and Taoist Temple. Some of these types of cultural resources are readily apparent on the ground surface, some may be buried and therefore unknown until discovered through ground disturbances. The Project site is not in the vicinity of these buildings.

The Project site is located within the City of Hanford’s SOI and is planned for urbanized uses. The site is mostly vacant with some existing structures that are primarily residential and commercial. None of these structures are identified as historic or cultural resources by the City, state, or federal governments nor is the site considered an area of archeological potential significance. The vacant portion of the Project site is undeveloped, relatively flat, and is highly disturbed as a result of periodic grading and discing.



Hanford General Plan

The General Plan identifies policies on historic and cultural resources related to new development including:

Policy O46 Archaeological Site Consultation. *Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.*

Policy O47 Archaeological Site Study. *Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.*

Policy O48 Cultural Site Consultation. *Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.*

Policy O49 Cultural Site Discovery. *Halt construction at a development site if cultural resources are encountered unexpectedly during construction.*

Early Consultation

A consultation list of tribes with traditional lands or cultural places located within Kings County was requested and received from the California Native American Heritage Commission (NAHC) on October 25, 2021. Early consultation was conducted with the listed tribes on October 19, 2021 (pursuant to CEQA Guidelines Section 15082). The listed tribes were:

- Kings River Choinumni Farm Tribe,
- Santa Rosa Rancheria Tachi Yokut Tribe,
- Table Mountain Rancheria,
- Tule River Indian Tribe, and
- Wuksache Indian Tribe/Eshom Valley Band.

In response to the early consultation, the City received a comment letter dated October 19, 2021 from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have a Native American monitor on site for development of the Project.

AB 52 and SB 18 Tribal Consultation

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021, utilizing the



consultation list of tribes received from the NAHC. The same five (5) tribes listed above were included in the formal consultation. Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest. A second response was received from the Santa Rosa Rancheria Tachi-Yokut Tribe, requesting that a Native American monitor be present on-site during project construction.

California Historical Resource Information System Record Search

The Southern San Joaquin Information Center (SSJIC) was requested by the City of Hanford to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding “Project Area” area (0.5-mile radius from perimeter of project site) on January 18, 2022. Full results are provided in [Appendix B](#).

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the nearest Regional Archaeological Information Center, in this case the SSJIC housed at California State University, Bakersfield. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports are reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

- (1) There have been eight (8) studies previously conducted within the 0.5-mile radius.
- (2) There is one (1) recorded cultural resource within the Project site, P-16-00246, and there are eight (8) recorded resources within the 0.5-mile radius, consisting of historic era buildings, an historic era railroad, an historic era canal, and an historic era trash scatter. Resource P-16-00246, People’s Ditch, has been determined eligible for listing in the National Register of Historic Places and is also listed in the California Register of Historical Resources. Resources P-16-000289, Taoist Temple, and 9-16-000290, Hanford Carnegie Library, which are located within the 0.5-mile radius, are listed in the National Register of Historic Places and the California Register of Historical Resources.

Further, the SJJIC provided the following comments and recommendations:

- (1) Because a cultural resources study has not been completed on the majority of this project site, it is unknown if any cultural resources are present. Therefore, if the project will result in any ground disturbance activities, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If no ground



disturbance will occur as a result of this project, then no further cultural resource investigation is recommended at this time.

- (2) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

4.5.2 Impact Assessment

Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Less than Significant with Mitigation Incorporated. Based on the CHRIS Record Search, there is one (1) known historical resource, People's Ditch, on the Project site. While there is no evidence that other historical resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. Hanford General Plan *Policy O49* partially mitigates for cultural resources that are encountered unexpectedly during construction. To further assure construction activities do not result in significant impacts to any potential cultural resources discovered below ground surface, the Project shall incorporate *MM CR-1*. Thus, if such resources were discovered, implementation of the required mitigation measure would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation incorporated.

MM CR-1: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:*

a. Cultural Resources Alert on Project Plans. *The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources.*

b. Pre-Construction Briefing. *The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found.*



c. Stop Work Near any Discovered Cultural Resources. *The project proponent shall retain a professional archaeologist on an “on-call” basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and City of Hanford shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA.*

d. Mitigation for Discovered Cultural Resources. *If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria’s Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the County for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.*

e. Native American Monitoring. *Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe.*

f. Disposition of Cultural Resources. *Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.*

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact with Mitigation Incorporated. As discussed under criterion a), there is one (1) known historical resource, People’s Ditch, on the Project site. While there is no evidence



that other historical or archeological resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. Hanford General Plan *Policy O49* partially mitigates for archaeological resources that are encountered unexpectedly during construction. To further assure construction activities do not result in significant impacts to any potential resources discovered below ground surface, the Project shall incorporate *MM CR-1* as described above in criterion a). Thus, if such resources were discovered, implementation of *MM CR-1* would reduce the impact to less than significant. As a result, the Project will have a less than significant impact with mitigation incorporated.

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation Incorporated. There is no evidence that human remains exist on the Project site. Nevertheless, there is some possibility that non-visible buried human remains may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. If any human remains are discovered during construction, CCR Section 15064.5(e), PRC Section 5097.98, and California Health and Safety Code Section 7050.5 will mitigate for the impacts. To further assure construction activities do not result in significant impacts to any potential resources or human remains discovered below ground surface, the Project shall incorporate *MM CR-2* as described below. Therefore, if any human remains were discovered, implementation of this mitigation and referenced regulations would reduce the Project's impact to less than significant.

MM CR-2: Protection of Buried Human Remains. *In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:*

a. Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project



will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

b. Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.

4.5.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures *CR-1* and *CR-2* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.



4.6 ENERGY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

4.6.1 Environmental Setting

Pursuant to PRC Section 21100(b)(3)), Appendix F – Energy Conservation of the CEQA Guidelines provides guidance on the consideration of energy implications in project decisions, including a suggested discussion of the potential energy impacts with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy resources. Per Appendix F, a project would be considered inefficient, wasteful and unnecessary if it violated existing energy standards, had a negative effect on local and regional energy supplies and requirements for additional capacity, had a negative effect on peak and base period demands for electricity and other energy forms, and affected energy resources.

Building Energy Efficiency Standards & Green Building Standards Code

The California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in effort to reduce the state’s energy consumption. They apply to new construction of, and additions and alterations to, residential and nonresidential buildings and relate to various energy efficiencies including but not limited to ventilation, air conditioning, and



lighting.¹⁰ The California Green Building Standards Code (CALGreen), Part 11, Title 24, California Code of Regulations, was developed in 2007 to meet the state goals for reducing greenhouse gas emissions pursuant to AB32 (year). CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.¹¹ The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. Additionally, the California Air Resources Board (CARB) oversees air pollution control efforts, regulations, and programs that contribute to reduction of energy consumption. Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources.

California Energy Action Plan

The Energy Action Plan (EAP) for California was approved in 2003 and updated in 2008. The California Public Utilities Commission (PUC) approved the Energy Action Plan (EAP) for California in 2003, with an updated in 2008. The 2008 EAP established goals and next steps to integrate and coordinate energy efficiency demand and response programs and actions.¹²

Hanford General Plan

Energy resources and conservation are discussed in the Mineral and Energy Resources Element of the Hanford General Plan and include policies related to energy resources and conservation applicable to new development in order to reduce community-wide energy consumption in Hanford. The following would be potentially applicable to future discretionary and building permits [subject to environmental review pursuant to CEQA within the Project area:

Policy O13 Solar Power Generation. Support and encourage solar generation facilities that support residential, commercial, and industrial uses.

Policy O14 Alternative Fuels and Renewable Energy. Promote and encourage the use of alternative fuels and renewable energy.

¹⁰ California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed on December 28, 2021, <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency>

¹¹ California Department of General Services. (2020). 2019 California Green Building Standards Code. Accessed on December 28, 2021, <https://codes.iccsafe.org/content/CGBC2019P3>

¹² State of California. (2008). Energy Action Plan 2008 Update. Accessed on December 28, 2021, https://docs.cpuc.ca.gov/word_pdf/REPORT/28715.pdf



Policy O15 Energy-efficient Design Features. *Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation that meet or exceed California Code of Regulations Title 24.*

Policy O16 Vegetation to Conserve Energy. *Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.*

Policy O19 Recycling. *Support recycling activities throughout the City.*

4.6.2 Impact Assessment

Would the project:

- a. *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less than Significant Impact. Although no specific development project is currently proposed, future development that results from Project implementation would consume energy resources during construction and operations, further analyzed below.

Construction

Construction would be short-term and temporary. There are no unusual characteristics or construction processes for the types of uses permitted in the Corridor Mixed Use land use designation or zone district that would require the use of equipment that would be more energy intensive than is used for comparable activities. Construction activities would include typical site preparation, grading, paving, architectural coating, and trenching – all of which would require the transportation of building materials and equipment. Therefore, the primary source of energy for construction activities would be diesel and gasoline (i.e., petroleum fuels). All construction equipment shall conform to current emissions standards and related fuel efficiencies including applicable CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards. Compliance with such regulations would ensure that the short-term, temporary construction activities do not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Operations

Operations of future uses would generally involve heating, cooling, equipment, and vehicle trips. Energy consumption related to operations would be associated with natural gas, electricity, and



fuel. Future energy and natural gas consumption of new development, on vacant and underutilized parcels (See [Section 4.3](#)) were estimated using CalEEMod ([Appendix A](#)) and vehicle trips were estimated through a Vehicle Miles Traveled (VMT) analysis ([Section 4.17](#)). Results from CalEEMod (see [Section 4.3](#)) and the VMT analysis (see [Section 4.17](#)) do not rise to a level of significance. Further, applicable state and local regulations and programs identified above would be implemented at the building permit stage to reduce energy waste from operation. Therefore, future development projects would not consume energy in a manner that is wasteful, inefficient, or unnecessary nor would the project conflict with any state or local plan for energy efficiency. Thus, the project would have a less than significant impact.

Overall, the results of the analyses do not rise to a level of significance given the Project's required compliance with various energy efficiency regulations [and policies] including CALGreen, Title 24, the General Plan, and CARB. Thus, through compliance, the Project is not expected to result in wasteful, inefficient, or unnecessary consumption of energy resources and a less than significant impact would occur because of the Project.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As discussed under criterion a), the construction and operations of future development projects would be subject to compliance with applicable energy efficiency regulations including CALGreen, Title 24, General Plan, and CARB. Thus, applicable state and local regulations and programs would be implemented to reduce energy waste from construction and operations. Therefore, through mandated compliance, the Project would not conflict with or obstruct any state or local plan for energy efficiency and a less than significant impact would occur because of the Project.

4.6.3 Mitigation Measures

None Required.



4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii. Strong seismic ground shaking?				X
iii. Seismic-related ground failure, including liquefaction?				X
iv. Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or				X



property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

4.7.1 Environmental Setting

The Project site is in the San Joaquin Valley which is one of the two (2) large valleys comprising the Great Valley Geomorphic Province. The San Joaquin Valley is surrounded by Sierra Nevada (east), Coast Ranges (west), Tehachapi (south), and the Sacramento Valley (north). The topography of the city of Hanford is relatively flat with a gradual slope from east to west.

A brief discussion of the likelihood of seismic activities to occur in or affect Hanford is provided below. However, CEQA requires an analysis of the Project’s impacts on the environment, not the environment’s potential impacts on the Project; therefore, shaking, liquefaction, and other seismic activities are less than significant.

Faulting

There are no active faults mapped in the city of Hanford or Kings County, nor are the City or region located in any Alquist-Priolo Special Studies Zones.¹³ Further, the Project site is not located in an Alquist-Priolo Earthquake Fault Zone as established by the Alquist-Priolo Fault Zoning Act (Section 2622 of Chapter 7.5, Division 2 of the California Public Resources Code). According to the Kings County Multi-Jurisdictional Local Hazard Mitigation Plan, there is no history of earthquakes in the city of Hanford and the peak ground acceleration is low.¹⁴

¹³ California Department of Conservation. (2010). 2010 Fault Activity Map of California. Accessed on January 26, 2022, https://www.conservation.ca.gov/cgs/Pages/Program-RGMP/2010_faultmap.aspx

¹⁴ Kings County Office of Emergency Management. (2012). Kings County Multi-Jurisdictional Local Hazard Mitigation Plan. Accessed on January 26, 2022, <https://www.countyofkings.com/home/showpublisheddocument/23875/637298992208470000>



Subsurface Soils

A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the Project site is categorized as *130 – Kimberlina fine sandy loam, saline alkali* (0 to 2 percent slope, well drained, medium runoff, no flooding or ponding) and *167 – Urban land*.¹⁵ Generally, the vacant portion of the site contains the *Kimberlina* soil type and the developed portions of the Project site with existing structures contain the *Urban land* soil type, which is defined as “areas with a specific percentage of impervious cover, such as pavement, driveways, and buildings.”

Expansive Soils

Expansive soils contain types of clay minerals that occupy more volume when wet than when they are dry. Volume changes of expansive soils can cause uplift or upheave of the ground when they become wet or can cause settlement when they dry out. According to the California Building Code, expansive soils have an expansion index greater than 20 as determined by expansion index tests. The Project site does not contain expansive soils.

Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Per the General Plan, the city of Hanford does not have a significant liquefaction potential since it is in a stable geologic formation. Further, liquefaction potential and risk in the Kings County is considered minimal due to the nature of the underlying soils, relatively deep-water table, and history of low ground shaking potential. This is evidenced by the Seismic Safety Map in the Kings County 2035 General Plan Health and Safety Element which shows that the city of Hanford is not in a zone where landslides, subsidence, or liquefaction could possibly occur.¹⁶

¹⁵ United States Department of Agriculture Natural Resources Conservation Service. Web Soil Survey. Accessed on January 26, 2022, 2021, <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

¹⁶ County of Kings. (2010). 2035 Kings County General Plan. Accessed on January 26, 2022, <https://www.countyofkings.com/home/showpublisheddocument/3106/635274892972100000>



Erosion

Wind and flowing water are the primary agents of erosion in the San Joaquin Valley. The Kings County Multi-Jurisdictional Local Hazard Mitigation Plan does not identify areas susceptible to erosion within Kings County or the city of Hanford.

Ground Subsidence

Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. According to the Kings County Multi-Jurisdictional Hazard Mitigation Plan, land subsidence in the region rarely occurs and its impacts are not significant.

Hanford General Plan

The General Plan include objectives and policies relevant to earthquakes in its Health, Safety, and Noise Element:

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

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

Hanford Municipal Code

Chapter 15.52 Flood Damage Prevention Regulations of the HMC contains the City's floodplain management regulations. Methods and provisions contained in the chapter are applicable to all areas of special flood hazards within the city of Hanford. The Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06031C0185C dated June 16, 2009.¹⁷ Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). Therefore, *HMC Chapter 15.52* is not applicable to the Project.

California Building Standards Code

¹⁷ FEMA. Flood Map Service Center. Accessed on January 26, 2022, <https://msc.fema.gov/portal/home>



The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the International Building Code with necessary California amendments. The International Building Code is a widely adopted model building code in the United States published by the International Code Council. About one-third of the text within the California Building Standards Code has been tailored for California earthquake conditions.

Construction within the City of Hanford is governed by the seismic safety standards of Chapter 16, of the Building Code. These standards are applicable to all new buildings and are required to provide the necessary safety from earthquake-related effects emanating from any fault activity surrounding lands within the floor of the Central Valley.

4.7.2 *Impact Assessment*

Would the project:

- c. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

No Impact. As documented above there are no known active earthquake faults in Hanford, nor is Hanford within an Alquist-Priolo earthquake fault zone as established by the Alquist-Priolo Fault Zoning Act. As such, development of the Project site in an area void of earthquake faults would not cause rupture of a known earthquake fault. Therefore, no impact would occur as a result of the Project.

ii. Strong seismic ground shaking?

No Impact. The Project site is in an area that is traditionally characterized by relatively low seismic activity. Further, the site is relatively flat with stable soils and is not near any fault lines. Although no specific project is currently proposed, future development of the Project site would be required to conform to current seismic protection standards in the California Building Code (CBC) and General Plan, which are intended to minimize potential risks. Therefore, because of the Project site's stable soils and distance from active fault lines, and because of the Project's conformance to CBC seismic safety standards, the Project does not have any aspect that could result in strong seismic ground shaking. Therefore, no impact would occur because of the Project.



iii. Seismic-related ground failure, including liquefaction?

No Impact. The Project site is relatively flat with stable soils and no apparent unique or significant landforms. Further, the city of Hanford does not have a significant liquefaction potential since it is in a stable geologic formation. For these reasons, liquefaction or seismically induced settlement or bearing loss is considered unlikely, even if there should be a substantial increase in ground water level. Although no specific project is currently proposed, development of the site would require compliance with the City's grading and drainage standards. Therefore, because of the Project's relatively flat topography, stability of soils, infrequency of seismic activity, and required compliance with City standards, the Project does not have any aspect that could result in seismic-related ground failure, including liquefaction. Therefore, no impact would occur as a result of the Project.

iv. Landslides?

No Impact. Landslides are not expected to affect the Project site as the city of Hanford is not located in a zone where landslides, subsidence, or liquefaction could possibly occur. Furthermore, the topography of the Project site is flat with stable soils. As such, development of the Project on a stable site in an area that is not susceptible to seismic activities or geologic instability would not cause landslides. Therefore, no impact would occur because of the Project.

d. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Although no specific project is currently proposed, future development resulting from Project implementation would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts would be addressed through compliance with General Plan *Policy O12*, which requires new development to implement measures to minimize soil erosion related to construction, and regulations set by the State Water Resources Control Board (SWRCB).

Policy O12 Soil Erosion. *Require new development to implement measures to minimize soil erosion related to construction.*

Further, the SWRCB requires sites larger than one (1) acre to comply with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2012-0006-DWQ). The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls.



Implementation of the SWPPP for sites larger than one (1) acre, in addition to compliance with General Plan *Policy O12* minimize the potential for future development resulting from the Project to result in substantial soil erosion or loss of topsoil. With these provisions in place, impacts to soil and topsoil by the Project would be considered less than significant.

- e. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

No Impact. The Project site is not located in a zone where landslides, subsidence, or liquefaction could occur. Further, the site is relatively flat with stable soils and no apparent unique or significant landforms. Therefore, future development resulting from the Project would occur on stable sites and would not cause landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, no impact would occur as a result of the Project.

- f. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?*

No Impact. The Project site is relatively flat with stable soils classified as *Kimberlina fine sandy loam* and *Urban land*. Thus, the site does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994) and no impact would occur.

- g. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. Although the Project site is currently outside of city limits, it is located with the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be required to connect to water and sewer. Thus, future projects that would result from Project implementation would not involve the installation of septic tanks or alternative wastewater disposal systems. Thus, no impact would occur because of the Project.

- h. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less than Significant Impact. As discussed in [Section 4.5](#), there is one (1) known historical resource, People's Ditch, on the Project site. While there is no evidence that other historical, paleontological, or unique geologic resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. As such, future development projects that result from Project implementation shall incorporate *MM CR-1*, *MM CR-2*, and *MM CR-3* to mitigate impacts to existing and to potential subsurface cultural resources. As a result, the



Project will have a less than significant impact with mitigation measures incorporated. Thus, if such resources were discovered, incorporation of the mitigation measures would reduce the impact to less than significant.

4.7.3 Mitigation Measures

None required.



4.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

4.8.1 Environmental Setting

Various gases in the Earth’s atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth’s surface temperature. Solar radiation enters Earth’s atmosphere from space, and a portion of the radiation is absorbed by the Earth’s surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (Intergovernmental Panel on Climate Change [IPCC], 2013).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).



The emissions from a single project will not cause global climate change, however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the combined effects from both the proposed project and other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's incremental effects are cumulatively considerable" and thus significant in and of themselves.

The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

4.8.2 *Thresholds of Significance*

In assessing the significance of impacts from GHG emissions, Section 15064.4(b) of the CEQA Guidelines states that a lead agency may consider the following:

- *The extent to which the project may increase or reduce GHG emissions as compared to the environmental setting;*
- *Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
- *The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.*

The California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, guidance from the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD Climate Change Action Plan, and KCAG Regional Climate Action Plan is discussed below as thresholds of significance.



2017 Climate Change Scoping Plan

The CARB 2017 Scoping Plan is the adopted statewide plan for reduction or mitigation of GHGs to implement State Bill (SB) 32. SB 32 was issued in 2016 to lay emission reduction goals beyond AB 32's goal by 2020. It sets a statewide goal to reduce emissions 40% below 1990 levels by 2030. Consequently, the Scoping Plan involves several measures to reduce pollution and GHG emissions, indicating a decrease of GHG emissions to 389 million metric tons (MMT) of CO₂e by 2030.

2009 San Joaquin Valley Air Pollution Control District Guidance

As part of the SJVAPCD *Climate Change Action Plan (CCAP)*, SJVAPCD adopted its *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects* under CEQA and the policy *District Policy - Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency* in 2009.^{18,19} Through this guidance document, SJVAPCD recognized that project-specific emissions are cumulative and could be considered cumulatively considerable without mitigation. SJVAPCD suggested that the requirement to reduce GHG emissions for all projects is the best method to address this cumulative impact. In addition, this guidance provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance. As shown in **Figure 4-3**, these criteria are used to evaluate whether a project would result in a significant climate change impact. Projects that meet one of these criteria would have less than significant impact on the global climate.

1. Exempt from CEQA;
2. Complies with an approved GHG emission reduction plan or GHG mitigation program;
3. Achieves 29 percent GHG reductions by using approved Best Performance Standards; or
4. Achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."

¹⁸ San Joaquin Valley Air Pollution Control District. (2009). *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. Accessed January 26, 2022, <http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>.

¹⁹ San Joaquin Valley Air Pollution Control District. (2000). *Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act*. Accessed January 26, 2022, [http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20August%202000 .pdf](http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20August%202000.pdf)

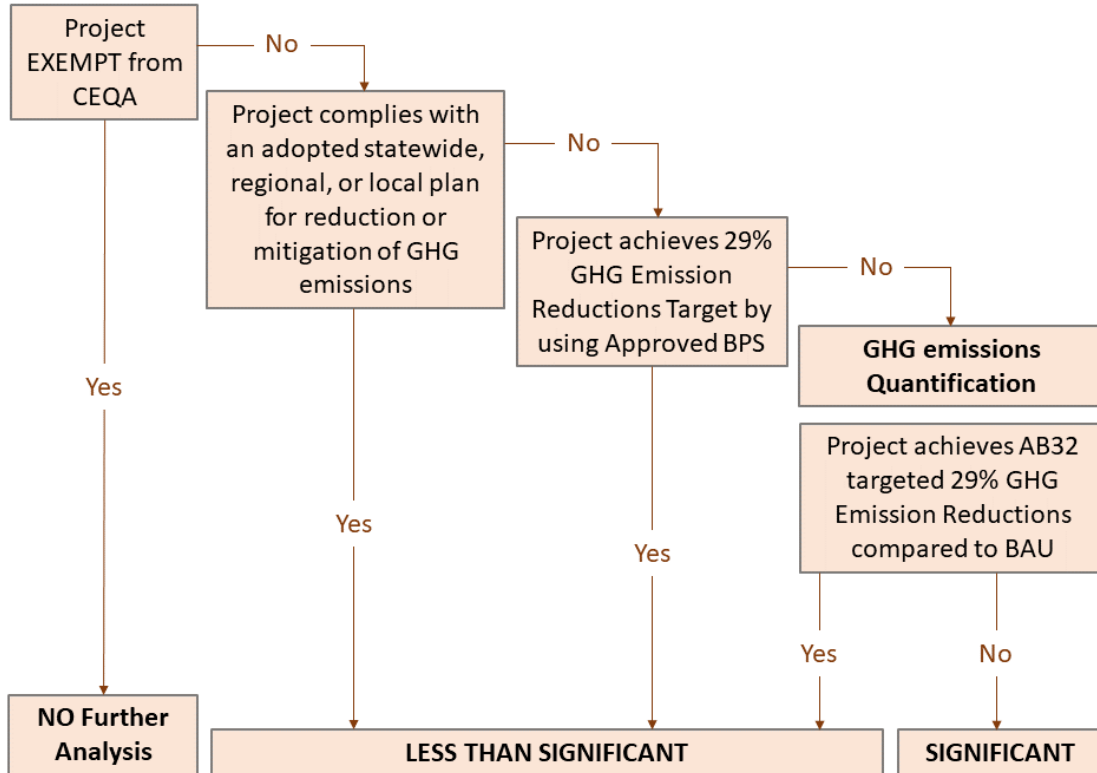


Figure 4-3 SJVAPCD’s GHG Thresholds of Significance

Source: SJVAPCD Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA – Land Use Development Projects 2009

Further, the SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the Project, the GHG emissions are quantified below. Although no specific project is currently proposed, short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEMod™ (v.2020.4.0). (See [Appendix A](#)). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), based on the global warming potential of the individual pollutants.



2014 KCAG Regional Climate Action Plan

At the local level, the Kings County Association of Governments prepared a Regional Climate Action Plan (CAP)²⁰ on behalf of the City of Avenal and the City of Hanford that outlines GHG emissions reduction targets and implementation. The CAP is the adopted plan for participating local government agencies, namely the City of Avenal and the City of Hanford, that identifies reduction or mitigation of GHGs to implement California’s effort to reduce statewide emissions under AB 32. The CAP established a reduction goal to achieve emissions levels 15 percent below 2005 levels by 2020, consistent with AB 32.

The plan identified transportation and mobile sources to account for the major source of region wide GHG emissions in 2005, as shown in **Table 4-6**. The CAP introduced a diversity of policies, including measures for energy efficiency, transportation and land use, solid waste and recycling, trees and vegetation, and community education and outreach, to achieve the reduction goals. These reduction measures are targeted for compliance of the community or local agencies.

Table 4-7 County-wide GHG Emissions by Source (2005)

Source	Sub-Source	GHG Emissions (MT CO ₂ e)	Percent of Total
Electricity Consumption	Electricity Consumption	358,694	31.5%
Fuel Combustion	Residential	86,529	7.6%
	Commercial	65,887	5.8%
	Industrial	131,120	11.5%
Transportation	On-road Vehicles	470,435	41.3%
	Off-road Vehicles	6,635	0.6%
	Marine vessels/water craft	273	0.0%
Waste Management	Landfills	11,394	1.0%
	Wastewater Management	8,168	0.7%
Total		1,139,135	100.0%

Source: KCAG Regional Climate Action Plan, 2014

The CAP also streamlines the CEQA environmental review process in accordance with Sections 15152 and 15183.5 of the CEQA Guidelines. Per CAP, to tier and streamline the analysis of GHG emissions for projects under CEQA, “the jurisdiction must demonstrate effective implementation of applicable GHG reduction measures to achieve the jurisdiction’s 4.03 MT CO₂e/SP target,

²⁰ Kings County Association of Governments. (2014). Final Regional Climate Action Plan. Accessed on January 26, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Planning/Plans/RegionalCAP-GHGAppendices.pdf



consistent with AB 32, as well as adherence to all requirements pursuant to Section 15183.5 of the CEQA Guidelines.”

While this is the most recent climate action plan of adopted by the City of Hanford, the reduction goals of AB 32 are set for the year 2020 and are no longer relevant.

2018 KCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

The 2018 KCAG RTP/SCS projects that the Kings County region would achieve the prescribed emissions targets set by CARB: a five (5) percent decrease in 2020 and a ten (10) percent decrease in 2035 from a base year of 2005 for the KCAG region. The ARB adopted new targets on March 22, 2018 will take effect in the 2022 RTP/SCS cycle. The new targets will be a five (5) percent decrease for 2020 and a 13 percent decrease for 2035. The KCAG SCS includes public transit projects (KART service, Amtrack, Vanpools), mobility enhancements (road improvements, roundabout, traffic signals), electric vehicle infrastructure, etc.

2035 Hanford General Plan

While the City of Hanford General Plan does not meet criteria of the CEQA Guidelines 15064.4(b)(3) for an appropriate GHG emissions reduction plan or program, the General Plan does have goals and policies relevant to climate change and minimizing GHG emissions and other pollutants, with an overall aim to reduce air quality impacts on the environment. These goals and policies are outlined in the Air Quality Element, as listed below.

Policy AQ 3.1: *Through project review, evaluation, and conditions of approval, minimize air quality and potential greenhouse gas impacts when planning the location and design of land uses and transportation systems needed to accommodate expected City population growth. Integrate decisions on land use and development locations with the San Joaquin Valley Blueprint.*

Policy AQ 3.5: *Minimize air quality and climate change impacts through project review, evaluation, and conditions of approval when planning the location and design of land use projects and transportation system projects needed to accommodate expected City population growth.*

Policy AQ 4.2: *Assess and mitigate project greenhouse gas/climate change impacts using analysis methods and significance thresholds as defined or recommended by the San Joaquin Valley Air Pollution Control District.*

Program AQ 4.2: *The City will provide project applicants with the San Joaquin Valley Air Pollution Control District’s Best Performance Standards list for greenhouse gas*



reductions when available, and will work with applicants to incorporate design features that reduce emissions.

Policy AQ 4.3: *Ensure that air quality and climate change impacts identified during California Environmental Quality Act review are minimized and consistently and fairly mitigated to the greatest extent feasible.*

OBJECTIVE AQ 10: *Identify and achieve greenhouse gas emission reduction targets consistent with the City's proportionate fair share as may be allocated by the California Air Resources Board and Kings County Association of Governments.*

Policy AQ 10.1: *As recommended in the San Joaquin Valley Air Pollution Control District's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (December 2009), the City establishes an initial goal of reducing greenhouse gas emissions from development projects within its authority by 29 percent below year 2020 business as usual emissions. The City will also work with Kings County Association of Governments to ensure that it achieves its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval of Kings County Association of Governments.*

Program AQ 10.1: *The City will require development projects subject to the California Environmental Quality Act and not otherwise exempt to provide a quantitative assessment of greenhouse gas emissions. The San Joaquin Valley Air Pollution Control District has proposed Best Performance Standards that when included in a project would demonstrate that it would meet emission reduction targets without requiring quantification. Project specific Best Performance Standards have not been completed; therefore, as an interim measure, projects requiring an Environmental Impact Report should include quantification of the benefits of adopted regulations, design features and mitigation measures that demonstrate that the project would achieve a 29 percent reduction from business as usual in 2020. Projects requiring a negative declaration should include a qualitative assessment of greenhouse gases and describe the project features that reduce greenhouse gases.*



4.8.3 Impact Assessment

Would the project:

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant Impact. As stated in the Thresholds of Significance above, SJVAPCD recommends a tiered approach to assess the significance of the GHG impacts on the environment (see [Figure 4-3](#)). Consequently, compliance with an adopted statewide, regional, or local plan for GHG emission reduction or mitigation would the project be determined to have a less than significant individual and cumulative impact for GHG emissions. As discussed in more detail under criterion b), the Project would be generally consistent with the applicable goals and policies related to GHG reduction measures, including CARB's 2017 Scoping Plan, SJVAPCD Climate Change Plan and guidelines, and the City of Hanford General Plan goals and policies that aim to reduce air emissions and improve air quality, which reduces GHG emissions as a result. Through compliance with the CAP, Scoping Plan, SJVAPCD guidelines, and General Plan, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of greenhouse gas emissions and therefore the impact would be less than significant. Lastly, Project-related emissions were estimated using CalEEMod in compliance with CEQA Guidelines *Section 15064.4* and Hanford General Plan *Program AQ 10.1*. Estimated emissions are presented and discussed below ([Table 4-8](#)). Project assumptions are provided in [Section 4.3](#).

Construction Emissions

The SJVAPCD does not recommend assessing pollution associated with construction, as pollution-related construction will be temporary. However, other jurisdictions such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. The SMAQMD has established quantitative significance thresholds of 1,100 MT CO₂e per year for the construction phases of land use projects. As such, annual construction emissions below the 1,100 MTCO₂e would have a less than significant cumulative impact on GHGs. As presented below, maximum short-term annual construction emissions of GHG associated with development of the project are estimated to be 633.5833 MTCO₂e. This is less than the 1,100 MTCO₂e threshold of the SMAQMD.



Operational Emissions

Regarding the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. Since the SJVAPCD guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency’s discretion, a neighboring air district’s GHG threshold may be used to determine impacts. The South Coast Air Quality Management District (SCAQMD) adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO₂e per year for GHG for construction and operational emissions. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. As such, annual operational emissions below the 10,000 MTCO₂e would have a less than significant cumulative impact on GHGs. As shown in **Table 4-8**, the annual operational GHG emissions associated with buildout of the Project would be 4,175.2640 MTCO₂e. This is less than the 10,000 MTCO₂e threshold of the SCAQMD.

Table 4-8 Project Greenhouse Gas Emissions (Metric Tons Per Year)

	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction				
Construction, Unmitigated (max)	621.9419	0.0765	0.0327	633.5833
Operational				
Operational, Unmitigated	3,894.2402	8.2553	0.2505	4,175.2640

Source: CalEEMod, Version 2020.4.0, ran on February 1, 2022

Further, the Project would not exceed the thresholds of significance for construction or operations as discussed in **Section 4.3**. Cumulatively, these emissions would not generate a significant contribution to global climate change over the lifetime of the Project. In addition, with the Project’s compliance with the KCAG Regional CAP, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of GHG emissions and therefore the impact would be less than significant.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. As discussed above, the Project complies with the KCAG CAP. In addition to this, the compatibility of the Project with the 2017 Scoping Plan and the SJVAPCD’s CCAP is evaluated below.

Consistency with the 2017 Climate Change Scoping Plan

Based on the evaluation shown in **Table 4-9**, the Project is consistent with the reduction measures identified in the 2017 Scoping Plan.



Table 4-9 Scoping Plan Reduction Measures Consistency Analysis

Reduction Measure	Measure Description	Consistency/Applicability Determination
SB 350 Renewable Portfolio Standard	Statewide requirement to increase the renewable energy mix from 33% in 2020 to 50% in 2030. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	Consistent. Future development resulting from the Project will receive electricity from PG&E, which is subject to the SB 350 Renewable Portfolio Standard. Additionally, future development would be required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11).
Low Carbon Fuel Standard	Requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Not Applicable. This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project. However, when the measure is initiated, it would be applicable to vehicles that would access the Project site.
Mobile Source Strategy (Cleaner Technology and Fuels [CTF] Scenario)	Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	Not Applicable. This measure does not have requirements that directly apply to development projects. Therefore, the measure is not applicable to the proposed project. However, the Project would not conflict or obstruct this reduction measure.
SB 1383 Short-Lived Climate Pollutant (SLCP) Reduction Strategy	The strategy requires the reduction of methane and hydrofluorocarbon (HFC) emissions by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Not Applicable. Black carbon is created from the burning of fuels such as coal, diesel, and biomass. Although no specific development project is currently proposed, heavy industrial uses are not allowed in the proposed land use designation or zone district and thus, future uses are not anticipated to emit black carbon from diesel heavy duty truck trips. Therefore, the measure is not applicable to the proposed project.
SB 375 Sustainable Communities Strategies	The strategy requires Regional Transportation Plans (RTPs) to include a sustainable communities' strategy for reduction of per capita vehicle miles traveled.	Not Applicable. This measure is implemented at the regional level. KACG RTP/SCS include policies to reduce VMT per capita per SB 375. The Project would not conflict or obstruct reduction measures identified in the plan.
Post-2020 Cap-and-Trade Program	This Program is to continue the existing Cap-and-Trade Program. The Program applies to large industrial sources such as power	Not Applicable. Although no specific development project is currently proposed, heavy industrial uses are not allowed in the proposed land use designation or zone district. Therefore, the



	plants, refineries, and cement manufacturers.	measure is not applicable to the proposed project.
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Consistency with the SJVAPCD Climate Change Action Plan

Maximum annual construction emissions of GHG associated with development of the Project are estimated to be 633.5833 MTCO₂e and annual operational GHG emissions associated with buildout of the Project would be 4,175.2640 MTCO₂e, which are under the threshold of 25,000 tons of CO₂e per year. Therefore, the Project would have a less than significant impact.

Consistency with the 2035 Hanford General Plan

In reviewing the General Plan goals and policies on GHG reduction, most policies are to be implemented by the City and does not apply to individual development projects. This environmental study provides quantitative and qualitative analysis of GHG emissions as regulated in *Program AQ 10.1* and includes *Policy AQ 4.2* and *Policy AQ 4.3*, and will be subject to project review, evaluation, and conditions of approval pursuant of *Policy AQ 3.1* and *Policy AQ 3.5*.

In conclusion, the Project contains features that would reduce GHG emissions in compliance with California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, guidance from the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD Climate Change Action Plan, KCAG Climate Action Plan, and 2035 Hanford Climate Action Plan. As such, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and therefore the impact would be less than significant.

4.8.4 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Greenhouse Gas Emissions related mitigation measures as identified in the Mitigation Monitoring and Reporting Program in Section 5.



4.9 HAZARDOUS AND HAZARDOUS MATERIAL

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	



g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	
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4.9.1 Environmental Setting

For the purposes of this section, the term “hazardous materials” refers to “injurious substances,” which include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, and medical supplies and waste. These materials are either generated or used by various commercial and industrial activities. Hazardous wastes are injurious substances that have been or will be disposed. Potential hazards arise from the transport of hazardous materials, including leakage and accidents involving transporting vehicles. There also are hazards associated with the use and storage of these materials and wastes. Hazardous materials are grouped into the following four categories based on their properties:

- Toxic: causes human health effect
- Ignitable: has the ability to burn
- Corrosive: causes severe burns or damage to materials
- Reactive: causes explosions or generates toxic gases

“Hazardous wastes” are defined in California Health and Safety Code Section 25141(b) as wastes that: “...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.” A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous waste generators may include industries, businesses, public and private institutions, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require risk management plans to protect surrounding land uses. The release of hazardous



materials would be subject to existing federal, State, and local regulations and is similar to the transport, use, and disposal of hazard materials.

Record Search

The California Department of Toxic Substance Control's EnviroStor database²¹ and the State Water Resources Control Board's GeoTracker database²² include hazardous release and contamination sites. A search of each database was conducted on January 26, 2022. The searches revealed no hazardous material release sites on the Project site.

Pre-Consultation Received: Pre-Consultation was received from Liliana Stransky with Kings County Department of Public Health on September 13, 2021, stating that the department has no comments for the proposed rezoning or amendments to the general plan at this time.

Hanford General Plan

The General Plan include objectives and policies relevant to hazards and hazardous materials in its Health, Safety, and Noise Element:

Goal H6: *Avoidance of properties contaminated by toxic or hazardous materials.*

Policy H29 Household Hazardous Materials. *Coordinate with other public agencies to educate consumers about the proper household use and disposal of hazardous materials.*

Policy H30 Industrial Hazardous Materials. *Require industrial uses that rely extensively on the use of hazardous materials to adopt an acceptable use, storage, disposal, and emergency response program that has been approved by appropriate agencies.*

Policy H31 Adequate Separation from Sensitive Uses. *Require adequate separation between industrial areas where hazardous materials are present and sensitive uses such as schools, residential areas, parks, and public facilities.*

²¹California Department of Toxic Substances Control. Envirostor. Accessed January 26, 2022, <https://www.envirostor.dtsc.ca.gov/public/>

²² California State Water Resources Control Board. GeoTracker. Accessed January 26, 2022, <https://geotracker.waterboards.ca.gov/>



Policy H32 Project Review Evaluation. Evaluate the risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford in the project review process.

Policy H33 Educational Opportunities. Coordinate with Kings County to provide educational opportunities to the public regarding the generation of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.

Policy H34 Sensitive Receptors. Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous material or may emit toxic air contaminants.

Policy H35 Kings County Health Department. Coordinate with the Kings County Health Department for the implementation of the Hazardous Materials Disclosure Law.

4.9.2 Impact Assessment

Would the project:

- a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact. Although no specific development is currently proposed, the Project includes a General Plan Amendment and Pre-Zone/Rezone to change the site's land use designation and zoning to Corridor Mixed Use and MX-C Corridor Mixed Use, respectively. The Corridor Mixed Use land use designation and MX-C Corridor Mixed Use zone district do not permit manufacturing, processing, or heavy industrial uses. Rather, the land use designation and zone district permit residential, commercial, or office uses; such uses would not result in operations that routinely transport, use, or dispose of hazardous materials. Potential impacts during construction of future projects could result from the use of fuels and lubricants for construction equipment. However, these impacts would be short-term and temporary, and would be reduced to less than significant levels through compliance with local, state, and federal regulations in addition to standard equipment operating practices. For these reasons, the Project would have a less than significant impact.

- b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*



Less than Significant Impact. As described under criterion a) above, it is not anticipated that the types of future development projects that would result from Project implementation will involve any operations that would require routine transport, use, or disposal of hazardous materials. Therefore, it is not anticipated that the Project would create a significant hazard to the public or the environment through release of hazardous materials. While potential impacts could occur through construction-related transport and disposal of hazardous materials, such impacts would be short-term and temporary, and would be reduced to less than significant levels through compliance with local, state, and federal regulations in addition to standard equipment operating practices. Therefore, the Project would have a less than significant impact.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools within one-quarter mile of the Project site. As described under criteria a) and b) above, the future development projects that result from Project implementation are not anticipated to emit hazard emissions or handle hazardous materials, substances, or water that would pose a risk or threat to the school or surrounding area. Therefore, no impact would occur because of the Project.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. According to Envirostor and Geotracker, the Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a significant hazard to the public of the environment. For these reasons, there would be no impact.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Less than Significant Impact. The nearest public use airport is the Hanford Municipal Airport located approximately 0.44 miles southeast of the Project site. The Hanford Municipal Airport is owned and operated by the City of Hanford and has one (1) runway that is 2,200 feet long and 75 feet wide. The applicable airport land use plan for the Hanford Municipal Airport is the Kings



County Airport Land Use Compatibility Plan (ALUCP)²³ adopted in 1994 and the Hanford Municipal Airport Master Plan adopted January 19, 2010.²⁴ According to the ALUCP, the Project site is located within the airport influence area of the Hanford Municipal Airport. Because the site is within the airport influence area, future development projects are subject to established airport compatibility policies within the ALUCP and General Plan (including *Policy T76*, *Policy T77*, and *Policy H39* listed below) to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area.

Policy T76 New Development near Airport. Review of all new development in proximity to the Hanford Municipal Airport for compliance with Federal Aviation Administration (FAA) requirements and compatibility with Hanford Airport Master Plan standards.

Policy T77 Land Use Compatibility. Evaluate the compatibility of airport uses, activities, and operations with all new development in proximity to the Hanford Municipal Airport prior to approval and protect sensitive uses, such as residences, schools, and hospitals from over-flight areas

Policy H39 Aircraft Noise. Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan.

The Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use. The General Plan Amendment is requested due to incompatibility with ALUCP. According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density (dwelling units/acre) to one (1) unit per 10 acres. Further, residential subdivisions and multi-family residential are identified as non-acceptable uses in this zone. Therefore, the General Plan Amendment request to change the site's land use designation from Medium Density Residential to Corridor Mixed Use which would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North). Although no specific project is currently proposed, future development projects would be reviewed to ensure compliance with the ALUCP policies for Zone B1 as shown in **Table 4-10**. Through compliance, the Project would not result in

²³ County of Kings. (1994). Kings County Airport Land Use Compatibility Plan. Accessed January 26, 2022, <https://www.countyofkings.com/home/showpublisheddocument/3094/635274871108830000>

²⁴ City of Hanford. (2010). Accessed on January 26, 2022, https://www.ci.hanford.ca.us/departments/airport/master_plan.php#revize_document_center_rz901



a safety hazard for people residing or working in the area and impacts would be less than significant.

Table 4-10 Kings County ALUCP Primary Compatibility Criteria

Zone	B1
Location	Approach/Departure Zone and Adjacent to Runway
Impact Elements	<ul style="list-style-type: none"> Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 sf. of runway Substantial noise
Maximum Densities	<ul style="list-style-type: none"> Residential – 0.1 (10 ac-parcel)/ac Other Uses – 60 people/ac
Required Open Land	30%
Prohibited Uses	<ul style="list-style-type: none"> Children’s schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses (e.g. outdoor theaters) Aboveground bulk storage of hazardous materials Hazards to flight*
Other Development Conditions	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dBA in residential and office buildings Dedication of avigation easement
Normally Acceptable Uses	<ul style="list-style-type: none"> Uses in Zone A Agricultural uses except ones attracting birds Single-family residences on existing lots Warehousing, truck terminals, low-intensity manufacturing Single-story offices Low-intensity retail (e.g., auto, furniture sales)
Uses Not Normally Acceptable	<ul style="list-style-type: none"> Residential subdivisions Multi-family residential Intensive retail uses Intensive manufacturing or food processing uses Multiple story offices Hotels and motels

* Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. See supporting compatibility policies on air-space protection for details

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Although no specific development is currently proposed, future projects would be reviewed to ensure that they do not impair infrastructure associated with evacuation, emergency response, and emergency access routes within the City or County. Construction of off-site improvements may require lane closures; however, these activities would be short-term and access through existing roadways would be maintained through standard traffic



control. Following construction, the roadways would continue to provide access to the site. Furthermore, future development projects would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. Therefore, the Project would have a less than significant impact.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than Significant Impact. According to the California Department of Forestry and Fire Protection (Cal Fire), the city of Hanford, inclusive of the Project site, is not identified as a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the site is within an area of local responsibility and is considered an area of low fire risk.²⁵ Although no specific development project is currently proposed, future projects would be required to be developed and operate in compliance with all regulations of the current California Fire Code. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. For these reasons, the Project would have a less than significant impact.

4.9.3 Mitigation Measures

None required.

²⁵ California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed on January 26, 2022, <https://egis.fire.ca.gov/FHSZ/>.



4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:			X	
<i>i. Result in a substantial erosion or siltation on- or off-site;</i>			X	
<i>ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:</i>			X	
<i>iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</i>			X	
<i>iv. Impede or redirect flood flows?</i>			X	



d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

4.10.1 Environmental Setting

Although the Project site is currently outside of city limits, it is located with the City of Hanford’s SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be required to connect to water and stormwater services. A brief overview of the systems and services is provided below.

Water

The City of Hanford’s water supply system is a groundwater system. The city is located within the Tulare Lake Hydrologic Region and is within the Tulare Lake Groundwater Subbasin which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin. The system consists of 14 groundwater wells, three (3) storage reservoirs, distribution mains, and fire hydrants. The system does not use surface water. Groundwater is recharged by rain and snowfall in addition to percolation from storm water basins, local waterways, and agricultural irrigation.

Stormwater

The existing drainage infrastructure within the City of Hanford’s Stormwater Management Program include natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are some areas where storm drainage is controlled by drainage inlets and underground structures. The system consists of 30 pump stations, 57 miles of pipeline, and 220 acres of drainage basins and drainage ditches.

4.10.2 Impact Assessment

Would the project:

- a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact. Although no specific development project is currently proposed, future projects resulting from Project implementation would be reviewed by the City to determine



adequate capacity in these systems and ensure compliance with applicable connection and discharge requirements.

For future development projects that are greater than one (1) acre in size, developer(s) would be required to prepare a SWPPP (**Section 4.7**) in compliance with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2012-0006-DWQ). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. These provisions minimize the potential for the future development projects to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Further, runoff resulting from future development would be managed by the City in compliance with the Storm Drainage Master Plan in addition to approved grading and drainage plans. Thus, compliance with existing regulations including the General Construction Permit, BMPs, and Storm Drainage Master Plan would reduce potential impacts related to water quality and waste discharge to less than significant levels.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The City's long-term water resource planning for existing and future demand is addressed in the City's 2015 Urban Water Management Plan (UWMP) and 2017 Water System Master Plan (WSMP).^{26 27} These plans are intended to serve as a tool for planning and phasing the construction of future domestic water supply infrastructure for the projected buildout of the city of Hanford, in accordance with the General Plan.

According to these plans, the City uses groundwater wells as the sole source of supply. As such, groundwater should be viewed as a sustainable resource. As of 2017, there are 14 active groundwater wells with a rated supply of approximately 34.9 million gallons per day (mgd) that may increase or decrease in efficiency ratings as groundwater levels fluctuate and/or recover. To

²⁶ City of Hanford (2016). 2015 Urban Water Management Plan. Accessed January 26, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/Water%20Management/2015%20UWMP%20Chapter%201.pdf

²⁷ City of Hanford (2017). 2017 Water System Master Plan. Accessed January 26, 2022, https://cms6.revize.com/revize/hanfordca/document_center/Public%20Works/2017_Water%20System%20Master%20Plan%20-%20FINAL%20-%20Reduced.pdf



account for these fluctuations, the plans recommend that the City monitor well efficiencies on a frequent basis to adequately manage the groundwater supply. In the case of persistent droughts, it may therefore be necessary for the City to construct additional wells to maintain adequate supply capacity. According to the existing system map in the WSMP, there is an existing well (number 45) south of the Project site as well as existing six (6)-inch pipes surrounding the site.

Potable water demands for the Project were estimated using land-use-based unit water demand factors last updated for the City in 2018. The Project site has an existing General Plan land use designation of Medium Density Residential and proposes a change to Corridor Mixed Use. According to the land-use based unit water demand factors for the City of Hanford, the Medium Density Residential land use has an average daily demand of 2,900 gallons per day (gpd) per net acre, compared to 1,390 gpd/net acre for the Corridor Mixed Use land use. .

Table 4-11 summarizes the total water demands to be expected by land use, indicating that the Corridor Mixed Use land use would generate significantly less demand for water than Medium Density Residential.

Table 4-11 Summary of Total Water Demands by Land Use

Land Use	Area (ac)	Water Demand Factor (gpd/ac)	Average Daily Demand (gpd/ac)
<i>Existing</i>			
Medium Density Residential	28	2,900	81,200
<i>Proposed</i>			
Corridor Mixed Use	28	1,390	38,920

Source: City of Hanford, 2017 Water System Master Plan

Given the significant reduction in water demand from what is planned, it can be determined that the City’s existing and planned water supply will be adequate to support anticipated demands from the Project, and the Project would thereby not interfere substantially with groundwater recharge or impede sustainable groundwater management of the basin. In addition, adherence to connection requirements and recommendations pursuant to the City’s water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City’s water provision. For these reasons, a less than significant impact would occur because of the Project.

- c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:*



i. Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. Erosion is a natural process in which soil is moved from place to place by wind or from flowing water. The effects of erosion within the Project Area can be accelerated by ground-disturbing activities associated with development. Siltation is the settling of sediment to the bed of a stream or lake which increases the turbidity of water. Turbid water can have harmful effects to aquatic life by clogging fish gills, reducing spawning habitat, and suppress aquatic vegetation growth.

Although no specific development project is currently proposed, during construction activities, and in compliance with the project's SWPPP, construction-related erosion controls and BMPs would be implemented to reduce potential impacts related to erosion and siltation. These BMPs would include, but are not limited to, covering and/or binding soil surfaces to prevent soil from being detached and transported by water or wind, and the use of barriers such as straw bales and sandbags to control sediment. Together, the controls and BMPs are intended to limit soil transportation and erosion. In addition, the City will review and condition future projects to ensure proper drainage. Consequently, the review and approval by the City and compliance with standard requirements would mean that the Project would result in a less than significant impact.

ii. Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Less than Significant Impact. Future development projects resulting from Project implementation would increase impervious surfaces by installing paving, concrete pads, and sidewalks. Such impervious surfaces have the potential to increase the rate or amount of surface runoff that would be captured and drained within the existing drainage subbasin. Construction of these projects will be reviewed by the City to ensure that runoff would not exceed the capacity of the City's drainage systems. Compliance with regulations and approval by the City would ensure that surface runoff is controlled in a manner which would not result in flooding on- or off-site. For this reason, the Project would have a less than significant impact.

iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. Future development projects resulting from Project implementation will be reviewed by the City. Conditioned drainage, grading, and site improvement plans for future projects will also be subject to review by the City prior to the final development approval. In addition, developer(s) of future projects shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES).



Therefore, the implementation of these requirements would ensure that surface runoff is controlled in a manner which would not result in the creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage services or provide substantial additional sources of polluted runoff. For this reason, a less than significant impact would occur because of the Project.

iv. Impede or redirect flood flows?

Less than Significant Impact. Although the construction of future development projects that result from Project implementation would increase impervious surfaces, the projects would not alter drainage patterns because project-specific grading and drainage plans are required to be reviewed by the City before development approval. Through City review and required compliance, the Project would not impede or redirect flood flows and a less than significant impact would occur.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The Project site is not in a flood hazard, tsunami, or seiche zone (i.e., standing waves on river, reservoirs, ponds, and lakes). The Project site is approximately 94 miles from the Pacific Ocean and there are no rivers, reservoirs, ponds, or lakes within the site, and the Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06031C0185C dated June 16, 2009. Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). In addition, the Project area as well as the city has historically been subject to low to moderate ground shaking and has a relatively low probability of shaking. Seiches are unlikely to form due to the low seismic energy produced the area. Therefore, as a low-risk area, the Project would have a less than significant impact as it relates to the risk release of pollutants due to project inundations.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. A groundwater sustainability plan was adopted for the Tulare Lake Sub-basin in January 2020 by the Mid-Kings River Groundwater Sustainability Agency of which the City of Hanford is a member.²⁸ Future development projects are required to comply with the adopted plan (Mid-Kings Groundwater) to meet the 2040 sustainability deadline for the basin. As

²⁸ Mid-Kings River Groundwater Sustainability Agency (2020). Tulare Lake Subbasin Groundwater Sustainability Plan. Accessed January 26, 2022, <http://www.midkingsrivergsa.org/assets/tulare-lake-subbasin-groundwater-sustainability-plan%2c-january-2020.pdf>



mentioned above, groundwater is and will continue to be the source supply in wet and dry hydrologic periods. Based on the UWMP and WSMP, the City will continue to monitor groundwater supplies as a sustainable resource in order to remain compliant with groundwater sustainability goals. In turn, future development projects are subject to compliance with the General Plan, all water quality control plans, and other hydrological requirements established by the City. Therefore, based on compliance with such plans, it can be determined that the Project would not conflict with or obstruct implementation of water quality control plans or sustainable groundwater management plans. For these reasons, a less than significant impact would occur because of the Project.

4.10.3 Mitigation Measures

None Required.



4.11 LAND USE PLANNING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

4.11.1 Environmental Setting

In general, the Project site is an county island that will be annexed in the near future, creating an infill site within an area of the city that is predominately characterized by commercial and residential development. The Project site is surrounded by residential uses to the north, east, and south, and commercial and vacant land to the south and west. As such, the surrounding areas are largely characterized by development as well as typical infrastructure, such as roadways, streetlights, parking lot lights, and ambient light sources typical of commercial and residential development.

4.11.2 Impact Assessment

Would the project:

a. *Physically divide an established community?*

Less than Significant Impact. Typically, physical division of an established community would occur if a project introduced new incompatible uses inconsistent with the planned or existing land uses or created a physical barrier that impeded access within the community. Typical examples of physical barriers include the introduction of new, intersecting roadways, roadway closures, and construction of new major utility infrastructure (e.g., transmission lines, storm channels, etc.).

Surrounding Land Uses

The Project site is an infill site within an area of the city that is predominately characterized by commercial and residential development. The properties to the north and east are zoned and



planned for Low Density Residential and the properties to the south and west are planned for Corridor Mixed Use. The Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use and a Pre-Zone/Rezone that proposes the site to be zoned MX-C Corridor Mixed Use consistent with the proposed land use designation of Corridor Mixed Use. Implementation of the Project would thereby introduce uses which would be generally consistent with the existing and planned land uses within the Project area.

Circulation System

The Project is located within the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue. The portion of the Project site that is developed with existing structures is generally accessible by East Whitney Drive, Jessie Avenue, and Kruger Avenue. While no specific development project is proposed, implementation of the Project would result in future development of the vacant portion that would require connections to existing roadways such as Whitney Drive, Lassen Drive, and Wilson Lane. These connections would not result in the introduction of new, intersecting roadways or roadway closures and would therefore not cause a physical divide.

Utility Infrastructure

Although the Project site is currently outside of city limits, it is located with the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be required to connect to water, sewer, stormwater, and wastewater services. Natural gas, electricity, and telecommunications are provided by private companies. Utility systems are described and analyzed in [Section 4.10](#) and [Section 4.15](#). Based on the analysis, implementation of the Project would not result in the construction of new, major utility infrastructure.

Overall, the Project would not represent a significant change in the surrounding area. Implementation of the Project would be generally consistent with the surrounding area and would not result in the physical separation of the established community. For these reasons, a less than significant impact would occur because of the Project.

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

Less than Significant Impact. Generally, policy conflicts are environmental impacts when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating



environmental impacts. As such, associated physical environmental impacts are discussed in this document under specific topical sections, such as Biological Resources, Cultural Resources, and Tribal Cultural Resources. However, a discussion of certain land use plans, policies, and regulations that are applicable to the Project are included in **Table 4-12**. **Table 4-12** provides a comparison of the Project’s characteristics with all applicable policies included in the General Plan as they relate to land use issues for the proposed Corridor Mixed Use land use designation. As discussed below, the Project is generally consistent with the proposed General Plan land use designation of Corridor Mixed Use.

Table 4-12 Discussion on Land Use Policies in the General Plan

General Plan Policy	Project Consistency
<p><i>Policy L67 Design of the Corridor Mixed Use Land Use Designation.</i> Require that new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites. Strongly encourage buildings to be located near the street corridor with parking to the side of or behind buildings.</p>	<p>Consistent. Project implementation would result in new development projects. Individual projects would be required to go through the appropriate entitlement process through the City of Hanford. The City would review and condition future projects for compliance with the HMC and General Plan.</p>
<p><i>Policy L68 Location and Size of Corridor Mixed Use Land Use Designation.</i> Locate Corridor Mixed Use land use designations along one or both sides of portions of Arterial streets where a mix of commercial and residential uses would benefit the neighborhood. Specific locations shall include portions of 10th Avenue, Lacey Boulevard, Garner Avenue, and Hanford-Armona Road.</p>	<p>Consistent. The Project site is generally located east of 10th Avenue and north of East Lacey Boulevard, which are arterial streets. The site is also surrounded by commercial and residential uses. The proposed land use designation of Corridor Mixed Use would complement the surrounding uses.</p>

Overall, the entitlement process of future development projects that result from the Project would ensure that the Project complies with the General Plan, HMC, and any other applicable policies. As such, the Project would have a less than significant impact.

4.11.3 Mitigation Measures

None required.



4.12 MINERAL RESOURCES

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

4.12.1 Environmental Setting

The California Geological Survey (CGS) classifies and designates areas within California that contain or potentially contain significant mineral resources. Lands are classified into Aggregate and Mineral Resource Zones (MRZs), which identify known or inferred significant mineral resources. According to the California Department of Conservation, CGS’s Surface Mining and Reclamation Act (SMARA) Mineral Lands Classification (MLC) data portal, the city of Hanford is not within a mineral resource study area.²⁹ In addition, according to the General Plan, the city of Hanford is not within a Division of Oil, Gas, and Geothermal Resources recognized oil field. Rather, the General Plan identifies sand and gravel for road and building construction as the only likely mineral resources in the area. Lastly, according to the Kings County General Plan, there are no oil fields or areas designated for mineral recovery in the city of Hanford.

4.12.2 Impact Assessment

Would the project:

²⁹ California Department of Conservation. SMARA Mineral Land Classification. Accessed on January 26, 2022, <https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara>



a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project site is not located in an area designated for mineral resource preservation or recovery. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impact would occur as a result of the Project.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As described above, the Project site is not located in an area designated for mineral resource preservation or recovery and as a result, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Further, the site is not delineated on the General Plan, a Specific Plan, or other land use plan as a locally important mineral resource recovery site, thus it would not result in the loss of availability of a locally important mineral resource. Therefore, no impact would occur as a result of the Project.

4.12.3 Mitigation Measures

None required.



4.13 NOISE

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

4.13.1 Environmental Setting

In general, there are two (2) types of noise sources: 1) mobile source and 2) stationary sounds. Mobile source noises are typically associated with transportation including automobiles, trains, and aircraft. Stationary sounds are sources that do not move such as machinery or construction sites. Two (2) noise generating activities of the Project would include construction (short-term, temporary) and operational (long-term) noise.

The Hanford General Plan Noise Element and HMC outline policies and regulations to mitigate health effects of noise in the community and prevent exposures to excessive noise levels. In particular, policies in the General Plan regarding new development include:



Policy H41 Interior Noise Exposure. *Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for new single, multi-family housing, hotels and motels.*

Policy H42 Noise Evaluation for New Development. *Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.*

Policy H43 Non-Transportation Noise. *Mitigate noise created by non-transportation noise sources so as not to exceed the maximum allowable interior and exterior noise level standards.*

Policy H48 Noise Mitigation for Construction Activities. *Require all development projects to mitigate noise impacts associated with construction activities.*

Policy H50 Sound Walls. *Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.*

Sensitive land uses include residential, schools, churches, nursing homes, hospitals, and open space/recreation areas. Commercial, farmland, and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels.

4.13.2 Impact Assessment

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

Less than Significant Impact. In general, the Project site is within an area of the city that is predominately characterized by commercial and residential development. Because the surrounding area is largely developed, there is existing ambient noise sources typical of commercial and residential uses. While no development is currently proposed, implementation of the Project would result in future development such as commercial and office uses. Such uses would have noise generating activities typical of the ambient noise currently generated by surrounding uses. Thus, the Project would not introduce a new significant source of noise that is not already occurring in the Project area. Further, future projects would be subject to compliance with the General Plan policies and *Chapter 9.10 Loud or Annoying Noises* of the HMC requirements. Compliance with applicable policies and regulations would ensure that the Project would have a less than significant impact regarding noise.



b. Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. While no development is currently proposed, implementation of the Project would result in future development that would have noise generating activities. It is not anticipated that the Project would generate excessive ground borne vibration or ground borne noise levels, given the type of development that would be permitted in the Project area (i.e., commercial, office). Further, as discussed under criterion a), future project-generated noise sources would be regulated by the HMC. Through compliance with the HMC, the Project would result in a less than significant impact.

c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact. The nearest public use airport is the Hanford Municipal Airport located approximately 0.44 miles southeast of the Project site. The Hanford Municipal Airport is owned and operated by the City of Hanford and has one (1) runway that is 2,200 feet long and 75 feet wide. The applicable airport land use plan for the Hanford Municipal Airport is the Kings County Airport Land Use Compatibility Plan (ALUCP)³⁰ adopted in 1994 and the Hanford Municipal Airport Master Plan adopted January 19, 2010.³¹ According to the ALUCP, the Project site is located within the airport influence area of the Hanford Municipal Airport. Because the site is within the airport influence area, future development projects are subject to established airport compatibility policies within the ALUCP and General Plan (including *Policy T76*, *Policy T77*, and *Policy H39* listed below) to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area.

Policy T76 New Development near Airport. Review of all new development in proximity to the Hanford Municipal Airport for compliance with Federal Aviation Administration (FAA) requirements and compatibility with Hanford Airport Master Plan standards.

Policy T77 Land Use Compatibility. Evaluate the compatibility of airport uses, activities, and operations with all new development in proximity to the Hanford Municipal Airport prior to

³⁰ County of Kings. (1994). Kings County Airport Land Use Compatibility Plan. Accessed January 26, 2022, <https://www.countyofkings.com/home/showpublisheddocument/3094/635274871108830000>

³¹ City of Hanford. (2010). Accessed on January 26, 2022, https://www.ci.hanford.ca.us/departments/airport/master_plan.php#revize_document_center_rz901



approval and protect sensitive uses, such as residences, schools, and hospitals from over-flight areas

Policy H39 Aircraft Noise. Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan.

Further, the Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use. The General Plan Amendment is requested due to incompatibility with ALUCP. According to the ALUCP, the Project site is located within Zone B1 (North) which limits the maximum residential density (dwelling units/acre) to one (1) unit per 10 acres. Further, residential subdivisions and multi-family residential are identified as non-acceptable uses in this zone. Therefore, the General Plan Amendment request to change the site's land use designation from Medium Density Residential to Corridor Mixed Use which would allow for future development of the site with uses that are compatible with uses allowed in Zone B1 (North).

Although no specific project is currently proposed, future development projects would be reviewed to ensure compliance with the ALUCP policies for Zone B1 as shown in **Table 4-10**. In particular, future projects would be required to meet development conditions including: (1) locate structures maximum distance from extended runway centerline, (2) minimum NLR of 25 dBA in residential and office buildings, and (3) dedication of aviation easement. Through compliance, the Project would not result in a safety hazard for people residing or working in the area and impacts would be less than significant.

There are no private airstrips operating within or near the project. As a result, any noise associated with private airstrips would not result in substantial noise levels for the project. Therefore, the Project would not result in impacts from adjacent and overhead aircraft noise on noise-sensitive land uses. Therefore, impacts associated with noise produced by public, public use, or private airports in the Project Area would be less than significant.

4.13.3 Mitigation Measures

None required.



4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

4.14.1 Environmental Setting

CEQA Guidelines Section 15126.2(d) requires that a CEQA document discuss the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines provide the example of a major expansion of a wastewater treatment plant that may allow for more construction within the service area. The CEQA Guidelines also note that the evaluation of growth inducement should consider the characteristics of a project that may encourage or facilitate other activities that could significantly affect the environment. Direct and Indirect Growth Inducement consists of activities that directly facilitate population growth, such as construction of new dwelling units.

4.14.2 Impact Assessment

Would the project:

- a. *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*



Less than Significant Impact. The Project includes a General Plan Amendment that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use. The General Plan Amendment is requested due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the Project site is located within Zone B1 (North) which restricts residential subdivisions and multi-family residential as non-acceptable uses in this zone. Therefore, the proposed land use change would generally result in future development of the site with uses that are compatible with uses allowed in Zone B1 (North) and the MX-C – Mixed Use Corridor zone district such as general commercial and office uses.

Further, the Project site is an infill site within an area of the city that is predominately characterized by commercial and residential development. The properties to the north and east are zoned and planned for Low Density Residential and the properties to the south and west are planned for Corridor Mixed Use. Implementation of the Project would thereby introduce uses which would be generally consistent with the existing and planned land uses within the Project area. In addition, future development that results from Project implementation would not represent a significant change in the surrounding area as the site would be development with compatible uses and connected to existing roadways such as Whitney Drive, Lassen Drive, and Wilson Lane, and existing utility infrastructure. For these reasons, the Project would have a less than significant impact.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The existing site is mostly vacant with some existing structures. The existing structures are generally located east of North 10th Avenue along Kruger Avenue, Jessie Avenue, and East Whitney Drive. The existing structures are primarily residential and commercial. The vacant portion of the Project site is generally located north of Lacey Boulevard between Whitney Drive and Lassen Drive with no existing structures. No development is proposed by the Project and therefore the Project would not result in the physical displacement of people or housing. Therefore, the Project would have no impact.

4.14.3 Mitigation Measures

None required.



4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other public facilities?			X	

4.15.1 Environmental Setting

Although the Project site is currently outside of city limits within a county island, and it is located with the City of Hanford’s SOI and is expected to be annexation in the near future. As a result of future annexation into city limits, future development resulting from Project implementation would be subject to fees to for the construction, acquisition, and improvements for public services:

Fire Protection Services

Fire Protection Services in the city are provided by the Hanford Fire Department (HFD). The HFD operates a total of three (3) fire stations that serve the city: Fire Station 1 located at 350 W. Grangeville Boulevard, Fire Station 2 located at 10553 Houston Avenue, and Fire Station 3 located at 1070 S. 12th Street. To address impacts to fire protection services, the City of Hanford has implemented the Fire Protection Development Impact Fee pursuant to *Chapter 15.45* of the HMC, which requires developers to pay the “fair share” of capital improvements related to fire protection services and facilities. A Fire Protection Development Impact Fee is assessed for



projects based on size. Further, projects are subject to review by the HFD and to regulations and standards such as the California Uniform Fire Code (UFC), which includes regulations on construction, maintenance and building use. The UFC addresses fire department access, fire hydrants, sprinklers, fire alarm system, etc., for new buildings.

Police Protection Services

Police Protection Services in the city are provided by the Hanford Police Department (HPD). The HPD is located at 425 North Irwin Street, which is approximately 0.63-miles east of the Project site. According to the Fiscal Year (FY) 2021-2022/2022-2023 City of Hanford Budget, the HPD handled over 60,478 incidents in FY 2019-2020. To address impacts to police protection services, the City of Hanford has implemented the Police Protection Development Impact Fee pursuant to *Chapter 15.46* of the HMC, which requires developers to pay the “fair share” of capital improvements related to police protection services and facilities. A Police Protection Development Impact Fee is assessed for projects based on size.

Schools

Educational services within the Project area are primarily served by Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHS). Schools within a one (1)-mile radius of the Project site include Kennedy Jr. High School, JFK Middle School, Lee Richmond Elementary School, and Shelly Baird School. Funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq. (State statutes) which govern the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed “full and complete mitigation.” A School Impact Fee is assessed for projects based on the Developer Fee rates in place at the time payment is due.

Parks and Recreation

The nearest park to the Project site is the Lacey Park, 0.6 miles northwest. Park and Recreation Facilities are overseen by the Hanford Parks and Community Services Department. According to the 2020 Parks and Recreation Master Plan, the City currently offers 299.70 acres of park land which equates to a total Level of Service (LOS) of 5.06 acres of park land per 1,000 residents based on the City’s 2018 population.³² The 2035 General Plan includes a LOS standard goal of 3.5 acres

³² City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed January 27, 2022, <https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf>



per 1,000 residents for future growth. Similar to other public services, the City had established the Park Facilities Impact Fee pursuant to *Chapter 15.44* of the HMC, which requires developers to pay for parks and recreational facilities improvements. The fee is assessed for all residential building permits for development.

4.15.2 *Impact Assessment*

Would the project:

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*
- b. *Fire protection?*

Less than Significant Impact. The Project site is within the City of Hanford’s SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be served by the HFD. The Project site would be in the service area of Fire Station 1, which is 1.2 miles from the site. Although no specific development projects are currently proposed, future development would be reviewed by the HFD for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. HFD’s review and approval would ensure that future development could be served by existing facilities. In addition, to further reduce potential impacts, future projects are subject to Fire Protection Department Impact Fees pursuant to the Hanford Municipal Code (HMC) requirements. As a result, the Project would have a less than significant impact.

- c. *Police protection?*

Less than Significant Impact. The Project site is within the City of Hanford’s SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be served by the HPD. The nearest police station to the Project is located approximately 0.5-miles west from the site. Although no specific development projects are currently proposed, future development would be reviewed by the HPD for requirements related to police protection services. HPD’s review and approval would ensure that future development could be served by existing facilities. In addition, to further reduce potential impacts, future projects are subject to Police Protection Department Impact Fees pursuant to the HMC . As a result, the Project have a less than significant impact.

- i. *Schools?*



Less than Significant Impact. The development and managing of school sites are the responsibility of school districts and elected governing school boards. The General Plan provides policy which focuses on collaboration with school districts to determine new school locations and utilization of school facilities for general public needs. Future development resulting from Project implementation would be subject to School Impact Fees in order to mitigate the effect of the project on schools. In particular, funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq., which governs the amount of fees that can be levied against new development. Payment of fees authorized by the statute is deemed “full and complete mitigation.” As a result, the Project have a less than significant impact.

ii. Parks?

Less than Significant Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. Future residential development resulting from Project implementation would be subject to Park Facilities Impact Fees. As a result, the Project would have a less than significant impact.

iii. Other public facilities?

Less than Significant Impact. Although no specific development is currently proposed, future development resulting from Project implementation could increase the demand for other public services, such as libraries. However, the proposed General Plan amendment to change the land use designation from Medium Density Residential to Corridor Mixed Use would result in fewer future residential uses and thereby lessened demand for other public services. As such, the Project would have a less than significant impact.

4.15.3 Mitigation Measures

None required.



4.16 RECREATION

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

4.16.1 Environmental Setting

Park and Recreation Facilities are overseen by the Hanford Parks and Community Services Department. According to the 2020 Parks and Recreation Master Plan, the City currently offers 299.70 acres of park land which equates to a total Level of Service (LOS) of 5.06 acres of park land per 1,000 residents based on the City’s 2018 population.³³ The 2035 General Plan includes a LOS standard goal of 3.5 acres per 1,000 residents for future growth. Similar to other public services, the City had established the Park Facilities Impact Fee pursuant to *Chapter 15.44* of the HMC, which requires developers to pay for parks and recreational facilities improvements. The fee is assessed for all residential building permits for development. Although no specific development projects are currently proposed, future development that proposes residential uses would be subject to the Park Facilities Impact Fee.

³³ City of Hanford. (2020) Parks and Recreation Master Plan 2020. Accessed January 27, 2022, <https://cms6.revize.com/revize/hanfordca/2020%20Hanford%20Parks%20Master%20Plan.pdf>



4.16.2 *Impact Assessment*

Would the project:

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less than Significant Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. Although no specific development projects are currently proposed, future development that proposes residential uses would be subject to the Park Facilities Impact Fee to mitigate for possible increase of use of parks or recreational facilities. Project review and approval would ensure that future development could be served by existing recreational facilities. In addition, future projects are subject to Park Facilities Impact Fees described in **Section 4.15**. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

- b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

Less than Significant Impact. Future residential development resulting from the Project could include the construction of recreational facilities. In such cases, development projects would be reviewed and conditioned by the City to ensure that physical effects on the environment are less than significant. In addition, future projects are subject to Park Facilities Impact Fees described in **Section 4.15**. With mitigation incorporated, the Project's impacts would be reduced to less than significant.

4.16.3 *Mitigation Measures*

None required.



4.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

4.17.1 Environmental Setting

The Project is located within the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue. North 10th Avenue and Lacey Boulevard are the nearest arterials identified by the General Plan Circulation Element. The portion of the Project site that is developed with existing structures is generally accessible by East Whitney Drive, Jessie Avenue, and Kruger Avenue. While no specific development project is proposed, implementation of the Project would result in future development of the vacant portion that would require connections to existing roadways such as Whitney Drive, Lassen Drive, and Wilson Lane, ultimately connecting to the arterials in the area.

Early Consultation

Early consultation was received from Caltrans on October 4, 2021, recommending that:



- *Future site plans for any of the proposed development be submitted to Caltrans for review.*
- *The project proponents(s) conduct a vehicle-miles traveled (VMT) study once development is proposed and that the preparer should refer to the Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, dated May 20, 2020.*
- *Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City.*

SB 743 and VMT Analysis

Under Senate Bill 743 (SB743), traffic impacts are related to Vehicle Miles Traveled (VMT). The VMT metric became mandatory on July 1, 2020. Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual automobile travel (additional miles driven) a proposed Project would create on California roads. If the project adds excessive automobile travel onto roads, then the project may cause a significant transportation impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines

To implement SB 743, the CEQA Guidelines were amended by adding Section 15064.3. According to Section 15064.3, VMT measures the automobile travel generated from a proposed project (i.e., the additional miles driven). Here, ‘automobile’ refers to on-road passenger vehicles such as cars and light-duty trucks. If a proposed project adds excessive automobile travel on California roads thereby exceeding an applicable threshold of significance, then the project may cause a significant transportation impact.

Among its provisions, Section 15064.3(b) establishes criteria for analyzing transportation impacts. Specifically, Section 15064.3(b) (1) establishes a less than significant presumption for certain land use projects that are proposed within ½-mile of an existing major transit stop or along a high-quality transit corridor. If this presumption does not apply to a land use project, then the VMT can be qualitatively or quantitatively analyzed. The city of Hanford has not identified or designated any high quality transit corridors.

In the case that quantitative models or methods are not available to the lead agency to estimate the VMT for the project being considered, provisions of CEQA Guidelines Section 15064.3(b)(3) permits the lead agency to conduct a qualitative analysis. The qualitative analysis may evaluate factors including but not limited to the availability of transit, proximity to other destinations, and



construction traffic.

Lastly, Section 15064.3(b)(4) of the CEQA Guidelines states that “[a] lead agency has discretion to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.”

OPR’s Technical Advisory

In April 2018, the Governor’s Office of Planning and Research (OPR) issued the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (revised December 2018) to provide technical recommendations regarding VMT, thresholds of significance, and mitigation measures for a variety of land use project types.

Kings County Online VMT Mapping Tool

Pursuant to OPR’s Technical Advisory, the Kings County Association of Governments (KCAG) created an online VMT mapping tool that identifies VMT per capita and VMT per employee by traffic analysis zone (TAZ).³⁴ KCAG’s mapping tool was created utilizing trip-based transportation models created for the eight (8) San Joaquin Valley MPOs to satisfy the requirements of SB 375. The modeling process is described in the Documentation for the *Eight San Joaquin Valley MPO Traffic Models to Meet the Requirements of SB 375* (2012) which is incorporated herein by reference. According to Appendix VIII of KCAG’s *2018 Regional Transportation Plan* (RTP), the 2012 transportation model was revalidated for a 2015 base year and is described on Appendix VIII page 26 as:

“The KCAG model was revalidated to a 2015 base year for the 2018 RTP. The revalidation included new inventories of base year housing and employment, updates to the road network and transit coverage to reflect recent changes in the transportation system, and updated traffic counts to represent the 2015 base year. The KCAG model traffic validation

³⁴ Kings County Association of Governments. 2022. “Kings County Online VMT Mapping Tool.” Accessed on February 15, 2022, <https://www.arcgis.com/apps/webappviewer/index.html?id=84b4b47b08ac41af88779212180ff36c>.



is based on several criteria, including vehicle-miles of travel, total volume by road type, and percent of links within acceptable limits.”

Revalidation efforts utilized traffic data provided by the City of Hanford. The RTP and the City’s underlying traffic data are incorporated herein by reference. Page 26 of Appendix VIII describes KCAG’s VMT projection process as follows:

“Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT.”

The KCAG mapping tool reflects a VMT per employee of 10.5 and 8.9 for the two TAZs in which the Project will be located, which is more than fifteen percent below the County average VMT per employee of 17.7. It can therefore be concluded that, based upon KCAG’s VMT mapping tool, the Project’s VMT impact will be less than significant because VMT associated with the Project will be below the fifteen-percent-below-existing-development threshold. Therefore, the Project may be presumed to cause a less than significant impact pursuant to CEQA Guidelines section 15064.3(b). However, future discretionary projects could still be subject to independent VMT analysis if KCAG’s modeled VMT thresholds change or if the City adopts different VMT thresholds.

4.17.2 Impact Assessment

Would the project:

- a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Less Than Significant Impact. The Project would be required to comply with all project level requirements implemented by a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Although no development is currently proposed, future development projects would be required to submit improvement plans, including roadway improvements, for review and approval by the City Engineer to ensure improvements will be consistent with City standards. Therefore, through compliance with the programs, plans, ordinances, and policies addressing the circulation system (inclusive of transit, roadway, bicycle, and pedestrian facilities), a less than significant impact would occur because of the Project.

- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***



Less than Significant Impact. As discussed above, Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS).

As described previously in this initial study, for the purpose of CEQA analysis, this initial study assumes future development of general commercial development on all parcels that are currently vacant or underutilized according to the City of Hanford’s GIS data. Based on parcel size and location of the site (not adjacent to a major street), it can be assumed that the site will not be developed with regional commercial, but instead will be developed with local serving retail and employment uses. According to OPR, local serving retail can be presumed to have a less-than-significant-impact for any net increase in total VMT.

For employment related uses, the Kings County Online VMT Mapping Tool was utilized to determine average employee VMT in the project area in comparison to the County average. The Project site is located in TAZ 484 and 485. As shown in **Table 4-13**, the County average is 17.7 VMT per employee, while the employee VMT for TAZ 484 is 10.15 and the employee VMT for TAZ 485 is 8.91. Thus, the Project area’s employee VMT is 43% and 50% lower than the County VMT per employee average. This is much higher than the 15 percent reduction target, which is the identified significance threshold. Thus, the proposed project can be determined to have a less than significant impact as it related to VMT impacts.

Table 4-13 Percent reduction in VMT per employee

	TAZ 484	TAZ 485	Kings County average
VMT per employee	10.15	8.91	17.7
Percent reduction to VMT per employee	43%	50%	-

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Although no development is currently proposed, future development projects will be reviewed by the city to ensure that project design does not contain any geometric design features that would create hazards. The Project will also be subject to review by the City Engineer to ensure that improvements are designed pursuant to applicable federal, state, and local design standards. Compliance with such standards would ensure that any traffic hazards are minimized. Further, the Project does not propose an incompatible use as it is consistent with the existing development in the area and is similar in nature to the surrounding uses. As a result, implementation of the Project would result in a less than significant impact related to hazards due to roadway design features or incompatible uses.

d. Result in inadequate emergency access?



Less than Significant Impact. The Project does not involve a change to any emergency response plan. In addition, although no development is currently proposed, future development projects will be reviewed by the City’s Engineering Department and Fire Department to ensure adequate site access including emergency access. In the case that future construction requires lane closures, access through existing roadways would be maintained through standard traffic control and therefore, potential lane closures would not affect emergency evacuation plans. Thus, a less than significant impact would occur because of the Project.

4.17.3 Mitigation Measures

Non required.



4.18 TRIBAL CULTURAL RESOURCES

<p>Would the project: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>	<p>Potentially Significant Impact</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Less than Significant Impact</p>	<p>No Impact</p>
<p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or,</p>		<p>X</p>		
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		<p>X</p>		

4.18.1 Environmental Setting

Generally, the term ‘cultural resources’ describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, historical resources include sites, structures, objects, or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. Such resources are eligible for listing in the California Register of Historic Resources by the State Historical Resources Commission. The city of Hanford has three (3) buildings listed on the National Register of Historic Places: Hanford Carnegie Library, Kings County Courthouse, and Taoist Temple. Some of these types of cultural resources are readily apparent on the ground surface, some may be buried and therefore unknown until discovered through ground disturbances.



Hanford General Plan

The General Plan identifies policies on historic and cultural resources related to new development including:

***Policy O46 Archaeological Site Consultation.** Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.*

***Policy O47 Archaeological Site Study.** Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.*

***Policy O48 Cultural Site Consultation.** Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.*

***Policy O49 Cultural Site Discovery.** Halt construction at a development site if cultural resources are encountered unexpectedly during construction.*

Early Consultation

A consultation list of tribes with traditional lands or cultural places located within Kings County was requested and received from the California Native American Heritage Commission (NAHC) on October 25, 2021. Early consultation was conducted with the listed tribes on October 19, 2021 (pursuant to CEQA Guidelines Section 15082). The listed tribes were:

- Kings River Choinumni Farm Tribe,
- Santa Rosa Rancheria Tachi Yokut Tribe,
- Table Mountain Rancheria,
- Tule River Indian Tribe, and
- Wuksache Indian Tribe/Eshom Valley Band.

In response to the early consultation, the City received a comment letter dated October 19, 2021 from the Santa Rosa Rancheria Tachi Yokut Tribe. The Tribe requested to have a Native American monitor on site for development of the Project.

AB 52 and SB 18 Tribal Consultation

The City of Hanford conducted the formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on December 28, 2021, utilizing the



consultation list of tribes received from the NAHC. The same five (5) tribes listed above were included in the formal consultation. Consultation ended on January 26, 2022. A response was received from Table Mountain Rancheria which indicated the project site was beyond their area of interest. A second response was received from the Santa Rosa Rancheria Tachi-Yokut Tribe, requesting that a Native American monitor be present on-site during project construction.

California Historical Resource Information System Record Search

The Southern San Joaquin Information Center (SSJIC) was requested by the City of Hanford to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding “Project Area” area (0.5-mile radius from perimeter of project site) on January 18, 2022. Full results are provided in [Appendix B](#).

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJJIC CHRIS Record Search indicate:

- (1) There have been eight (8) studies previously conducted within the 0.5-mile radius.
- (2) There is one (1) recorded cultural resource within the Project site, P-16-00246, and there are eight (8) recorded resources within the 0.5-mile radius, consisting of historic era buildings, an historic era railroad, an historic era canal, and an historic era trash scatter. Resource P-16-00246, People’s Ditch, has been determined eligible for listing in the National Register of Historic Places and is also listed in the California Register of Historical Resources. Resources P-16-000289, Taoist Temple, and 9-16-000290, Hanford Carnegie Library, which are located within the 0.5-mile radius, are listed in the National Register of Historic Places and the California Register of Historical Resources.

Further, the SJJIC provided the following comments and recommendations:

- (1) Because a cultural resources study has not been completed on the majority of this project site, it is unknown if any cultural resources are present. Therefore, if the project will result in any ground disturbance activities, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If no ground



disturbance will occur as a result of this project, then no further cultural resource investigation is recommended at this time.

- (2) Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

4.18.2 Impact Assessment

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

Less than Significant Impact with Mitigation Incorporated. Based on the CHRIS Record Search, there is one (1) known historical resource, People's Ditch, on the Project site. While there is no evidence that other historical resources exist on the Project site, there is some possibility that additional hidden and buried resources may exist with no surface evidence. Hanford General Plan *Policy O49* partially mitigates for cultural resources that are encountered unexpectedly during construction. In addition, mitigation measure *MM CR-1* and *MM CR-2* are incorporated herein to mitigate for potential subsurface cultural resources. Therefore, if any cultural resources were discovered, implementation of related regulations and mitigation measures would reduce the Project's impact to less than significant.

- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Less than Significant Impact with Mitigation Incorporated. The Project site has not been determined by the City to be a significant resource pursuant to PRC *Section 5024.1* and to-date, no substantial information has been provided to the city to indicate otherwise. According to the



NAHC records, no sacred sites or tribal cultural resources are known in or near the study area. Further, the Project site, inclusive of site features, is not listed in the California Register of Historical Sources. However, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Hanford General Plan *Policy 049* imposes measures to mitigate when resources are uncovered during construction. In addition, mitigation measure *MM CR-1* and *MM CR-2* are incorporated herein to mitigate for potential subsurface cultural resources. Therefore, if any cultural resources were discovered, implementation of related regulations and mitigation measures would reduce the Project's impact to less than significant.

4.18.3 Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures *CR-1* and *CR-2* as identified above and in the Mitigation Monitoring and Reporting Program contained in Chapter 5.



4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effect?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	



4.19.1 Environmental Setting

Although the Project site is currently outside of city limits, it is located within the City of Hanford's SOI and would be subject to future annexation. As a result of future annexation into city limits, future development resulting from Project implementation would be required to connect to water, sewer, stormwater, and wastewater services. Natural gas, electricity, and telecommunications are provided by private companies. Each utility system is described below. Overall, the review of future development projects by the City and responsible agencies indicates that the Project would not require or result in the major relocation or construction of new or expanded facilities and as such, would not cause significant environmental effects.

Water

The City of Hanford's water supply system is a groundwater system. The city is located within the Tulare Lake Hydrologic Region and is within the Tulare Lake Groundwater Subbasin which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin. The system consists of 14 groundwater wells, three (3) storage reservoirs, distribution mains, and fire hydrants. The system does not use surface water. Groundwater is recharged by rain and snowfall in addition to percolation from storm water basins, local waterways, and agricultural irrigation.

Wastewater

The City of Hanford wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the city. The wastewater system consists of a treatment plant and 21 sanitary sewer lift stations located throughout the city. The treatment facility has a capacity of 8.0 million gallons per day and is located south of Houston Avenue and east of 11th Avenue. The City's wastewater system also pursues water conservation strategies to ensure long-term reuse of treated disinfected wastewater to reduce the need for groundwater.

Solid Waste

Solid waste in the city is collected by a private contractor, Kings Waste Recycling Authority (KWRA). Refuse is sorted at the KWRA facility to recover recyclable materials before being hauled to the landfills in Kettleman Hills.

Stormwater

The existing drainage infrastructure within the City of Hanford's Stormwater Management Program include natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are some areas where storm drainage is controlled by drainage inlets and



underground structures. The system consists of 30 pump stations, 57 miles of pipeline, and 220 acres of drainage basins and drainage ditches.

Natural Gas and Electricity

PG&E and Southern California Edison Company are the natural gas and electric service providers for the area, incrementally expands and updates its service system as needed to serve its users.

Pre-Consultation Received: Early consultation comments were received from PG&E on September 9, 2021, with information and requirements as it related to Gas facilities and Electric facilities. Such requirements shall be incorporated in Conditions of Approval for future development projects resulting from Project implementation.

Telecommunications

Accordingly, telecommunications providers in the area (AT&T and Comcast) incrementally expand and update their service systems in response to usage and demand.

4.19.2 Impact Assessment

Would the project:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less than Significant Impact. Although no specific development is currently proposed, future development projects resulting from the Project would be required to connect to water, stormwater, solid waste, and wastewater services. Natural gas, electricity, and telecommunications provided by private companies. The City and responsible agencies will review the projects through the entitlement review process to determine adequate capacity in these systems and ensure compliance with applicable connection requirements. In addition, future projects would be served by the appropriate natural gas, electricity, and telecommunications providers for the Project area. As a result, through compliance with the applicable connection requirements, the Project would have a less than significant impact.

- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Less than Significant Impact. As discussed in detail in **Section 4.10**, potable water demands for the Project were estimated using land-use-based unit water demand factors last updated for the City



in 2018. The Project site has an existing General Plan land use designation of Medium Density Residential and proposes a change to Corridor Mixed Use. According to the land-use based unit water demand factors for the City of Hanford, the Medium Density Residential land use has an average daily demand of 2,900 gallons per day (gpd) per net acre, compared to 1,390 gpd/net acre for the Corridor Mixed Use land use.

Table 4-11 summarizes the total water demands to be expected by land use, indicating that the Corridor Mixed Use land use would generate significantly less demand for water than Medium Density Residential.

Given the significant reduction in water demand from what is planned, it can be determined that the City's existing and planned water supply will be adequate to support anticipated demands from the Project during normal, dry, and multiple dry years. In addition, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City's water provision. For these reasons, a less than significant impact would occur because of the Project.

- c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less than Significant Impact. The City of Hanford Wastewater Treatment Plant (WWTP) is the city's facility for treatment, disposal, and reuse of wastewater for residential, commercial, and industrial accounts. Although no specific development project is currently proposed, the wastewater impacts of future development projects would be evaluated by the City Engineer to ensure compliance with the City's wastewater treatment requirements and capacity. As such, the Project would have a less than significant impact.

- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact. Although no specific development project is currently proposed, future construction and operation would be required to comply with HMC *Chapter 13.12 Solid Waste Collection and Disposal*, which outlines requirements and specifications for solid waste collection. In addition, the General Plan outlines goals and policies for source reduction and recycling:

Goal P5: *Adequate solid waste disposal capacity to meet existing and future demands.*



Goal P6: *Continued waste stream reduction through education, recycling and other means.*

Policy P27 Recycling Programs. *Participate in and encourage waste diversion and recycling programs and efforts.*

Policy P28 Kings Waster Recycling Authority. *Participate as a member and support the Kings Waste Recycling Authority.*

Compliance with these measures and policies would serve to reduce impacts of solid waste by promoting regular collection and encouraging the recycling of materials. For this reason, the Project would have a less than significant impact.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. As described under criterion d) above, future development that generates solid waste would be handled, transported, and disposed of in accordance with all applicable statutes and regulations related to solid waste. Therefore, a less than significant impact would occur because of the Project.

4.19.3 Mitigation Measures

None required.



4.20 WILDFIRE

If located in or near state responsibility or lands classified as very high fire hazard severity zones, Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

4.20.1 Environmental Setting

The Hanford Fire Department provides emergency and fire protection services within the city limits of Hanford. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management. Station 1, located at 350 W. Grangeville Boulevard provides service north of SR 198, while Station 2 at 10553 Houston Avenue provides south of SR 198. The Project site is located north of SR 198 and therefore would be served by Station 1 upon future annexation.



The Project site is located on a relatively flat property within the City's SOI. Further, the Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) or the City of Hanford as a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the site is within a Local Responsibility Area (LRA) as defined by Cal Fire and is considered an area of low fire risk.³⁵ Lastly, the Project has been reviewed by the City and the Hanford Fire Department and future development projects resulting from Project implementation would be required to be developed and operate in compliance with all regulations of the current California Fire Code.

4.20.2 Impact Assessment

If located in or near state responsibility or lands classified as very high fire hazard severity zones, ***Would the project:***

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?***

Less than Significant Impact. To determine adequate vehicular and pedestrian circulation and emergency vehicle access, future development projects resulting from the Project would be reviewed and conditioned by the City's Police Department and Fire Department for compliance with applicable code and regulations. Review and approval by the City would ensure that future projects do not substantially impair the adopted emergency response plan or emergency evacuation plan. Therefore, a less than significant impact would occur because of the Project.

- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Less than Significant Impact. The Project site is located in a relatively flat area with minimal slope. Further, the site is partially developed with residential and commercial uses and the vacant portion of the site is surrounded by a mix of urban uses. In addition, the site is not located within a wildland, which precludes the risk of wildfire. As such, the risk of downslope winds and other factors that could exacerbate wildfire risks is limited. For these reasons, Project implementation would not change the degree of exposure to wildfires and the Project would have a less than significant impact.

³⁵ Cal Fire, "FHSZ Viewer." Accessed on January 27, 2022, <https://egis.fire.ca.gov/FHSZ/>



- c. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less than Significant Impact. The Project site is located within the City's SOI in areas with existing or planned urban uses. As such, the site is generally served by existing infrastructure such as roads and utilities. As Project implementation results in future development, the installation and maintenance of new infrastructure would be reviewed and/or conditioned by the City for compliance with applicable standards, specifications, and code. Such infrastructure would be typical for urban uses within an urbanized area and would thereby not exacerbate fire risks or result in temporary or ongoing impacts to the environment. Therefore, a less than significant impact would occur as a result of the Project.

- d. *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. The Project site is located on a relatively flat property with minimal slope and is not subject to downslope, downstream flooding, or landslides. Therefore, the Project would not expose people or structures to significant risks and no impact would occur as a result of the Project.

4.20.3 Mitigation Measures

None required.



4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4.21.1 Impact Assessment

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish*



or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated. The analyses of environmental issues contained in this Initial Study indicate that the Project would have potentially significant impacts resulting from the Project for biological resources, cultural resources, and tribal cultural resources. Mitigation measures are incorporated herein to reduce all potentially significant impacts to less than significant with mitigation incorporated. Therefore, the Project would have a less than significant impact.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. All project-related impacts were determined to be less than significant. The Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, increase in traffic, air pollutants, etc.). As such, Project impacts are not considered to be cumulatively considerable given the insignificance of project-induced impacts. The impact is therefore less than significant.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Standard requirements and conditions have been incorporated in the project to reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.



5 MITIGATION MONITORING AND REPORTING PROGRAM

This mitigation measure monitoring and reporting checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15097 and Section 21081.6 of the PRC (PRC). The timing of implementing each mitigation measure is identified in in the checklist, as well as identifies the entity responsible for verifying that the mitigation measures applied to a project are performed. Project applicants are responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Hanford is responsible for verifying that mitigation is performed/completed.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Biological Resources					
<p>MM BIO-1: The Project shall implement the following measures to mitigate for possible disturbance to Swainson’s hawks if they are nesting within 0.5 miles of the Project site:</p> <ul style="list-style-type: none"> • Avoidance. If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson’s hawk nesting season (March 1-September 15). • Pre-construction Surveys. If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson’s hawk nests following the survey methodology developed by the Swainson’s Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. • Establish Buffers. Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged. 	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		



<ul style="list-style-type: none"> • Monitor Nest. Should construction activity be necessary within the designated buffer around an active Swainson’s hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson’s hawks at the nest site are no longer susceptible to deleterious disturbance. • Nest Tree Replacement. In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands. 					
<p>MM BIO-2: The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site:</p> <ul style="list-style-type: none"> • Pre-construction Surveys. Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes. • Avoidance. Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around 	<p>Onsite Verification</p>	<p>During Project Construction, prior to ground-disturbing activities</p>	<p>Developer to provide (or comply), City of Hanford to verify.</p>		



<p>the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned.</p> <ul style="list-style-type: none"> • Exclusion. If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements. <ul style="list-style-type: none"> o Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5” pipe with a plastic flap over the top. The one-way doors will be installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens. o The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist. o Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens. o Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes. 					
<p>MM BIO-3: The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:</p>	<p>Onsite Verification</p>	<p>During Project Construction, prior to</p>	<p>Developer to provide (or comply), City of</p>		



<ul style="list-style-type: none"> • Avoidance. In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season. • Preconstruction Surveys. If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required. • Establish Buffers. Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance. 		ground-disturbing activities	Hanford to verify.		
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in	Onsite Verification	During Project Construction, prior to	Developer to provide (or comply), City of		



<p>conjunction with the construction of each phase of the Project:</p> <p>a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources.</p> <p>b. Pre-Construction Briefing. The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material finds and on the procedures to be enacted if resources are found.</p> <p>c. Stop Work Near any Discovered Cultural Resources. The project proponent shall retain a professional archaeologist on an “on-call” basis during ground disturbing construction for the project to review, identify and evaluate cultural resources that may be inadvertently exposed during construction. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 100 feet of the resources, and Kings County Community Development Agency (CDA) shall be notified immediately. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under CEQA.</p> <p>d. Mitigation for Discovered Cultural Resources. If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. Mitigation</p>		<p>ground-disturbing activities</p>	<p>Hanford to verify.</p>		
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<p>measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Hanford. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the Santa Rosa Rancheria’s Cultural and Historical Preservation Department. The archaeologist shall be required to submit to the County for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.</p> <p>e. Native American Monitoring. Prior to any ground disturbance, the project proponent shall offer the Santa Rosa Rancheria Tachi Yokut Tribe the opportunity to provide a Native American Monitor during ground disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the Tribe.</p> <p>f. Disposition of Cultural Resources. Upon coordination with the City of Hanford, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.</p>					
<p>MM CR-2. Protection of Buried Human Remains. In order to avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:</p>	<p>Onsite Verification</p>	<p>During Project Construction, prior to ground-</p>	<p>Developer to provide (or comply), City of Hanford to verify.</p>		



<p>a. Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Kings County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California Public Resources Code allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow Public Resources Code Section 5097.98(e) which states that ". . . the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."</p> <p>b. Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Hanford, and the California Historical Resources Information System, Southern San Joaquin Valley Information Center.</p>		<p>disturbing activities</p>			
<p>Tribal Cultural Resources</p>					
<p>See MM CR-1 and CR-2 under Cultural Resources</p>					



6 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

Lead Agency		
Lead Agency	City of Hanford 317 N. Douty Street Hanford, CA 93230 (559) 585-2578	Mary E. Beatie, Interim Director, Community Development Department
Initial Study Consultant		
Initial Study	Precision Civil Engineering 1234 O Street Fresno, CA 93721 (559) 449-4500	Bonique Emerson, AICP, VP of Planning Jenna Chilingirian, Senior Associate Planner Shin Tu, Assistant Planner



7 APPENDICES



Appendix A: CalEEMod Output Files

Prepared by Precision Civil Engineering, Inc. dated February 1, 2022.

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**Lassen Drive Corridor Mixed Use
San Joaquin Valley Air Basin, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	472.80	1000sqft	21.71	472,843.80	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot Acreage: total acreage of vacant and underutilized parcels

Square Feet: assumes 50% lot coverage and 1-story buildings

Construction Phase - Lots are vacant thus would not need demolition.

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	6/28/2022	5/31/2022
tblLandUse	LandUseSquareFeet	472,800.00	472,843.80
tblLandUse	LotAcreage	10.85	21.71

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1859	1.7353	1.5734	3.6800e-003	0.3385	0.0747	0.4131	0.1360	0.0695	0.2055	0.0000	329.2458	329.2458	0.0627	0.0117	334.2871
2023	0.2771	2.3539	2.7358	6.8900e-003	0.2233	0.0947	0.3180	0.0609	0.0891	0.1500	0.0000	621.9419	621.9419	0.0765	0.0327	633.5833
2024	3.3224	0.2967	0.4020	8.6000e-004	0.0225	0.0124	0.0349	6.1100e-003	0.0116	0.0177	0.0000	77.5196	77.5196	0.0131	2.7800e-003	78.6745
Maximum	3.3224	2.3539	2.7358	6.8900e-003	0.3385	0.0947	0.4131	0.1360	0.0891	0.2055	0.0000	621.9419	621.9419	0.0765	0.0327	633.5833

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1859	1.7353	1.5734	3.6800e-003	0.3385	0.0747	0.4131	0.1360	0.0695	0.2055	0.0000	329.2456	329.2456	0.0627	0.0117	334.2869
2023	0.2771	2.3539	2.7358	6.8900e-003	0.2233	0.0947	0.3180	0.0609	0.0891	0.1500	0.0000	621.9415	621.9415	0.0765	0.0327	633.5829
2024	3.3224	0.2967	0.4020	8.6000e-004	0.0225	0.0124	0.0349	6.1100e-003	0.0116	0.0177	0.0000	77.5195	77.5195	0.0131	2.7800e-003	78.6744
Maximum	3.3224	2.3539	2.7358	6.8900e-003	0.3385	0.0947	0.4131	0.1360	0.0891	0.2055	0.0000	621.9415	621.9415	0.0765	0.0327	633.5829

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2022	8-31-2022	0.9352	0.9352
2	9-1-2022	11-30-2022	0.7361	0.7361
3	12-1-2022	2-28-2023	0.6808	0.6808
4	3-1-2023	5-31-2023	0.6643	0.6643
5	6-1-2023	8-31-2023	0.6619	0.6619
6	9-1-2023	11-30-2023	0.6595	0.6595
7	12-1-2023	2-29-2024	0.7734	0.7734
8	3-1-2024	5-31-2024	3.0670	3.0670
		Highest	3.0670	3.0670

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1758	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Energy	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	712.7508	712.7508	0.0688	0.0136	718.5123
Mobile	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049
Waste						0.0000	0.0000		0.0000	0.0000	89.2551	0.0000	89.2551	5.2748	0.0000	221.1258
Water						0.0000	0.0000		0.0000	0.0000	26.6596	58.7492	85.4088	2.7477	0.0658	173.7119
Total	3.7487	2.8759	13.8705	0.0336	3.1256	0.0514	3.1771	0.8365	0.0497	0.8862	115.9148	3,778.3254	3,894.2402	8.2553	0.2505	4,175.2640

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0378	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Energy	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	712.7508	712.7508	0.0688	0.0136	718.5123
Mobile	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049
Waste						0.0000	0.0000		0.0000	0.0000	89.2551	0.0000	89.2551	5.2748	0.0000	221.1258
Water						0.0000	0.0000		0.0000	0.0000	26.6596	58.7492	85.4088	2.7477	0.0658	173.7119
Total	3.6106	2.8759	13.8705	0.0336	3.1256	0.0514	3.1771	0.8365	0.0497	0.8862	115.9148	3,778.3254	3,894.2402	8.2553	0.2505	4,175.2640

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	5/31/2022	5	0	
2	Site Preparation	Site Preparation	6/29/2022	7/12/2022	5	10	
3	Grading	Grading	7/13/2022	8/30/2022	5	35	

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4	Building Construction	Building Construction	8/31/2022	1/30/2024	5	370
5	Paving	Paving	1/31/2024	2/27/2024	5	20
6	Architectural Coating	Architectural Coating	2/28/2024	3/26/2024	5	20

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 709,266; Non-Residential Outdoor: 236,422; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0983	8.0600e-003	0.1064	0.0505	7.4200e-003	0.0579	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044
Total	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0983	8.0600e-003	0.1064	0.0505	7.4200e-003	0.0579	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044
Total	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4356	95.4356	0.0309	0.0000	96.2072
Total	0.0634	0.6798	0.5082	1.0900e-003	0.1611	0.0286	0.1897	0.0639	0.0263	0.0903	0.0000	95.4356	95.4356	0.0309	0.0000	96.2072

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504
Total	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4354	95.4354	0.0309	0.0000	96.2071
Total	0.0634	0.6798	0.5082	1.0900e-003	0.1611	0.0286	0.1897	0.0639	0.0263	0.0903	0.0000	95.4354	95.4354	0.0309	0.0000	96.2071

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3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504
Total	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0751	0.6871	0.7200	1.1900e-003		0.0356	0.0356		0.0335	0.0335	0.0000	101.9591	101.9591	0.0244	0.0000	102.5698
Total	0.0751	0.6871	0.7200	1.1900e-003		0.0356	0.0356		0.0335	0.0335	0.0000	101.9591	101.9591	0.0244	0.0000	102.5698

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.3300e-003	0.1860	0.0535	7.1000e-004	0.0225	2.0700e-003	0.0245	6.4900e-003	1.9800e-003	8.4700e-003	0.0000	68.0322	68.0322	4.4000e-004	0.0102	71.0826
Worker	0.0227	0.0160	0.1812	4.8000e-004	0.0531	3.0000e-004	0.0534	0.0141	2.8000e-004	0.0144	0.0000	44.1739	44.1739	1.5000e-003	1.3600e-003	44.6179
Total	0.0301	0.2020	0.2347	1.1900e-003	0.0756	2.3700e-003	0.0780	0.0206	2.2600e-003	0.0229	0.0000	112.2060	112.2060	1.9400e-003	0.0116	115.7005

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0751	0.6871	0.7200	1.1900e-003		0.0356	0.0356		0.0335	0.0335	0.0000	101.9590	101.9590	0.0244	0.0000	102.5697
Total	0.0751	0.6871	0.7200	1.1900e-003		0.0356	0.0356		0.0335	0.0335	0.0000	101.9590	101.9590	0.0244	0.0000	102.5697

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.3300e-003	0.1860	0.0535	7.1000e-004	0.0225	2.0700e-003	0.0245	6.4900e-003	1.9800e-003	8.4700e-003	0.0000	68.0322	68.0322	4.4000e-004	0.0102	71.0826
Worker	0.0227	0.0160	0.1812	4.8000e-004	0.0531	3.0000e-004	0.0534	0.0141	2.8000e-004	0.0144	0.0000	44.1739	44.1739	1.5000e-003	1.3600e-003	44.6179
Total	0.0301	0.2020	0.2347	1.1900e-003	0.0756	2.3700e-003	0.0780	0.0206	2.2600e-003	0.0229	0.0000	112.2060	112.2060	1.9400e-003	0.0116	115.7005

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0110	0.4425	0.1355	2.0200e-003	0.0664	2.8600e-003	0.0692	0.0192	2.7400e-003	0.0219	0.0000	193.5100	193.5100	8.3000e-004	0.0290	202.1586
Worker	0.0616	0.0414	0.4885	1.3700e-003	0.1569	8.3000e-004	0.1578	0.0417	7.7000e-004	0.0425	0.0000	127.0857	127.0857	3.9600e-003	3.7000e-003	128.2864
Total	0.0727	0.4838	0.6241	3.3900e-003	0.2233	3.6900e-003	0.2270	0.0609	3.5100e-003	0.0644	0.0000	320.5957	320.5957	4.7900e-003	0.0327	330.4450

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0110	0.4425	0.1355	2.0200e-003	0.0664	2.8600e-003	0.0692	0.0192	2.7400e-003	0.0219	0.0000	193.5100	193.5100	8.3000e-004	0.0290	202.1586
Worker	0.0616	0.0414	0.4885	1.3700e-003	0.1569	8.3000e-004	0.1578	0.0417	7.7000e-004	0.0425	0.0000	127.0857	127.0857	3.9600e-003	3.7000e-003	128.2864
Total	0.0727	0.4838	0.6241	3.3900e-003	0.2233	3.6900e-003	0.2270	0.0609	3.5100e-003	0.0644	0.0000	320.5957	320.5957	4.7900e-003	0.0327	330.4450

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6542
Total	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6542

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3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.1000e-004	0.0375	0.0112	1.7000e-004	5.6200e-003	2.4000e-004	5.8600e-003	1.6200e-003	2.3000e-004	1.8600e-003	0.0000	16.1123	16.1123	7.0000e-005	2.4100e-003	16.8320
Worker	4.8100e-003	3.0800e-003	0.0382	1.1000e-004	0.0133	7.0000e-005	0.0134	3.5300e-003	6.0000e-005	3.5900e-003	0.0000	10.4838	10.4838	3.0000e-004	2.9000e-004	10.5774
Total	5.7200e-003	0.0406	0.0494	2.8000e-004	0.0189	3.1000e-004	0.0192	5.1500e-003	2.9000e-004	5.4500e-003	0.0000	26.5961	26.5961	3.7000e-004	2.7000e-003	27.4094

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6541
Total	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6541

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3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.1000e-004	0.0375	0.0112	1.7000e-004	5.6200e-003	2.4000e-004	5.8600e-003	1.6200e-003	2.3000e-004	1.8600e-003	0.0000	16.1123	16.1123	7.0000e-005	2.4100e-003	16.8320
Worker	4.8100e-003	3.0800e-003	0.0382	1.1000e-004	0.0133	7.0000e-005	0.0134	3.5300e-003	6.0000e-005	3.5900e-003	0.0000	10.4838	10.4838	3.0000e-004	2.9000e-004	10.5774
Total	5.7200e-003	0.0406	0.0494	2.8000e-004	0.0189	3.1000e-004	0.0192	5.1500e-003	2.9000e-004	5.4500e-003	0.0000	26.5961	26.5961	3.7000e-004	2.7000e-003	27.4094

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885

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3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884

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3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.2875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569
Total	3.2893	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569

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3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104
Total	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.2875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568
Total	3.2893	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104
Total	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049
Unmitigated	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.8169	3,006.8169	0.1639	0.1711	3,061.9049

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	4,605.07	1,044.89	330.96	8,330,408	8,330,408
Total	4,605.07	1,044.89	330.96	8,330,408	8,330,408

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.517111	0.052324	0.170980	0.155671	0.027786	0.007423	0.013424	0.026160	0.000649	0.000313	0.023324	0.001439	0.003395

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	386.7437	386.7437	0.0626	7.5800e-003	390.5680
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	386.7437	386.7437	0.0626	7.5800e-003	390.5680
NaturalGas Mitigated	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444
NaturalGas Unmitigated	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	6.10914e+006	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444
Total		0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	6.10914e+006	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444
Total		0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	326.0071	326.0071	6.2500e-003	5.9800e-003	327.9444

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	4.17994e+006	386.7437	0.0626	7.5800e-003	390.5680
Total		386.7437	0.0626	7.5800e-003	390.5680

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	4.17994e+006	386.7437	0.0626	7.5800e-003	390.5680
Total		386.7437	0.0626	7.5800e-003	390.5680

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.0378	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Unmitigated	2.1758	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3287					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Total	2.1758	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3287					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7086					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-004	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Total	2.0378	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	85.4088	2.7477	0.0658	173.7119
Unmitigated	85.4088	2.7477	0.0658	173.7119

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	84.0325 / 51.5038	85.4088	2.7477	0.0658	173.7119
Total		85.4088	2.7477	0.0658	173.7119

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	84.0325 / 51.5038	85.4088	2.7477	0.0658	173.7119
Total		85.4088	2.7477	0.0658	173.7119

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	89.2551	5.2748	0.0000	221.1258
Unmitigated	89.2551	5.2748	0.0000	221.1258

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	439.7	89.2551	5.2748	0.0000	221.1258
Total		89.2551	5.2748	0.0000	221.1258

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	439.7	89.2551	5.2748	0.0000	221.1258
Total		89.2551	5.2748	0.0000	221.1258

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation



Appendix B: CHRIS Search Records

Prepared by SSJIC dated January 18, 2022.



To: Shin Tu
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Record Search 22-004

Date: January 18, 2022

Re: City of Hanford – Lassen Rezone

County: Kings

Map(s): Hanford 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies in the project area. There have been eight studies conducted within the one-half mile radius, KI-00028, 00108, 00109, 00110, 00111, 00210, 00229, and 00289.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There is one recorded resource within the project area, P-16-00246. It is not known if any other resource exists there. There are eight recorded resources within the one-half mile radius, P-16-000122, 000130, 000131, 000132, 000133, 000289, 000290, and 000476. These resources primarily consist of historic era buildings. They also include an historic era railroad, an historic era canal, and an historic era trash scatter.

Resources P-16-000289 (Taoist Temple, located at 12 China Alley) and P-16-000290 (Hanford Carnegie Library, located at 109 E. 8th Street) have been given National Register status codes of 1S, indicating they are listed in the National Register of Historic Places by the Keeper. They are also listed in the California Register of Historical Resources. Resource P-16-000246, People's Ditch, has been given a National Register status code of 2S2, indicating it has been determined eligible for listing in the National Register of Historic Places by a consensus through the Section 106 process. It is also listed in the California Register of Historical Resources. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project site includes existing structures. No information was given as to the age of the existing structures or the nature of the project. According to our records, no structures listed at the provided address have ever been recorded or evaluated for historical significance. Therefore, if this project will result in alteration or demolition of any existing structures more than 45 years old, then we recommend the structures first be recorded and evaluated for historical significance. If the project will result in any ground disturbance activities on any undeveloped land, we recommend a qualified, professional consultant first conduct a field survey to determine if any cultural resources are present. If ground disturbance will not take place on any vacant land and no structures more than 45 years old will be impacted, then no further cultural resource investigation is recommended at this time. However, if any cultural resources are unearthed during any ground disturbance activities, all work must halt in the area of the find and a qualified, professional consultant should be called out to assess the findings and make the appropriate mitigation recommendations. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:



Celeste M. Thomson, Coordinator

Date: January 18, 2022

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.



Appendix C: Early Consultation Letters

Received by the City of Hanford.

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-7373 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov



October 4, 2021

06-KIN-198-0000001062
GPA #2021-01 RZ#2021-09
GENERAL PLAN AMENDMENT/REZONE
GENERAL PLAN AMENDMENT CITY OF HANFORD

Sent via email

Gabrielle Meyers
Community Development-Planning Division
315-321 North Douty Street
Hanford, CA 93230

Dear Gabrielle Meyers:

Thank you for the opportunity to review the General Plan Amendment and Rezone at four different locations. The Amendment No. 2021-01 A requests to change the current designation of 1.04 acres of Downtown Mixed-Use to Service Commercial. The Amendment No. 2021-01 B requests to change the current designation of 1.45 acres of Neighborhood Mixed Use to Regional Commercial. The Amendment No. 2021-01C is to change the current designation of 28 acres of Medium-Density Residential to Corridor Mixed Use. The Amendment No. 2021-01 D is to change the 2.06 acres of Corridor Mixed Use to Public Utility. All four rezones are considered infill development and are located in the City of Hanford, in Kings County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Caltrans recommends that the future site plans for any of the proposed development be submitted to Caltrans for review when the plans are available. If the City of Hanford requires the Project to conduct a Traffic Impact Study, Caltrans would like the opportunity to review and comment on the Scope of Work.
2. It is recommended that the City and Kings County should consider the importance of developing a traffic impact fee program to fund future improvements to local and State facilities driven by the continuous and accumulated impacts of development in the region. Caltrans, in the past, has partnered with the City as well as the County on various improvement projects on SR 198 and will continue to partner with the City future need project in the area.
3. Given that the future development may attract regional traffic, **Caltrans recommends the project proponents(s) conduct a vehicle-miles traveled (VMT) study once development is proposed.** In the absence of a local agency VMT guideline, the preparer should refer to the Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, dated May 20, 2020. Improvements for existing/future bike and pedestrian facilities on roads in the vicinity of the Project and connectivity between home to work/home to shops should be considered and included in the VMT mitigation plan.
4. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment may include pedestrian walkways linking this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.

If you have any further questions, please contact Nicholas Isla at (559) 981-7373 or email nicholas.isla@dot.ca.gov.

Sincerely,



Edgar Hernandez, Associate Transportation Planner
Transportation Planning – North

Signing on Behalf of:
DAVID PADILLA, Branch Chief
Transportation Planning – North

Hello Gabrielle,

Attached is the signed request for comments for the General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 – 2021-12, and Associated Entitlements.

At this time our department has no comments for the proposed rezoning or amendments to the general plan; however, regarding the SPR 2021-05 (Holiday Inn Express), our department would like to include the following comments:

1. If service of a continental breakfast or other meal prep area is proposed, the facility will need to obtain an annual food vending permit from our department. All food service equipment must be new, commercial grade, and approved for food service by an independent testing agency. A pre-construction plan check of the food service area may also be required. Please contact our office at 559-584-1411 for additional information prior to construction.
2. The applicant must submit to our department 3 sets of complete construction plans for the swimming pool and/or spa to be reviewed for compliance with applicable California and local codes and regulations. No construction of the pool or spa is permitted without prior written approval from our department. To access the plan check application visit our website at <http://www.countyofkings.com/Health/ehs/forms>.
3. Annual fees to operate a public swimming pool and spa, continental breakfast area and operation of the hotel/motel are required by this department. If you have any questions, please contact us at 559-584-14711.

Thank you for this opportunity and please let me know if you have any questions.

Liliana Stransky, MPA, REHS

Environmental Health Officer

Kings County Department of Public Health

330 Campus Drive | Hanford, CA | 93230

Phone: (559)852-2628 | Fax: (559)584-6040

www.countyofkings.com/ehs



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NATIVE AMERICAN HERITAGE COMMISSION

October 25, 2021

Gabrielle de Silva Myers
City of Hanford

Via Email to: gmyers@cityofhanfordca.com

Re: Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, General Plan Amendment No. 2021-01 (Part A through D); Rezone No. 2021-09, -10, -11, and -12 Project, Kings County

Dear Ms. Myers:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties.

Government Code §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code §6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission. The request form can be found at <http://nahc.ca.gov/wp-content/uploads/2015/08/Local-Government-Tribal-Consultation-List-Request-Form-Update.pdf>.
4. Any ethnographic studies conducted for any area including all or part of the APE; and
5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

From: [Samantha McCarty](#)
To: [Gabrielle Myers](#)
Cc: [Shana Powers](#); [Maria Gonzales](#); [William K. Barrios](#); [Paige Berggren](#); [Damion Cuara](#)
Subject: RE: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements
Date: Tuesday, October 19, 2021 2:20:02 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Gabrielle,

I apologize, I realize I made a mistake in my response to you. This email will have the correct response.

Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements. The Tribe has concerns with parts A and B and is requesting to have monitors on site for all future development. If you have any questions, comments, and or concerns please contact myself or the Santa Rosa Rancheria Cultural Department. Thank you.

Sincerely,

Samantha McCarty

Santa Rosa Rancheria Tachi-Yokut Tribe

Cultural Specialist II

SMcCarty@tachi-yokut-nsn.gov

Office: (559) 924-1278 x 4091

Cell: (559) 633-6640

***PLEASE KEEP ALL CULTURAL STAFF IN EMAILS UNLESS STATED OTHERWISE**

From: Samantha McCarty
Sent: Tuesday, October 19, 2021 2:14 PM
To: gmyers@cityofhanfordca.com
Cc: Shana Powers <spowers@tachi-yokut-nsn.gov>; Maria Gonzales <mgonzales@tachi-yokut-nsn.gov>; William K. Barrios <wbarrios@tachi-yokut-nsn.gov>; Paige Berggren <pberggren@tachi-yokut-nsn.gov>; Damion Cuara <dcuara@tachi-yokut-nsn.gov>
Subject: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements

Dear Gabrielle,

Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: General Plan Amendment No. 2021-01 (Part A-D), Rezone No. 2021-09 - 2021-12, and Associated Entitlements. The Tribe has concerns with parts A and B and is requesting to have monitors on site for all ground

disturbance related to the project. If you have any questions, comments, and or concerns please contact myself or the Santa Rosa Rancheria Cultural Department. Thank you.

Sincerely,

Samantha McCarty

Santa Rosa Rancheria Tachi-Yokut Tribe

Cultural Specialist II

SMcCarty@tachi-yokut-nsn.gov

Office: (559) 924-1278 x 4091

Cell: (559) 633-6640

*PLEASE KEEP ALL CULTURAL STAFF IN EMAILS UNLESS STATED OTHERWISE



September 9, 2021

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

Ref: Gas and Electric Transmission and Distribution

Dear Gabrielle Myers,

Thank you for submitting the Site Plan Review No 2021-22 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.