# FINAL ENVIRONMENTAL IMPACT REPORT

## CITY OF HANFORD

# SILICON VALLEY RANCH RESIDENTIAL PROJECT

## (SCH #2024060956)

**FEBRUARY 2025**

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**Prepared for:**

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Project #220056

**Table of Contents**

**List of Figures**



**List of Tables**

## *List of Acronyms and Abbreviations*

| | |
|---|---|
| ADT | Average Daily Trips |
| BMP | best management practices |
| BSA | Biological Survey Area |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CTC | California Transportation Commission |
| DTSC | Department of Toxic Substances Control |
| EBR | eastbound right turn lane |
| EBTR | eastbound through and right turn lane |
| EIR | Environmental Quality Act |
| ESA | Environmental Site Assessment |
| FAR | Floor Area Ratio |
| FMMP | Farmland Monitoring and Mapping Program |
| GHG | Greenhouse gas |
| HCM | Highway Capacity Manual |
| HERO | Human and Ecological Risk Office |
| HHRA | Human Health Risk Assessment |
| HJO | Hanford Municipal Airport |
| HSR | Highspeed Rail |
| IS | Initial Study |
| IS/NOP | Initial Study/Notice of Preparation |
| ITE | Institute of Transportation Engineers |
| KART | Kings Area Rural Transit |
| KCAG | Kings County Association of Governments |
| KCAPTA | Kings County Area Public Transit |
| LAFCo | Local Agency Formation Commission |
| LOS | Level of Service |
| MDB&M | Mount Diablo Base and Meridian |
| NHD | National Hydrography Dataset |
| NOA | Notice of Availability |
| NOC | Notice of Completion |
| NOP | Notice of Preparation |
| NPDES | National Pollutant Discharge Elimination System |
| NWI | National Wetlands Inventory |
| NWS | National Weather Service |
| OCPs | Pesticides and Organochlorine Pesticides |
| OPR | Office of Planning and Research |
| PEA | Preliminary Endangerment Assessment |
| PG&E | Pacific Gas and Electric |

| | |
|---|---|
| PRC | Public Resources Code |
| RHNA | Regional Housing Needs Allocation |
| RTIP | Regional Transportation Improvement Plan |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agency |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SCE | Southern California Edison Company |
| SCG | Southern California Gas Company |
| SCS | Sustainable Communities Strategy |
| sf | square feet |
| SJVAPCD | San Joaquin Valley Air Pollution Control District |
| SOI | Sphere of Influence |
| SOV | single-occupant vehicle |
| SR | State Route |
| STIP | State Transportation Improvement Program |
| SWPPP | Stormwater Pollution and Prevention Plan |
| TA | Technical Advisory |
| TIS | Traffic Impact Analysis |
| USEPA | U.S. Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Service |
| VMT | Vehicle Miles Traveled |
| WSA | Water Supply Assessment |

# CHAPTER 1 - EXECUTIVE SUMMARY

## 1.1 - Introduction

This focused Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximate 13.87-acre portion of the Project site is intended to be sectioned off from the Project via a lot line adjustment. The Project is located in the Sphere of Influence (SOI) of the City of Hanford, California, and an annexation of the land is proposed.

The purpose of this EIR is to inform public agency decision-makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from the Project. In addition to identifying potential environmental effects, this EIR also identifies methods by which these impacts can be mitigated, reduced, minimized, or avoided.

The study area for the analysis of the project and cumulative impacts is the Hanford city limits, the portions of Kings County located adjacent to the City. The applicable cumulative projections include growth projections from the Hanford General Plan and the Kings County General Plan.

These clarifications found in the Final EIR fall within the scope of the original Project analysis included in the draft focused EIR, and do not result in an increase in impacts or any new impacts. No new significant environmental impacts would result from the recommended clarifications herein. Therefore, it is opinion of the lead agency that no substantial revisions have been made that would require recirculation of the draft EIR pursuant to State CEQA Guidelines Section 15073.5 (*Recirculation of a Environmental Impact Report Prior to Certification*).

## 1.2 - Project Summary

### 1.2.1 - PROJECT LOCATION

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

### *1.2.2 - PROJECT DESCRIPTION*

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford SOI. The Project will be annexed into the City under a separate application. An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 2.86-acre retention basin. Lots will range between 5,000 to 7,000 square feet and will be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map #943.
- Prezoning – Because the Project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The Project site would be prezoned to the R-L-5 zone (Low Density Residential, 5,000 square feet).
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo).

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

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

## *1.3 - Lead Agency, Responsible Agency, and Trustee Agencies*

The Lead Agency for the proposed Project is the City of Hanford. The City is the public agency that has the principal responsibility for carrying out or disapproving the Project.

The responsible agencies are State and local public agencies other than the Lead Agency that have the authority to carry out or approve a project or that are required to approve a portion of a project for which the Lead Agency is preparing or has prepared an EIR or Negative Declaration. A complete list of agencies that may have authority as a responsible or trustee agency is listed in Chapter 2, *Introduction*.

## 1.4 - Summary of Project Objectives

The Project has the following objectives as identified by the project proponent:

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

## 1.5 - Scope of the Environmental Impact Report

The scope of this EIR is based on the Project description outlined in Chapter 2, *Project Description* and the Notice of Preparation (NOP) (Appendix A), focusing review of environmental resources that could result in potentially significant impacts on environmental resources. Chapter 4, *Environmental Impact Analysis,* identifies two resources related to the Project that were determined to be subject to potentially significant impacts in the NOP scoping process, and these are addressed in the following sections:

- 4.1 – Land Use Planning- Potential conflicts with an adopted land use plan, policy, or regulation
- 4.2 – Transportation and Traffic- all impacts

Sections 4.1 and 4.2 provide detailed discussions of the environmental setting, regulatory setting, methodology for impact assessment for the resource, impacts associated with the Project, and mitigation measures designed to reduce significant impacts where required and when feasible. Cumulative impacts also are discussed.

This EIR examines the potential direct and cumulative impacts of the proposed Project. These impacts were determined through a rigorous process mandated by CEQA in which existing conditions are compared and contrasted with conditions that would exist once the Project is implemented. The significance of each identified impact was determined using CEQA thresholds informed by local thresholds of significance. The following categories are used for classifying impacts.

- **Significant and Unavoidable:** Significant impacts that cannot be feasibly mitigated or avoided. No measures could be taken to avoid or reduce these adverse effects to achieve insignificant or negligible levels. Even after the application of feasible mitigation measures, the residual impact would be significant. If the Project is approved with significant and unavoidable impacts, decision-makers are required to adopt a Statement of Overriding Considerations pursuant to CEQA Section 15093

explaining why the benefits of the Project outweigh the potential damage caused by these significant unavoidable impacts.

- **Less than Significant with Mitigation:** Such impacts can be reduced to a less-than-significant level with feasible mitigation, which can include incorporating changes to the Project. If the proposed Project is approved with significant but mitigable impacts, decision-makers are required to make findings pursuant to CEQA Section 15091, stating that impacts have been mitigated to the maximum extent feasible and the residual impact would not be significant.

- **Less than Significant:** These adverse but less-than-significant impacts do not require mitigation, nor do they require findings to be made.

- **No Impact:** Such impacts are considered to not exist with the implementation of the proposed Project or have been found to not apply to the proposed Project.

## *1.6 - Notice of Preparation*

The contents of this EIR were established based on the findings in the NOP and attached materials, as well as public and agency input during the scoping period. The City issued a NOP on June 21, 2024, to request comments on the scope of the EIR. The NOP was published online at https://www.cityofhanfordca.com/1236/Current-Projects. The NOP was circulated to relevant agencies, community organizations, and interested individuals in the City. A public scoping workshop was held on July 8, 2024; a 30-day public comments period closed on July 22, 2024 (CEQA Guidelines §15082). A copy of the NOP and comments received during the NOP review period are included in Appendix A.

## *1.7 - Public Review of the Draft EIR*

Upon completion and circulation of this Draft EIR, the City of Hanford prepared and filed a Notice of Completion (NOC with the California Office of Planning and Research/State Clearinghouse to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, the City of Hanford distributed a Notice of Availability (NOA) in accordance with Section 15087 of the CEQA Guidelines. The NOA was mailed to the organizations and individuals who previously requested such a notice to comply with Public Resources Code Section 21092(b)(3). This Draft EIR was distributed to the California Office of Planning and Research/State Clearinghouse, published in the Fresno Bee newspaper to comply with Section 15087 of the State CEQA Guidelines, and was distributed to affected agencies, surrounding cities and municipalities, and all interested parties. During the public review period, this Draft EIR, including the appendices, will be available for review at the following location:

City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

In addition, the Draft EIR, including the appendices, will be available for review at the following City of Hanford website:

https://www.cityofhanfordca.com/1236/Current-Projects

Agencies, organizations, individuals, and all other interested parties not previously contacted or who did not respond to the NOP or attended the scoping meeting currently have the opportunity to comment on this Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Attn: Gabrielle Myers, Senior Planner
City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

Email: gmyers@hanfordca.gov

## *1.8 - Environmental Impacts*

Section 15128 of the CEQA Guidelines requires that an EIR contain a statement briefly indicating the reasons that various, possible, new significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The ~~County~~ City has engaged the public to participate in the scoping of the environmental document.

The contents of this Draft EIR were established based on the NOP prepared in accordance with the CEQA Guidelines, as well as public and agency input that was received during the scoping process. The comments to the NOP are found in Appendix A of this document. Based on the findings of the NOP and the results of scoping, a determination was made that this EIR must contain a comprehensive analysis of Land Use and Planning as well as Transportation and Traffic related issues identified in Appendix G of the CEQA Guidelines.

### *1.8.1 - Impacts Not Further Considered in This EIR*

As discussed in Appendix A, the Project was determined to have impacts with regard to each of the impact thresholds. Therefore, all environmental issues related to Land Use and Planning as well as Transportation and Traffic as they are presented in Appendix G of the CEQA Guidelines are analyzed further in this EIR.

### *1.8.2 - Impacts of the Proposed Project*

#### *No Potential for Impacts to Occur*

The potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have no potential for impacts to occur:

### Aesthetics

- Impact 4.1-1: Have a substantial adverse effect on a scenic vista
- Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

### Agriculture and Forest Resources

- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract
- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))
- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

### Biological Resources

- Impact 4.4-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities' conservation plan, or other approved local, regional, or State habitat conservation plan

### Geology and Soils

- Impact 4.7-8: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

### Hazards and Hazardous Materials

- Impact 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

### Hydrology and Water Quality

- Impact 4.10-6: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

### Land Use and Planning

- Impact 4.11-1: Physically divide an established community

### Mineral Resources

- Impact 4.12-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State

- Impact 4.12-2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan

### Noise

- Impact 4.13-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels

### Population and Housing

- Impact 4.14-2: Displace substantial number of existing people or housing necessitating the construction

### Recreation

- Impact 4.16-2: Include recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment

## *Potential for Less than Significant Impacts*

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have less-than-significant impacts to occur:

### Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality

- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

### Agriculture and Forest Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use

- Impact 4.2-5: Involve other changes in the existing environment which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

### Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan

- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard

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

- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

### Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

- Impact 4.4-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

- Impact 4.4-3: Have a substantial adverse effect on State or federally Protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means

- Impact 4.4-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

### Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5

- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

- Impact 4.5-3: Disturb any human remains, including those interred outside of dedicated cemeteries

### Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation

- Impact 4.6-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency

### Geology and Soils

- Impact 4.7-1(i): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42

- Impact 4.7-1(ii): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking

- Impact 4.7-1(iii): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction

- Impact 4.7-1(iv): Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides

- Impact 4.7-2: Result in substantial soil erosion or loss of topsoil

- Impact 4.7-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse

- Impact 4.7-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property

- Impact 4.7-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

### Greenhouse Gas Emissions

- Impact 4.8-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8-2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

### Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

- Impact 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

- Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

- Impact 4.9-4: Create a hazard to the public or the environment as a result of being located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5

- Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area

- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

### Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality

- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin

- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site

- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of

impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff

- Impact 4.10-3(iv): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows

- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

### Land Use Planning

- Impact 4.11-1: Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect

### Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies

- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

### Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

### Public Services

- Impact 4.15-1(i): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection

- Impact 4.15-1(ii): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or

physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services

- Impact 4.15-1(iii): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

- Impact 4.15-1(iv): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for park services

- Impact 4.15-1(v): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities

### Recreation

- Impact 4.16-1: Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated

### Transportation

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature or incompatible uses

- Impact 4.17-4: Result in inadequate emergency access

### Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site,

feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1.

### Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects

- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed

- Impact 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments

- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

- Impact 4.19-5: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste

### Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan

- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire

- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

### *Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures*

The potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR.

#### Land Use

- Impact 4.17-1: Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

#### Transportation

- Impact 4.2-1 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

- Impact 4.17-2: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

### *Unavoidable Significant Adverse Impacts*

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. The potential environmental effects of the Project and proposed mitigation measures are discussed in detail in Chapter 4 of this EIR. The following environmental impacts were determined to be significant and unavoidable impacts (refer to Table 1-1, *Summary of Significant Impacts of the Project*).

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

| Resources | Project Impacts | Cumulative Impacts |
|---|---|---|
| Land Use<br>Impact 4.1 | As evaluated in detail in Table 4.1-2, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan.<br><br>The Project is consistent with both Kings County and City of Hanford General Plan policy.<br><br>Therefore, impacts are considered ***less than significant*** | Potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment. Other projects being proposed in the area would similarly be analyzed for consistency with the pertinent City General Plan and Kings County General Plan goals and policies.<br><br>Therefore, as proposed the Project would be consistent with the goals |

| Resources | Project Impacts | Cumulative Impacts |
|---|---|---|
| | | and policies of the City's General Plan and would therefore not contribute to a cumulatively considerable impact regarding land use. Cumulative impacts are ***less than significant***. |
| Transportation and Traffic Impact 4.1 | The Project will impact the 12th Avenue and Hanford Armona Road intersection. It is recommended that the existing eastbound right turn lane will change to an eastbound through and right turn lane. Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to ***less than significant.*** | Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, they are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. Cumulative impacts related to LOS would be ***less than significant with mitigation measures incorporated.*** |
| Transportation and Traffic Impact 4.2 | Due to the Project's location, it was determined that Vehicle Miles Travelled (VMT) would exceed the City of Hanford's adopted VMT per capita threshold. No applicable and feasible mitigation measures were identified to reduce VMT below thresholds. Therefore, impacts are considered ***significant and unavoidable.*** | Because the proposed Project is determined to have a significant and unavoidable impact by exceeding VMT thresholds on a project level, the cumulative impacts would also be considered ***significant and unavoidable***. |

### *Significant Cumulative Impacts*

According to Section 15355 of the CEQA Guidelines, the term *cumulative impa*cts "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Individual effects that may contribute

to a cumulative impact may be from a single project or a number of separate projects. Individually, the impacts of a project may be relatively minor, but when considered along with impacts of other closely related or nearby projects, including newly proposed projects, the effects could be cumulatively considerable.

This EIR has considered the potential cumulative effects of the proposed Project. Impacts for the following issue areas have been found to be cumulatively considerable:

- Transportation and Traffic

This significant cumulative impact is discussed in the applicable section of Chapter 4, *Environmental Analysis*, of this EIR.

## 1.9 - Summary of Project Alternatives

Below is a summary of the alternatives to the proposed Project, that have been considered but rejected as well as those alternatives that have been considered and evaluated in Chapter 6, *Alternatives to the Proposed Project.*

### 1.9.1 - Alternatives Considered and Rejected

There are no Project alternatives that were considered and rejected.

### 1.9.2 - Alternatives Considered and Evaluated

- *Alternative A (No Project Alternative)*. Under the No Project Alternative, the Project area would remain unchanged, and there would be no residential units or parks constructed.

- *Alternative B – Reduced Project Alternative*. This alternative would decrease the number of single-family residential houses from 326 to 242.

- *Alternative C – Multi-Family Alternative*. This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Medium Density Residential was utilized to follow General Plan designations north of the Project site.

- *Alternative D– Different Sites Alternative*. This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to be located closer to major transit corridors. This alternative would place the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, State Route 43 to the east, and Grangeville Boulevard to the north.

## 1.10 - Environmentally Superior Alternative

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three additional Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Site.

Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT due to the increase in density. Alternative C increased density from 9.1 dwelling units/acre (du/ac) to 14.5 du/ac for a 13 percent VMT reduction, while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

## 1.11 - Growth Inducement

The City of Hanford General Plan recognizes that certain forms of growth are beneficial, both economically and socially. Section 15126.2(d) of the CEQA Guidelines provides the following guidance on growth-inducing impacts: a project is identified as growth-inducing if it "could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

Growth inducement can be a result of a new development that requires an increase in dwelling units or an increase in employment, removes barriers to development, or provides resources that lead to secondary growth. The Project would add new residential uses. It is anticipated that the construction workforce would commute to the site each day from local communities, and the majority would likely come from the existing labor pool as construction workers travel from site to site as needed. Construction staff not drawn from the local labor pool would stay in any of the local hotels in local communities.

With respect to residential land uses, the Project does not include the addition of any residentially designated uses, nor does it include typical elements that would directly or indirectly affect population or housing (i.e., extension of roads or other infrastructure). The Project would accordingly not directly result in population growth of the City.

Therefore, this Project would not result in a large increase in employment. In addition, the Project is situated in urbanized areas within the City of Hanford, where public services exist. The Project would accordingly accommodate planned growth and not induce unplanned growth.

With respect to removing barriers to development, such as by providing access to previously undeveloped areas, the Project is not anticipated to result in significant growth inducement. The Project does not include the construction of infrastructure that could provide for future residential development; it does not remove barriers to off-site development.

Although the Project accommodates planned economic growth at suitable locations, the net increase in population on the Project site would be less than significant.

Table 1-2
Comparison of Alternatives Impacts

| Environmental Resource | Project | Alternative A | Alternative B | Alternative C | Alternative D |
|---|---|---|---|---|---|
| Land Use and Planning: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect | Less than significant | Similar | Similar | Similar | Similar |
| Land Use and Planning: Cumulative Impacts associated with land use plan, policy, or regulation | Less than significant | Similar | Similar | Similar | Similar |
| Transportation and Traffic: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities | Less than significant with mitigation incorporated | Fewer | Fewer | Similar | Similar |
| Transportation and Traffic: Cumulative Impacts associated with LOS | Less than significant with mitigation incorporated | Fewer | Fewer | Similar | Similar |
| Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) | Significant / Unavoidable | Fewer | Similar | Fewer | Similar |
| Transportation and Traffic: Cumulative Impacts associated with VMT | Significant / Unavoidable | Fewer | Similar | Fewer | Similar |
| Meet Project Objectives? | Yes | No | Yes | Yes | Yes |
| Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant? | No | Yes | No | Yes | No |

## 1.12 - Irreversible Impacts

Section 15126.2(c) of the CEQA Guidelines defines an irreversible impact as an impact that uses nonrenewable resources during the initial and continued phases of a project. Irreversible impacts can also result from damage caused by environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated to ensure that such consumption is justified. Buildout of a project would commit nonrenewable resources during project construction and ongoing utility services during project operations. During project operations, oil, gas, and other nonrenewable resources would be consumed. Therefore, an irreversible commitment of nonrenewable resources would occur as a result of long-term project operations. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the City of Hanford General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The City of Hanford General Plan ensures that any irreversible environmental changes associated with those commitments will be minimized.

## 1.13 - Areas of Controversy

No areas of controversy were identified through written agency, and public comments received during the scoping period. Public comments received during scoping are provided in Appendix A and summarized in Section 2.4 of Chapter 2, *Introduction*. In summary, the following issues were identified during scoping and are addressed in the appropriate sections of Chapter 4, *Environmental Analysis*:

- Land Use and Planning
  - Consistency with the General Plan
- Transportation
  - Level of Service
  - Vehicle Miles Traveled

## 1.14 - Issues to be Resolved

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, which includes the choices among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved regarding the Project include decisions by the Lead agency as to whether or not:

- The Draft EIR adequately describes the environmental impacts of the Project.
- The recommended mitigation measures should be adopted or modified.
- Additional mitigation measures need to be applied.

## 1.15 - Executive Summary Matrix

Table 1-3 below summarizes the impacts, mitigation measures, and the resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. Table 1-3 is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding sections of this Draft EIR.

Table 1-3
Summary of Mitigation

| Impacts | Mitigation Measures | Level of Significance |
|---|---|---|
| **Section 4.1 Land Use and Planning** | | |
| 4.1-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect | No mitigation is required. | Less than significant |
| **Section 4.2 Traffic** | | |
| 4.2-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities | MM 4.17-1: The Project proponent or developer shall be required to pay their fair share costs for the needed improvements. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.<br><br>The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time. | Less than significant |
| 4.2-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) | No mitigation is required. | Significant and Unavoidable |

# CHAPTER 2 - INTRODUCTION

## *2.1 - Overview*

The City of Hanford (City) will be the Lead Agency pursuant to the requirements of the California Environmental Quality Act (CEQA) and will be responsible for preparing an Environmental Impact Report (EIR) pursuant to CEQA (Public Resources Code (PRC) Section 21000 et seq.) and the CEQA Guidelines. In accordance with Section 15082 of the CEQA Guidelines, the City published a Notice of Preparation (NOP). This EIR will be used by the City to evaluate the potential environmental impacts that could result from implementation of the Project and develop changes in the proposed Project and/or adopt mitigation measures that would address those impacts.

This EIR has been prepared pursuant to the following relevant State statutes and guidelines:

- CEQA (Public Resources Code, Section 21000 et seq.).
- CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.).

The overall purposes of the CEQA process are to:

- Identify the significant effects to the environment of a project, identify alternatives, and indicate the manner in which those significant effects can be avoided or mitigated.
- Provide for full disclosure of the project's environmental effects to the public, the agency decision-makers who will approve or deny the project, and responsible and trustee agencies charged with managing resources (e.g., wildlife, air quality) that may be affected by the project.
- Provide a forum for public participation in the decision-making process with respect to environmental effects.

## *2.2 - Purpose of This Environmental Impact Report*

An EIR is a public informational document used in the planning and decision-making process. This project-level EIR will analyze the environmental impacts of the Project. The City of Hanford Planning Commission and City Council will consider the information in the EIR, including the public comments and staff response to those comments, during the public hearing process. As a legislative action, the final decision is made by the Board of Supervisors, who may approve, conditionally approve, or deny the Project. The purpose of an EIR is to identify:

- The significant potential impacts of the Project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated.
- Any unavoidable adverse impact that cannot be mitigated.

- Reasonable and feasible alternatives to the Project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less-than-significant level.

An EIR also discloses growth-inducing impacts; impacts found not to be significant; and significant cumulative impacts of the project when taken into consideration with past, present, and reasonably anticipated future projects.

CEQA requires an EIR that reflects the independent judgment of the Lead Agency regarding the impacts, the level of significance of the impacts both before and after mitigation, and mitigation measures proposed to reduce the impacts. A Draft EIR is circulated to responsible agencies, trustee agencies with resources affected by the project, and interested agencies and individuals. The purposes of public and agency review of a Draft EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project, while still attaining most of the basic objectives of the Project.

Reviewers of a Draft EIR are requested to focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the Project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental effects.

### *2.2.1 - Issues to be Resolved*

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, which includes the choices among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved regarding the Project include decisions by the Lead agency as to whether or not:

- The Draft EIR adequately describes the environmental impacts of the Project.
- The recommended mitigation measures should be adopted or modified.
- Additional mitigation measures need to be applied.

## *2.3 - Terminology*

To assist reviewers in understanding this EIR, the following terms are defined:

- *Project* means the whole of an action that has the potential for resulting in a direct physical change in the environment. or a reasonably foreseeable indirect physical change in the environment.

- *Environment* means the physical conditions that exist in the area, and which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved is

where significant direct or indirect impacts would occur as a result of the Project. The environment includes both natural and manmade (artificial) conditions.

- *Impacts* analyzed under CEQA must be related to a physical change. Impacts are:
    - Direct or primary impacts that would be caused by a proposed project and would occur at the same time and place.
    - Indirect or secondary impacts that would be caused by a proposed project and would be later in time or farther removed in distance but would still be reasonably foreseeable. Indirect or secondary impacts may include growth-inducing impacts and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.
    - The California Supreme Court recently ruled that the environment's impact on a project falls outside the scope of CEQA except to the extent that impacts from a project exacerbate such impacts. This EIR includes the environment's impacts on a project for informational purposes and addresses the exacerbation component of the Court's decision.

- *Significant impact on the environment* means a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. An economic or social change by itself is not considered a significant impact on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

- *Mitigation* consists of measures that avoid or substantially reduce a proposed project's significant environmental impacts by:
    - Avoiding the impact altogether by not taking a certain action or parts of an action.
    - Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
    - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
    - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
    - Compensating for the impact by replacing or providing substitute resources or environments.

- *Cumulative impacts* are two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The following statements also apply when considering cumulative impacts:
    - The individual impacts may be changes resulting from a single project or separate projects.

- The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

This EIR uses a variety of terms to describe the level of significance of adverse impacts. These terms are defined as follows:

- *Less than significant*. An impact that is adverse but that does not exceed the defined thresholds of significance. Less-than-significant impacts do not require mitigation.

- *Significant*. An impact that exceeds the defined thresholds of significance and would or could cause a substantial adverse change in the environment. Mitigation measures are recommended to eliminate the impact or reduce it to a less-than-significant level.

- *Significant and unavoidable*. An impact that exceeds the defined thresholds of significance and cannot be eliminated or reduced to a less-than-significant level through the implementation of mitigation measures.

## *2.4 - Decision-Making Process*

CEQA requires Lead Agencies to solicit and consider input from other interested agencies, citizen groups, and individual members of the public. CEQA also requires a project to be monitored after it has been permitted to ensure that mitigation measures are carried out.

CEQA requires the Lead Agency to provide the public with full disclosure of the expected environmental consequences of a proposed project and with an opportunity to provide comments. In accordance with CEQA, the following is the process for public participation in the decision-making process:

- **Notice of Preparation**. The City of Hanford prepared and circulated a Notice of Preparation (NOP) to responsible, trustee, and local agencies for review and comment on June 21, 2024. The NOP and responses to the NOP are included in Appendix A of this EIR. In conjunction with this public notice, a scoping meeting was held on July 8, 2024, at Hanford City Hall, located in the Training Room, 319 N Douty St, Hanford, CA 93230.

- **Draft EIR Preparation**. A Draft EIR is prepared, incorporating public and agency responses to the NOP and scoping process. The Draft EIR is circulated for review and comment to appropriate agencies and additional individuals and interest groups who have requested to be notified of EIR projects. Per Section 15105 of the CEQA Guidelines, the City of Hanford will provide for a 45-day public review period on the Draft EIR. The City will subsequently respond to each comment on the Draft EIR received in writing through a Response to Comments chapter in the Final EIR. The Response to Comments will be provided to each agency or person who provided

written comments on the EIR a minimum of 10 business days before the scheduled City Council hearing on the Final EIR.

- **Preparation and Certification of Final EIR**. The City of Hanford will consider the Final EIR and the Project, acting in an advisory capacity to the City Council. Upon receipt of the Planning Commission's recommendation, the City Council will also consider the Final EIR, and all public comments and take final action on the Project. At least one public hearing will be held by both the Planning Commission and City Council to consider the Final EIR, take public testimony, and then approve, conditionally approve, or deny the Project.

### *2.4.1 - Notice of Preparation (NOP)*

Pursuant to Section 15082 of the CEQA Guidelines, as amended, the City of Hanford circulated a NOP to the State Clearinghouse, public agencies, special districts, and members of the public for a public review period beginning June 21, 2024, and ending July 22, 2024. The purpose of the NOP is to formally convey that the City, as the Lead Agency, solicited input regarding the scope and proposed content of the EIR. The NOP and all comment letters are provided in Appendix A of this EIR.

### *2.4.2 - Scoping Meeting*

Pursuant to Section 15206 of the CEQA Guidelines, the Lead Agency is required to conduct at least one scoping meeting for all projects of Statewide, regional, or area-wide significance. The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed. The City of Hanford hosted a scoping meeting at 5:00 p.m. on July 8, 2024, at Hanford City Hall, located in Training Room, 319 N Douty St, Hanford, CA 93230.

#### *NOP and Scoping Meeting Results*

One comment letter was submitted during the scoping process. No oral comments were presented during the July 8, 2024, scoping meeting. Specific concerns raised in written and oral comments received during the NOP public review period are discussed below. The NOP and all comments received are included in Appendix A, along with the Summary of Proceedings from the scoping meeting.

#### *NOP Written Comments*

The City received one letter with substantive comments in response to the NOP. The comments are summarized in Table 2-1, *Summary of Written Comments on Notice of Preparation/Initial Study*.

Table 2-1
Summary of Written Comments on Notice of Preparation

| Commenter | Summary of Comment |
|---|---|
| Federal Agencies | No federal agencies submitted comments in response to the IS/NOP. |
| California State Clearinghouse and Planning Unit (letter dated July 5, 2019) | Notifies reviewing agencies of their ability to review and provide comments on the NOP within 30 days of its receipt from the Lead Agency. |
| California Department of Toxic Substances Control (letter dated July 9, 2024) | The Department of Toxic Substances Control (DTSC) provided comments regarding the suitability of the site for residential use due to the past agricultural activities and potential past use of pesticides in addition to other potential contaminants. The comment letter is provided along with the IS/NOP in Appendix A. Responses to DTSC comments are provided below. |
| Local Agencies Members of the Public | No local agencies or members of the public submitted comments in response to the NOP. |

## 1. California Department of Toxic Substances Control

**Comment 1:** That all imported soil and fill materials should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets the screening levels outlined in DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage.

**Response:** The Hanford Municipal Code requires that a grading plan be submitted for review and approval. The contents of the grading plan include specifications covering construction and material requirements, and a soils engineering report, which shall include data regarding the nature, distribution, and strength of existing soils; conclusions and recommendations for grading procedures; criteria for corrective measures when necessary; and opinions and recommendations covering adequacy of sites to be developed by the proposed grading. Should imported fill be necessary for the Project, the grading plan to be approved by the City will address the use of clean soil and fill pursuant to State and local requirements including Municipal Code and California Building Code standards.

**Comment 2:** When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern can be present. The Lead Agency shall

identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are Dichlorodiphenyltrichloroethane, toxaphene, and dieldrin. Additionally, any level of arsenic present would require further analysis and sampling and must meet Human Health Risk Assessment Note Number 3 approved thresholds outlined in the PEA Guidance Manual. If they do not, remedial action must take place to mitigate them below those thresholds.

**Response:** A Phase I and Phase 2 Environmental Site Assessment (ESA) was prepared to determine if actual or potential environmental conditions involving the subjects are present and has been included as Appendix A in this Draft EIR (GeoTeck, Inc., 2024). Phase I ESA included a reconnaissance survey of the site and surrounding properties, interviews with appropriate representatives and regulatory agency personnel, and review of environmental databases, public records, and historical documents. The Phase I and 2 ESA also provided limited soils sampling to determine if any soil contamination was present. With respect to OCPs, five soil samples contained detectable concentrations of OCPs, however, those concentrations are below the EPA Regional Screening Level for residential soils. The concentration of the metal arsenic in all of the soil samples was above screening levels for residential soils, as determined by DTSC. However, the USEPA and the DTSC have acknowledged that naturally occurring arsenic in southern California typically exceeds the maximum screening level, with levels recorded up to 12 mg/kg in many areas (Human Health Risk Assessment (HHRA) Note Number 11 - Southern California Ambient Arsenic Screening Level). The test results for all of the soil samples are below the typically detected levels of arsenic in the southern California area. Therefore, the Phase I and 2 ESA concluded that no recognized environmental condition or concern is present on the site.

**Comment 3:** Additional contaminants of concern may be found in mixing/loading/storage area, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons may be required.

**Response:** The Phase I and 2 ESA site investigation concluded that no recognized environmental condition in connection with the subject site had been identified. The survey of the site and historic document research did not reveal any contamination of concern related to historic use of the site for agriculture.

### *IS/NOP Oral Comments*

The City received no oral comments in response to the NOP at the scoping meeting. The comments are summarized in Table 2-2, *Summary of Oral Comments on Notice of Preparation*.

Table 2-2
Summary of Oral Comments on Notice of Preparation

| Commenter | Summary of Comment |
|---|---|
| Federal Agencies | No federal agencies commented in response to the NOP during the scoping meeting. |
| State Agencies | No local agencies commented in response to the NOP during the scoping meeting. |
| Local Agencies | No local agencies commented in response to the NOP during the scoping meeting. |
| Interested Parties | No interested parties commented in response to the NOP during the scoping meeting. |

## 2.5 - Availability of the Draft EIR

This Draft EIR is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 45-day formal review period in accordance with Section 15087 of the CEQA Guidelines. This Draft EIR and the full administrative record for the Project, including all studies, is available for review during normal business hours Monday through Friday at the City of Hanford Community Development Department, located at:

City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

## 2.6 - Format and Content

This Draft EIR addresses the potential environmental effects of the Project and was prepared following input from the public and the responsible and affected agencies, through the EIR scoping process, as discussed previously. The contents of this Draft EIR were established based on the findings in the NOP and public and agency input. Based on the findings of the NOP, a determination was made that an EIR was required to address potentially significant environmental effects on the following resources:

- Land Use and Planning
- Transportation

### 2.6.1 - Required EIR Content and Organization

The content and organization of this Draft EIR are designed to meet the requirements of CEQA, the CEQA Guidelines, and the Kern County CEQA Implementation Document, as well as to present issues, analysis, mitigation, and other information in a logical and understandable way. This Draft EIR is organized into the following sections:

- Chapter 1, *"Executive Summary,"* provides a Project description and a summary of the environmental impacts and mitigation measures.

- Chapter 2, *"Introduction,"* provides CEQA compliance information, an overview of the decision-making process, organization of the EIR, and a responsible and trustee agency list.

- Chapter 3, *"Project Description,"* provides a description of the location, characteristics, objectives, and the relationship of the Project to other plans and policies.

- Chapter 4, *"Environmental Setting, Impacts, and Mitigation Measures,"* contains a detailed environmental analysis of the existing conditions, project impacts, mitigation measures, and unavoidable adverse impacts.

- Chapter 5, *"Consequences of Project Implementation (Mandatory CEQA Sections),"* presents an analysis of the Project's cumulative and growth-inducing impacts and other CEQA requirements, including significant and unavoidable impacts and irreversible commitment of resources.

- Chapter 6, *"Alternatives,"* describes a reasonable range of alternatives to the Project that could reduce the significant environmental effects that cannot be avoided.

- Chapter 7, *"Responses to Comments,"* is reserved for responses to comments on this Draft EIR.

- Chapter 8, *"Organizations and Persons Consulted,"* lists the organizations and persons contacted during the preparation of this Draft EIR.

- Chapter 9, *"Preparers,"* identifies persons involved in the preparation of the Draft EIR.

- Chapter 10, *"Bibliography,"* identifies reference sources for the Draft EIR.

- *"Appendices"* provide information and technical studies that support the environmental analysis contained within the Draft EIR.

The analysis of each environmental category in Chapter 4 is organized as follows:

- *"Introduction"* provides a brief overview of the purpose of the section being analyzed with regard to the Project.

- *"Environmental Setting"* describes the physical conditions that exist at this time and that may influence or affect the topic being analyzed.

- *"Regulatory Setting"* provides State and federal laws, the City of Hanford General Plan (GP) goals, policies, and implementation measures that apply to the topic being analyzed.

- *"Impacts and Mitigation Measures"* discusses the impacts of the Project in each category, including direct, indirect, and cumulative impacts, presents the

determination of the level of significance, and provides a discussion of feasible mitigation measures to reduce any impacts.

## 2.7 - Responsible and Trustee Agencies

Projects or actions undertaken by the Lead Agency, in this case, the City of Hanford, may require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Other such agencies are referred to as *"responsible agencies"* and *"trustee agencies."* Pursuant to Sections 15381 and 15386 of the CEQA Guidelines, as amended, responsible agencies and trustee agencies are defined as follows:

- A *"responsible agency"* is a public agency that proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term *"responsible agency"* includes all public agencies other than the Lead Agency that have discretionary approval power over the project (Section 15381).

- A *"trustee agency"* is a State agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California (Section 15386).

The various public, private, and political agencies and jurisdictions with a particular interest in the Project include, but are not limited to, the following:

### 2.7.1 - Local Agencies

- Pacific Gas and Electric (PG&E)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- County of Kings
- Southern California Edison Company (SCE)
- Southern California Gas Company (SCG)

### 2.7.2 - State Agencies

- California Air Resources Board (CARB)
- California Department of Transportation (Caltrans)
- California Department of Fish and Wildlife (CDFW)
- California Integrated Waste Management Board
- Department of Water Resources
- Governor's Office of Planning and Research
- Regional Water Quality Control Board (RWQCB), Central Valley Region
- Department of Toxic Substances Control (DTSC)
- California Environmental Protection Agency

### 2.7.3 - FEDERAL AGENCIES

- U.S. Environmental Protection Agency (USEPA)
- U.S. Fish and Wildlife Service (USFWS)

## 2.8 - Incorporation by Reference

In accordance with Section 15150 of the CEQA Guidelines to reduce the size of the report, the following documents are hereby incorporated by reference into this Draft EIR and are available for public review at the City of Hanford Community Development Department.

- City of Hanford 2035 General Plan Update
- City of Hanford 2035 General Plan Update Master EIR
- City of Hanford Subdivision Ordinance
- City of Hanford Zoning Ordinance
- City of Hanford Housing Element
- City of Hanford Vehicle Miles Travelled Threshold and Implementation Guidelines

## 2.9 - Sources

This Draft EIR is dependent upon information from many sources. Some sources are studies or reports that have been prepared specifically for this document. Other sources provide background information related to one or more issue areas that are discussed in this document. The sources and references used in the preparation of this Draft EIR are listed in Chapter 10, *Bibliography,* and are available for review during normal business hours at the:

City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

# CHAPTER 3 - PROJECT DESCRIPTION

## *3.1 - Project Overview*

This Environmental Impact Report (EIR) has been prepared to identify and evaluate potential environmental impacts associated with the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence (SOI) but will be annexed into the City (Figure 3-1 - *Regional Location;* Figure 3-2 – *Project Area*).

## *3.2 - Project Location and Environmental Setting*

### *3.2.1 - REGIONAL SETTING*

The City of Hanford (City) is located 30 miles south of the City of Fresno and 20 miles west of the City of Visalia in the northern portion of Kings County, California. Kings County is one of eight counties that comprise the San Joaquin Valley, which is bound on the west by the Coast Range Mountains, on the east by the Sierra Nevada, on the south by the Tehachapi Mountains, and on the north by the Sacramento River Delta area. Kings County is bordered by Monterey County to the west, Tulare County to the east, Kern County to the south, and Fresno County to the north. Like much of the greater San Joaquin Valley, Kings County has remained predominantly an agricultural area. There are four incorporated cities in Kings County. Hanford is the largest of the four cities in physical size and population. Figure 3-1 provides the regional location of Hanford.

### *3.2.2 - LOCAL SETTING*

The City has a total area of approximately 17 square miles and, as of January 1, 2020, had a population of 57,339 residents, which was about 38 percent of the total population of Kings County. The City's elevation is approximately 249 feet above mean sea level, and the topography of Hanford is relatively flat, indicative of the floor of the San Joaquin Valley where the City resides. Armona, Home Garden, and Grangeville are unincorporated communities located near Hanford. The Naval Air Station Lemoore is located 16 miles west of Hanford. Santa Rosa Rancheria, the reservation of the Santa Rosa Indian Community, is located eight miles southwest of Hanford.

The applicant is proposing a 75.02-acre single-family residential development in the City's southwest Planning Area boundary. Figure 3-3 shows the current city limits. This figure also shows the City's current Primary Sphere of Influence (SOI) and Secondary SOI. A Primary SOI is defined as "the probable physical boundaries and service area of a local agency." The City's Primary SOI represents an assumption of the City's probable future physical boundaries and service. A Secondary SOI serves as an identification of the "areas of interest" between local agencies.

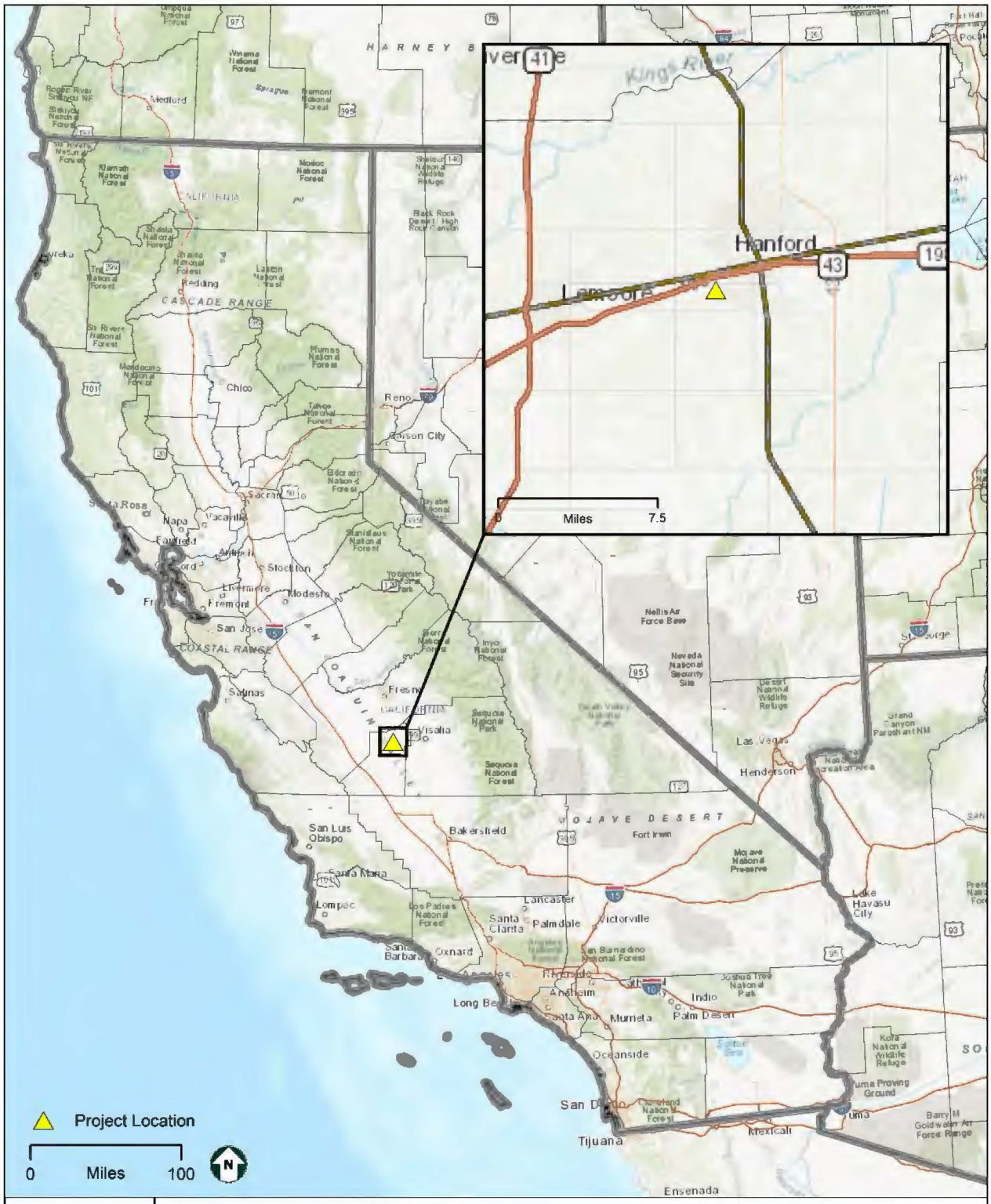


**Figure 3-1**
**Regional Location**


**Figure 3-2**
**Project Site**

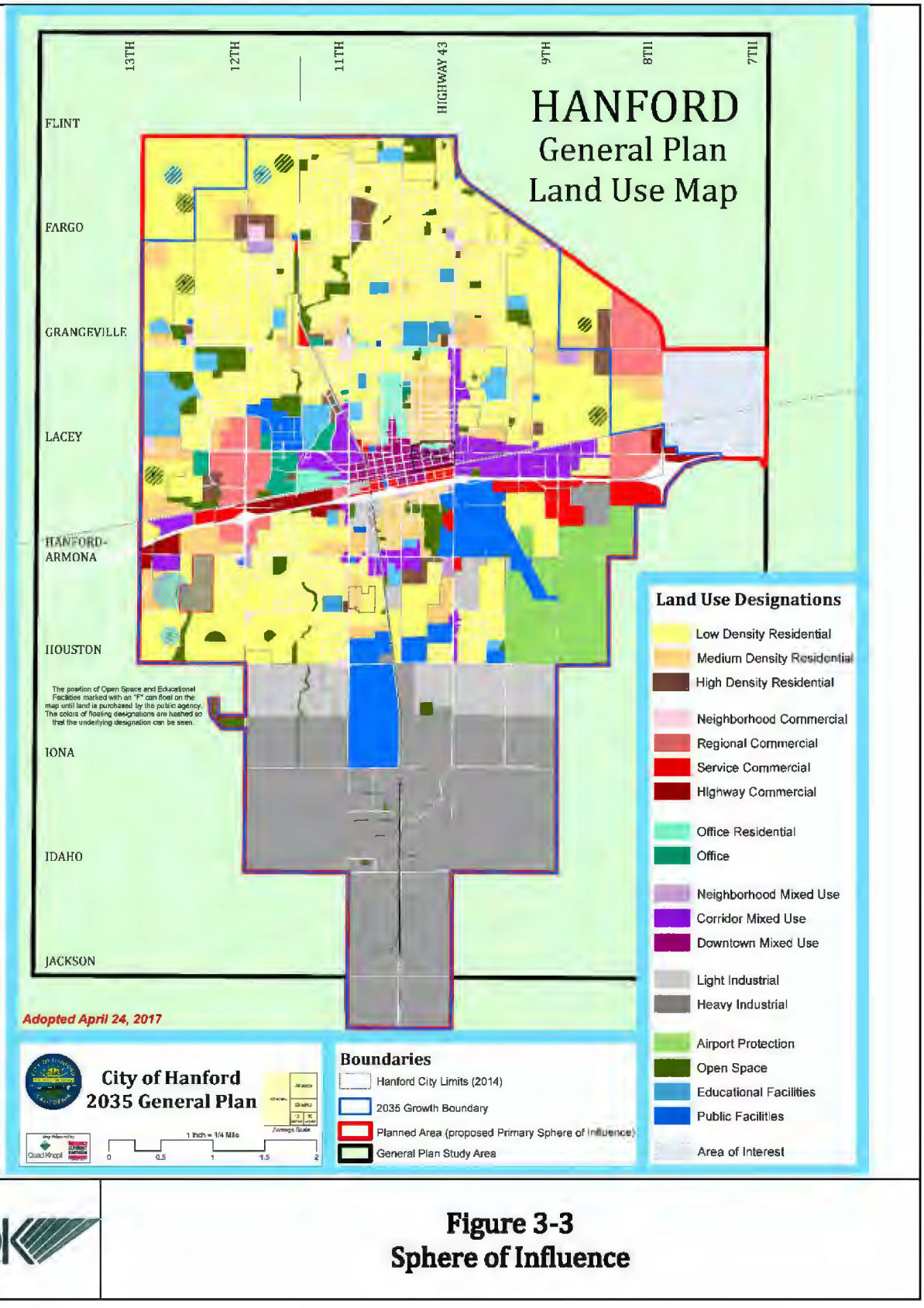


**Figure 3-3**
**Sphere of Influence**

### 3.2.3 - PROJECT LOCATION

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

## 3.3 - Project Objectives

State CEQA Guidelines require that the EIR project description include a statement of the objectives of the proposed Project as outlined by the project proponent. The primary objectives of the Project are to:

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

## 3.4 - Proposed Project

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence (Figure 3-4). The Project will be annexed into the City under a separate application. An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 2.86-acre retention basin. Lots will range between 5,000 to 7,000 square feet and will be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

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

- Approval of Tentative Tract Map 943.
- Prezoning – Because the Project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The Project would be prezoned to the R-L-5 (Low Density Residential, 5,000 square feet).
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo).

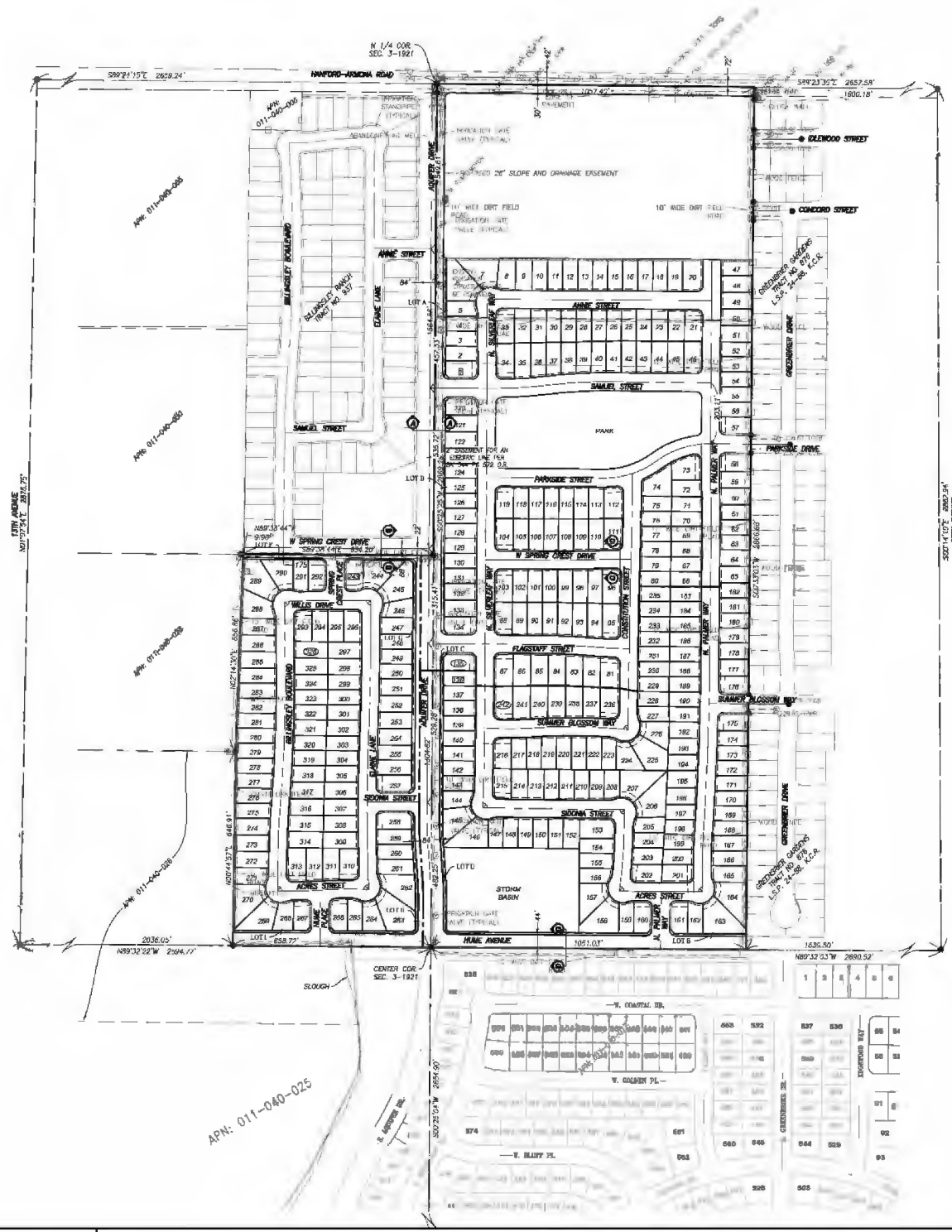


**Figure 3-4**
**Tentative Tract Map 943**

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

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

## *3.5 - Entitlements Required*

The City is the Lead Agency for the proposed Project, consistent with State CEQA Guidelines Section 15065(b). As such, this EIR will be used by the City to evaluate the potential environmental impacts that could result from implementation of the Project and develop changes in the proposed Project, and/or adopt mitigation measures that would address those impacts.

The Hanford City Council will consider the adoption of the Project after certification of the Final EIR. Pursuant to CEQA Guidelines Section 15093, the decision-makers must "*balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable'*."

If the City, as the Lead Agency, approves the proposed Project and significant, unavoidable environmental impacts have been documented, a Statement of Overriding Considerations must be written, which shall state the specific reasons to support the approval based on the Final EIR and/or other information in the record.

Implementation of the proposed Project would require the following regulatory and/or legislative actions by the Hanford City Council, following the recommendation from the Planning Commission:

- Certify the Final EIR.
- Consider and adopt Findings and a Statement of Overriding Considerations, as necessary.
- Approve Tentative Tract Map 943.
- Adopt an Ordinance approving the prezoning of the site as R-L-5 Low-Density Residential.

- Initiate Annexation by filing an application with Kings County LAFCo.

### *3.5.1 - OTHER RESPONSIBLE AGENCIES*

Future activities related to development may require consideration and approval from a variety of agencies, who will be CEQA responsible or trustee agencies in this environmental process. The specific responsible agencies may vary depending upon the nature of the planned activity, location, and the resources impacted by the proposed subdivision. A preliminary list of potentially responsible and trustee agencies is provided below:

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

## *3.6 - Cumulative Projects*

CEQA requires that an EIR evaluate cumulative impacts. Cumulative impacts are the Project's impacts combined with the impacts of other related past, present, and reasonably foreseeable future projects. As set forth in the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the Project alone. As stated in CEQA, Public Resources Code, Section 21083(b)(2), "a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable."

According to the CEQA Guidelines:

Cumulative impacts refer to two or more individual effects, which, when considered together, are considerable and compound or increase other environmental impacts.

- The individual effects may be changes resulting from a single project or a number of separate projects.
- The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, §15355).

In addition, as stated in the CEQA Guidelines, it should be noted that:

The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable (CCR, Title 14, Division 6, Chapter 3, Section 15064[I][5]).

Cumulative impact discussions for each environmental topic area are provided at the end of each technical analysis contained within Chapter 4, under *Impacts and Mitigation Measures*. The cumulative impacts discussions explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, city, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is being analyzed. For example, in assessing aesthetic impacts, the pertinent geographic study area is the vicinity of the areas of new development under the proposed plan from which the new development can be publicly viewed and may contribute to a significant cumulative visual effect. In assessing macro-scale air quality impacts, on the other hand, all development within the air basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions are the best tool for determining the cumulative effect.

Section 15130 of the CEQA Guidelines permits two different methodologies for the completion of the cumulative impact analysis:

- The 'list' approach permits the use of a list of past, present, and probable future projects producing related or cumulative impacts, including projects both within and outside the city.

- The 'projections' approach allows the use of a summary of projections contained in an adopted plan or related planning document, such as a regional transportation plan, or in an EIR prepared for such a plan. The projections may be supplemented with additional information such as regional modeling.

This EIR uses the list approach and below is a list of similar projects within a 1.5-mile radius of the Project site. The project list provided by the Lead Agency includes the following projects.

1. Live Oak North (Tract 902, 99 single-family units, under construction)
2. Billingsly (Tentative Tract 927, 95 single-family units, not under construction)
3. Stonehaven (Tentative Tract 940, 82 single-family units, not under construction)
4. Live Oak West (Entitled under Live Oak Master Plan and Tentative Tract 909, 642 units, not under construction)
5. Live Oak East (Tract 865 and 881, 448 single-family units, under construction)
6. Live Oak East II (Tentative Tract 912, 94 single-family units, not under construction)
7. Fairfield Inn Hotel (80 units, under construction)
8. The Enclave (Tract 915, 66 single-family units, under construction)
9. The Village (100 multi-family units, under construction)
10. 216-unit apartment complex (not under construction)
11. Proposed medical mixed use complex (not entitled)
12. Monte Vista (40 high-density single-family units, under construction)

The following provides a summary of the cumulative impact scope for each impact area:

- Land Use and Planning: The analysis of the proposed Project addresses cumulative impacts related to consistency with the City of Hanford General Plan and other applicable planning documents.

- Transportation and Traffic: The analysis of the proposed Project addresses cumulative impacts to the transportation network in Hanford and the surrounding area.

# CHAPTER 4 - ENVIRONMENTAL IMPACT ANALYSES

## *4.1 - Land Use and Planning*

### *4.1.1 - INTRODUCTION*

This section describes the affected environment and regulatory setting of the proposed Project for impacts that may affect land use and planning. It also describes the environmental and regulatory setting and discusses the need for mitigation measures where applicable. The information is based, in part, on a review of the proposed Project's consistency with the City of Hanford General Plan, City Zoning Ordinance, Kings County General Plan, and Kings County LAFCo regulations.

### *4.1.2 - ENVIRONMENTAL SETTING*

#### *On-Site Land Uses*

The Project site has historically been used as an agricultural field and does not contain any structures.

As discussed in the scoping Initial Study (IS) prepared with the NOP (Appendix A), the site contains both Prime Farmland and Farmland of Statewide Importance as designed by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation, 2022). The Project site is located within the Sphere of Influence (SOI) of the City and is designated for Low Density Residential under their General Plan. The Project site is not subject to a Williamson Act Land Use contract.

The Project site is located in Flood Zone X, an area of minimal flood hazard, and outside of the 100-year flood zone. Furthermore, the Project site is not located within the Special Flood Hazard Area (Zone A, V, A99, AE, AO, AH, VE, or AR). Per the National Hydrography Dataset (NHD) and National Wetlands Inventory (NWI), the Project site does not contain a delineated wetland, water feature, or potentially jurisdictional water body or wetland that may fall under the jurisdiction of federal and/or State regulatory agencies.

The Kings County General Plan states that there are limited excavation operations of soil, sand, and gravel for commercial use within Kings County. In 2009, the County had only one surface mining permit for a non-active gravel operation, and two agricultural reclamation sites that were fully reclaimed (Kings County, 2010). The City of Hanford General Plan further states that there have been no efforts to attempt extraction of mineral resources within or near the General Plan Planning Area. The Project site does not contain a mineral resource extraction area. Per the California Department of Conservation Well Finder online mapping application, the Project site does not contain an active or abandoned well site.

As shown in Table 4.1-1, *Project Site and Surrounding Land Uses and Zoning Classifications*, the Project site has a Kings County General Plan designation of Limited Agriculture, 10 acres, and a City of Hanford General Plan designation of Low Density Residential. The Project

proposes to annex into the City of Hanford's city limits and will be prezoned to the R-L-5 (Low Density Residential, 5,000 square feet) to be consistent with the City General Plan designation.

### *Surrounding Land Uses*

Land uses in the region and immediate area of the Project site consist of agricultural operations and residential development. Immediately north of the Project site is agricultural land improved with row crops and single-family residences, and the Koinonia Church. The area west and south of the Project site consists of rural residential and undeveloped land. Land to the east is mainly developed with single-family residential. The nearest residences are located along the eastern boundary of the Project site.

As summarized in Table 4.1-1, surrounding land uses are designated Low Density Residential, Medium Density Residential, and Open Space under the City of Hanford General Plan Land Use Map. A small portion west of the Project site is located outside of the city limits and is designated as Limited Agriculture under the Kings County General Plan.

**Table 4.1-1**
**Project Site and Surrounding Land Uses and Zoning Classifications**

| | Existing Land Use | Existing General Plan Designation | Existing Zoning |
|---|---|---|---|
| Project Site | Undeveloped Land | Low Density Residential | Prezone: R-L-5 |
| **Surrounding Land Use** | | | |
| North | Agriculture, Rural Residential, Church | Medium Density Residential | R-M (Medium Density Residential) |
| East | Single-Family Residential | Low Density Residential | R-L-5 (Low Density Residential, 5,000 square feet) |
| South | Undeveloped | Open Space and Low Density Residential | R-L-5 and CO (Conservation) |
| West | Rural Residential, Undeveloped | Limited Agriculture, 5 Acres (Kings County)<br>Low Density Residential (City of Hanford) | R-L-5 (City of Hanford)<br>AL10 (Limited Agriculture, 10 acres) (Kings County) |

## *4.1.3 - REGULATORY SETTING*

This section summarizes the Land Use and Planning policies, laws, and regulations that apply to the proposed Project. This information provides context for the impact discussion related to the Project's consistency with applicable regulatory conditions.

## *Federal*

No federal plans, policies, regulations, or laws are applicable for this issue area.

## *State*

There are no State regulations for this issue area.

## *Regional*

### *KINGS COUNTY LOCAL AREA FORMATION COMMISSION (LAFCO)*

Kings County LAFCo is responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify and streamline governmental structure and preparing a SOI for each city and special district within each county. The Commission's efforts are directed to seeing that services are provided efficiently and economically while ensuring that agricultural and open-space lands are protected. A SOI is a planning boundary outside of an agency's legal boundary that designates the agency's probable future boundary and service area. The purpose of the SOI is to ensure the provision of efficient services while discouraging urban sprawl and premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. A secondary SOI has been established by Kings County LAFCo which is beyond the primary SOI and includes additional territory that serves only as an area of planning interest to the city. When a city desires to alter its boundary and add additional contiguous land into its jurisdictional control through an annexation, the city must first obtain LAFCo approval.

The Kings County LAFCo adopted standards to review proposals of all changes or organization or reorganization of cities and special districts and are reflected in the Kings County LAFCo Policies and Procedure Manual. Both favorable and unfavorable factors are listed, and the existence of favorable or unfavorable factors should not decide approval or denial; however a substantial number of favorable, or unfavorable, factors may be the determining factor of approval or denial of the proposal.

*Standards for Annexation to Cities and Special Districts Providing Urban Services*

1. *Favorable Factors:*

    a. *Proposal would eliminate or reduce in size, islands, near islands or other gross distortions of existing city and district boundaries.*
    b. *The proposed area is urban in character and should be provided with municipal or urban type services.*
    c. *The proposed area is close to urban development and municipal type services and would enhance its potential of full development.*
    d. *The proposal is required by a governmental agency for annexation of its publicly owned property.*

e. *The proposed annexation conforms to the adopted general plan.*
f. *The boundaries are definite and certain.*
g. *The proposed area is consistent with the sphere of influence.*
h. *Request for annexation comes with the consent of all land owners as shown on the last assessment roll.*

2. *Unfavorable Factors:*

a. *The proposed annexation would create extensive corridors or peninsulas extending into an unincorporated area, and would cause further distortion of existing city boundaries.*
b. *The proposed annexation would result in a premature intrusion of urbanization into an agricultural area.*
c. *Extension of city services is financially infeasible for the foreseeable future.*
d. *The area is presently rural or agricultural and no urban development appears to be imminent.*
e. *The proposed annexation is motivated by land speculation or other motives not in the public's best interest.*
f. *Boundaries of the proposal do not include appropriate area or are otherwise improperly drawn.*
g. *The proposal is inconsistent with adopted sphere of influence and adopted general plan.*

## *Local*

### *KINGS COUNTY GENERAL PLAN*

The 2035 Kings County General Plan provides a future vision for the county and guides the physical growth and development of the unincorporated portion of Kings County. The Kings County General Plan is also intended to conserve the County's resources through the year 2035 in a manner consistent with the goals of the people of Kings County. The Kings County General Plan includes the following goal, objective and policies regarding annexation.

**LU Goal E1:** Urban Fringe areas continue to allow existing uses, while land remains intended for probable future urban growth and expansion of Cities where urban level municipal services are provided.

**LU Objective E1.1:** Require new development in city fringe areas (except a single-family house or secondary dwelling unit on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the City where the City the closest and most logical municipal service provide.

**LU Policy E1.1.1:** Require urban growth to be contiguous to existing urban development and annex to a city in order to ensure coordinated urban growth according to that City's General Plan policies. Commercial and industrial development may be considered for development

in the County when annexation is not feasible or practical but must develop public improvements to City standards.

### *CITY OF HANFORD GENERAL PLAN*

The Hanford General Plan serves as the community's guide for the continued development, enhancement, and revitalization of the City of Hanford. The General Plan includes the following policies related to land use and annexations that are relevant to this analysis:

#### *Chapter 3 Land Use and Community Design*

***Goal L1:*** A well planned community that grows in an organized fashion.

***Goal L3:*** Limitation of urban sprawl-style development patterns in new growth areas.

***Goal L4:*** Adequate land available to meet housing needs for all citizens through the year 2035.

***Goal L5:*** Stable, high quality neighborhoods with housing integrated with schools, parks, and availability of everyday commercial goods and services.

***Goal L6:*** A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels.

***Goal L7:*** Residential densities that encourage both compact and infill development.

***Goal L30:*** Preservation and enhancement of Hanford's unique character and achievement of an optimal balance of residential, commercial, industrial, public, and open space land uses.

***Goal L32:*** Improvement in Hanford's quality of life through use of practical design principles and standards.

***Goal L38:*** Revitalized Arterial corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality and improve the visual character.

#### *Policy L1 Planned Area Boundary*

Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.

#### *Policy L2 2035 Growth Boundary*

Designate a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses.

***Policy L3 Developable Land Inventory***

Include enough land within the 2035 Growth Boundary to meet the project land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels.

***Policy L4 New Development within Boundary***

Approve new urban development only within the 2035 Growth Boundary.

***Policy L6 Agriculture and the Urban Fringe***

Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City.

***Policy L7 Primary Sphere of Influence***

Support and pursue an amendment of the City of Hanford's Primary Sphere of Influence to be coterminous to the Planned Area Boundary.

***Policy L15 Initiation of Annexations***

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

1. The land is within the Primary Sphere of Influence.
2. The capacity of the water, sewer, fie, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.
3. Land for development within the city limits is insufficient to meet the current land use needs.
4. The territory to be annexed is contiguous to existing developed areas.

***Policy L18 Compatibility with Surrounding Neighborhoods***

Ensure that new development is compatible with existing and surrounding neighborhoods.

***Policy L24 Availability of Infrastructure***

Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.

***Policy L27 Mix of Densities in Neighborhoods***

Encourage mixing of residential densities and lot sizes within neighborhoods.

### *Policy L29 Agriculture*

Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protect from nearby property owners.

### *Policy L33 Size of Lots in the Low Density Residential Land Use Designation*

While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonus policies.

### *Policy L114 Services and Facilities*

Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should life within a ½ mile walking distance of schools, parks and retail services.

### *Policy L120 Encroachment of Incompatible Land Uses*

Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment.

### *Policy L147 Hanford-Armona Road Residential and Mixed Use Development*

Encourage residential and mixed use developed in the Hanford-Armona Road Corridor between 10th and 13th Avenues.

## *Chapter 4 Transportation and Circulation*

### *Policy T1 Coordination of Circulation and Land Use*

Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element.

### *Policy T29 Maximum Level of Service*

Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary.

### *Policy T33 Street improvements and Priorities*

Prioritize street improvements with emphasis on current and forecasted service levels.

### *Policy T36 Traffic Impact Fees*

Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street, intersection, and highway improvements.

### *Policy T40 Pedestrian and Bicycle Placemaking*

Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

### *Policy T48 Traffic Calming*

Consider the use of traffic calming designs such as roundabouts, bulb-outs, and other traffic calming designs, where they will improve the operation or LOS of a street.

### *Policy T49 Subdivision Connectivity*

Design subdivision to maximize connectivity both internally and with other surrounding development.

### *Policy T51 Alternative Design Standards*

Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:

- Narrower street widths on local roadways.
- Smaller turning radii geometrics on street intersections to improve safety for pedestrians.
- Tree lined streets in parkways between the curb and sidewalk.
- Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.

### *Policy T64 Bicycle Network Master Planning*

Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

### *Policy T70 Pedestrian Connections*

Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

***Chapter 5 Open Space, Conservation and Recreation***

***Goal 08: The equitable distribution of parks throughout the community that are well designed, accessible, and integrated with the surrounding neighborhood.***

***Goal 09 Parks provided at a combined ratio of 2.5 acres per 1,000 residents.***

***Policy 01 Boundary between Urban and Agricultural Uses***

Utilize the Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary.

***Policy 02 Agricultural Buffer***

Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities.

***Policy 04 Interim Agricultural Use***

Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.

***Policy 012 Soil Erosion***

Require new development to implement measures to minimize soil erosion related to construction.

***Policy 015 Energy-efficient Design Features***

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

***Policy 016 Vegetation to Conserve Energy***

Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.

***Policy 021 Water Conservation Ordinance***

Actively enforce and periodically update the City Water Conservation Ordinance.

***Policy 022 Water Conservation Efforts***

Actively encourage water conservation by both agricultural and urban water users.

***Policy 024 Drought Tolerant Vegetation***

Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers.

***Policy 025 Recharge Basins***

Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.

***Policy 028 Water Availability in Emergencies***

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

***Policy 029 Water Conservation Measures for New Development***

Encourage new development projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.

***Policy 030 Storm Water Pollution Prevention***

Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a storm water pollution prevention plan, including use of best management practices, to control erosion and sedimentation during construction.

***Policy 031 Provision of Open Space Areas***

Preserve and enhance natural open space areas.

***Policy 035 Impacts from Development***

Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.

***Policy 036 Nonnative Invasive Species***

Manage or eliminate nonnative invasive species from City-owned property and open space.

***Policy 037 Mature Trees***

Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees

***Policy 038 Native Tree Species and Drought Tolerant Vegetation***

Encourage the planting of native tree species and drought-tolerant vegetation.

### *Policy 039 Endangered Wildlife and Habitat*

Establish programs in connection with environmental review processes that protect endangered wildlife and their habitats.

### *Policy 040 Sensitive Wildlife*

Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City.

### *Policy 044 Flexible Land Use Standards*

Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.

### *Policy 046 Archaeological Site Consultation*

Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.

### *Policy 047 Archaeological Site Study*

Require archaeological studies by a certified archaeologist in areas of archaeological potential significance prior to approval of development projects.

### *Policy 048 Cultural Site Consultation*

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

### *Policy 049 Cultural Site Discovery*

Halt construction at a development site if cultural resources are encountered unexpectedly during construction.

### *Policy 050 Parks, Recreation, and Open Space Master Plan*

Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for new growth identified in the land use element.

### *Policy 057 Neighborhood Parks*

Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood.

***Policy 058 Neighborhood Parks Service Area***

Neighborhood parks shall have a general service are of approximately ½ mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.

***Policy 064 Park Visibility***

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

***Policy 065 Development Impact Fee for Parks***

Adopt and periodically update a park development impact fee to fund new neighborhood and community parks needed to serve new growth.

***Chapter 6 Public Facilities and Services***

***Goal P1:*** Adequate water quality and quantity to meet existing and planned needs.

***Goal P2:*** Adequate wastewater collection and treatment to meet both existing and planned needs.

***Goal P3:*** Adequate and effective stormwater collection and disposal to meet both existing and planned needs.

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

***Goal P12:*** Adequate provision of school facilities to serve projected growth.

***Policy P1 Adequate Water Services***

Provide adequate water services to sup[port the level of development identified in the land use element.

***Policy P3 Water Supply and Fire Flow Availability***

Condition approval of new development projects and water service extensions on the availability of adequate water supply and the ability to meet domestic and fire flow needs of the area.

***Policy P7 New Water Infrastructure***

Require developers to fund and install new water distribution facilities to service their new developments.

***Policy P8 Impact Fees for Water Facilities***

Adopt and periodically update a water impact fee to fund community-wide water supply, treatment, and distribution infrastructure needed to serve new growth.

***Policy P9 Sufficient Collection and Treatment***

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element.

***Policy P13 New Wastewater Infrastructure***

Require developers to fund and install new wastewater collection facilities to service their new development.

***Policy P14 Impact Fees for Wastewater Facilities***

Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth.

***Policy P15 Adequate Storm Water Services***

Provide adequate storm water drainage infrastructure to support the level of development identified in the land use element.

***Policy P17 Adequate Storm Water Drainage Improvements Availability***

Condition approval of development projects on the provision of adequate storm water drainage improvements.

***Policy P21 New Storm Water Drainage Infrastructure***

Require developers to fund and install new storm water drainage facilities to service their new developments.

***Policy P22 Impact Fees for Wastewater Facilities***

Adopt and periodically update a wastewater drainage impact fee to fund area-wide storm water drainage needed to serve new growth.

***Policy P24 New Development Run-Off Volumes***

Require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage infrastructure in accordance with an adopted drainage plan.

***Policy P37 Impact Fees for Police Facilities***

Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs for new population growth.

***Policy P46 Building Design for Safety***

Encourage building designs that help to reduce crime and improve resident safety.

***Policy P47 Lighting for Safety***

Facilitate public safety through the placement and design of outdoor lighting, while respecting the privacy of surrounding properties.

***Policy P52 Impact Fees for Fire Facilities***

Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development.

***Policy P59 Fire and Building Codes***

Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property.

***Policy P79 Impact Fees for General Government Facilities***

Require developers to contribute impact fees to fund the cost of providing expanded general government facilities needed to support new population growth and development.

***Chapter 7 Health, Safety, and Noise***

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

***Goal H5:*** Protection from the harmful effects of hazardous materials.

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

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

***Policy H15 Building Codes and Standards for Earthquakes***

Maintain and enforce current building codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.

***Policy H17 Geologic and Soils Studies***

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

***Policy H20 New Development Requirements for Flood Protection***

Require new development to provide onsite drainage or contribute towards their fair share cost of off-site drainage facilities to handle surface runoff.

***Policy H27 Fire Code***

Ensure that all new buildings are constructed to current Fire Code Standards.

***Policy H34 Sensitive Receptors***

Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous materials or may emit toxic air contaminants.

***Policy H39 Aircraft Noise***

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

***Policy H41 Interior Noise Exposure***

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

***Policy H42 Noise Evaluation for New Development***

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

***Policy H50 Sound Walls***

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

***Policy H53 Land Use Zones that Encourage Health Food Sales***

Designate land use zones that allow for convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood.

### *Policy H60 Health and Land Use Decisions*

Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.

### *Policy H61 Public Amenities*

Consider environmental justice issues as they are related to the equitable provisions of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.

### *Policy H65 Comfortable Walking and Biking Environments*

Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

### *Policy H66 Non-Vehicular Access*

Improve, bicycle, pedestrian, and public transportation access to residential areas, education and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.

### *Policy H68 New Growth Areas*

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

### *Policy H69 Separation between Incompatible Land Uses and Residential Neighborhoods*

Maintain a separation between uses that are incompatible with residential neighborhoods.

## *4.1.4 - Impacts and Mitigation Measures*

### *Methodology*

The potential impacts associated with the Project are evaluated on a qualitative basis through a comparison of the existing land use and the proposed land uses, considering the applicable planning goals and policies identified above. Compliance with the aforementioned goals and policies is illustrated in consistency tables provided in the Project Impacts section below. The change in the land use on the project site is significant if the effect described under the thresholds of significance below occurs as a result of the project. The evaluation of the project impacts is based on professional judgment, analysis of the County's land use policies and the significance criteria suggested in in California Environmental Quality Act

(CEQA) Guidelines Appendix G, which the County has determined appropriate for this Draft EIR.

### *Thresholds of Significance*

As identified in CEQA Guidelines Appendix G, to determine whether a project could potentially have a significant adverse effect on land use. A project could have a significant adverse effect on land use if the project would:

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

### *Project Impacts*

**Impact 4.1-2 - Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

The City of Hanford General Plan establishes land use policies and regulations that are applicable to the Project. In addition to the City of Hanford General Plan, applicable policies and regulations of the Kings County General Plan and Kings County LAFCo were identified as they pertain to annexations of land. The following discussion evaluates the Project's consistency with these plans, policies, and regulations in the lands for which the City and responsible agencies has jurisdiction. Implementation of the proposed Project would require approval of an annexation request from Kings County LAFCo, and approval of a prezoning of the land to a compatible City of Hanford zone district, and tentative tract map with the City of Hanford Planning Commission and City Council.

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

Table 4.1-2 presents an evaluation of the Project's consistency with the City of Hanford General Plan and Kings County General Plan. The table lists the goals and policies identified above in the regulatory setting and provides analysis on the Project's general consistency with overarching policies. Additionally, the table provides goals and policies of issue areas that are presented in more detail in other sections of the EIR. As evaluated in detail in Table 4.1-2 below, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan.

The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4.1-1, below. The proposed Project is considered implementation of the General Plan.

As described in Section 4.1-3, Regulatory Setting, Regional, the Project requires approval of an annexation request from Kings County LAFCo. The Kings County LAFCo Policy and Procedures Manual establishes standards for review of annexations that provide favorable and unfavorable factors to be considered with an application for annexation. Consistent with both Kings County and City of Hanford General Plan policy, application for annexation of land within the SOI of the City would occur with Kings County LAFCo and a decision would be made by the Kings County LAFCo Commissioners.

#### *MITIGATION MEASURES*

None

#### *LEVEL OF SIGNIFICANCE*

Impacts would be *less than significant*.

### *Cumulative Setting Impacts and Mitigation Measures*

#### *CUMULATIVE SETTING*

The study area for the analysis of cumulative impacts is the City of Hanford and the unincorporated portions of Kings County located adjacent to the city limits. The applicable cumulative projections include growth projections from the City of Hanford General Plan and the Kings County General Plan.

The City of Hanford General Plan was last adopted in the year 2017. Anticipated development within the General Plan includes 15,695 residential units needed between 2013 and 2035. The County of Kings General Plan was last adopted in the year 2010. The County General Plan was prepared to accommodate population growth through the year 2035. The General Plan estimates an additional 1,464 residential units to be constructed in the "Non-District County" area.

The Kings County 2016-2024 Housing Element, which includes Hanford, quantifies the number housing needs based on demographic trends noting an approximate 4,832 housing units under the new construction category. The total number of housing units is further defined with income categories stating 549 new construction units for extremely low income, 548 new units for very low income, 821 new units for low income, 865 units for moderate income, and 2,049 units for above-moderate income.

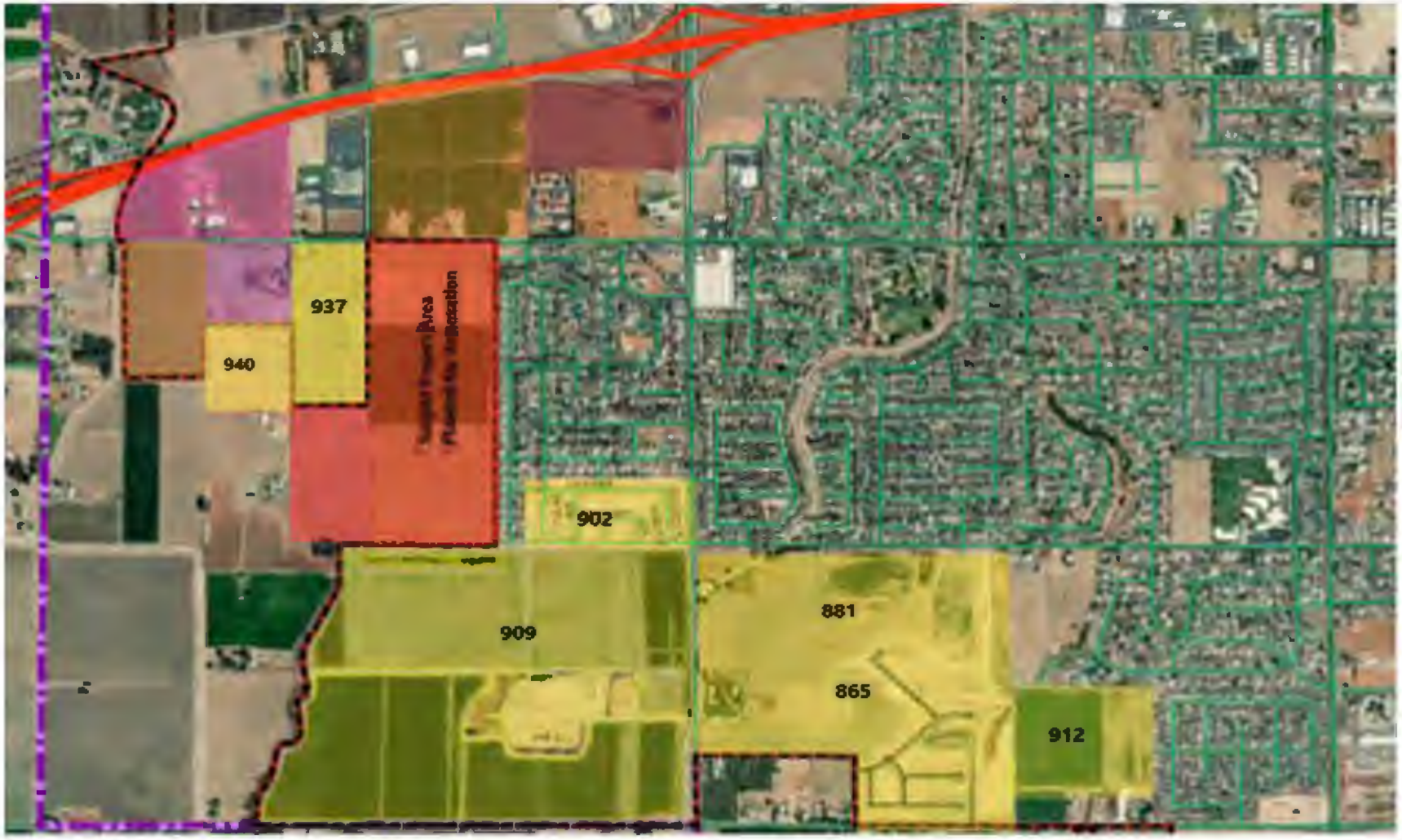


Figure 4-1
Southwest Planning Area- Entitled Properties

### *CUMULATIVE IMPACTS*

As noted in Section 3.6- Cumulative Projects, there are 12 residential housing projects within a 1.5-mile radius of the Project site. Of these, six are under construction and the remaining six are being reviewed for entitlements or have completed the process.

~~As discussed in the Cumulative Project List section of the draft EIR, 12 similar projects are proposed within a one and a half-mile radius of the proposed Project, the geographic scope being the City of Hanford General Plan planning area.~~ The Project and future development is required to be consistent with the City of Hanford General Plan and other applicable planning documents. Cumulative projects requiring additional consideration including rezones, General Plan Amendments, and annexation would require approval by the County. Consistency with the City's applicable General Plan policies and Zoning Ordinance (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Additionally, all cumulative projects are subject to environmental review and compliance with all federal, State, and local policies and plans. As such, cumulative impacts related to land use would be less than significant.

All related projects would be required to undergo environmental review, in accordance with the requirements of CEQA. Like the proposed Project, each related project would also be required to demonstrate consistency with all applicable planning documents governing the project site, including the General Plan, applicable specific plans and the City Zoning Ordinance. The proposed Project's incremental contribution to the less than significant cumulative impacts would not be cumulatively considerable. The anticipated impacts of the proposed Project in conjunction with cumulative development in the area of the Project site would increase the urbanization and result in the loss of agricultural space within the San Joaquin Valley region. However, potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment.

Further, as described in the NOP/IS, the General Plan identifies the Project parcel as within the Planned Area Boundary, and is prezoned and designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area.

In addition, the irrigation pipeline along Hanford Armona Road that conveyed surface water from the irrigation water district was previously severed by the surrounding residential development. There is not sufficient groundwater available via the existing well due to changes in the Sustainable Groundwater Management Act (SGMA) to support cultivation on the Project site. Therefore, the land cannot be used for agricultural uses in the future.

As noted in the General Plan, build out of the Planned Area as a result of the General Plan Update would, over the 2014 to 2035 planning period, convert approximately 2,706 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-

agricultural use. Future development would have to adhere to the Hanford Municipal Code Chapter 16.40.110 (Right to Farm) and proposed goals and policies of the General Plan Update related to agriculture. However, the loss of this farmland as a result of the General Plan Update would be significant and unavoidable, and there is no reasonable and feasible mitigation to reduce the project level or cumulative impact.

As shown in Table 4.1-2 below, the proposed project would be consistent with the goals and policies of the Hanford General Plan~~and would not lead to the premature conversion of agricultural land.~~

### *MITIGATION MEASURES*

No mitigation measures are required.

### *CUMULATIVE LEVEL OF SIGNIFICANCE*

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

Table 4.1-2
Project Consistency with the Kings County General Plan and City of Hanford General Plan

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| | Kings County General Plan | |
| **LU Goal E1:** Urban Fringe areas continue to allow existing uses, while land remains intended for probable future urban growth and expansion of Cities where urban-level municipal services are provided. | Consistent | The Project site is located within the SOI of the City of Hanford and is designated for low density residential under the City General Plan. The City of Hanford Water System Master Plan and Sewer System Master Plan indicate that municipal services are available or anticipated for development and would be able to service the Project. |
| **LU Objective E1.1:** Require new development in city fringe areas (except a single-family house or secondary dwelling unit on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the City where the City the closest and most logical municipal service provide. | Consistent | The Project site is located adjacent to the current city limits and proposes annexation into the City. Per the City's Water System and Sewer System Master Plans, municipal services are either available or proposed for development and would be able to service the Project. |
| **LU Policy E1.1.1:** Require urban growth to be contiguous to existing urban development and annex to a city in order to ensure coordinated urban growth according to that City's General Plan policies. Commercial and industrial development may be considered for development in the County when annexation is not feasible | Consistent | The Project site is located adjacent to current city limits and is within the SOI of Hanford. The site is proposed to be prezoned for low density residential and is consistent with its General Plan designation. The Project proposes to annex into the City of Hanford and follows the urban growth principles of the City's General Plan. |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| or practical but must develop public improvements to City standards. | | |
| **City of Hanford General Plan** | | |
| **Chapter 3: Land Use and Community Design** | | |
| **Goal L1:** A well-planned community that grows in an organized fashion. | Consistent | The Project follows the General Plan designation of the site for low density residential and proposes a prezoning of R-L-5 (Low Density Residential, 5,000 square feet). Development of the subdivided lots would be subject to review, approval, and inspection by the City. This includes compliance with Zoning Ordinance development standards. |
| **Goal L3:** Limitation of urban sprawl-style development patterns in new growth areas. | Consistent | The Project follows the General Plan buildout forecast by providing single-family residential lots for an area designated for low density residential uses. The Project is located within the SOI of the City and is adjacent to existing single-family residences. The Project continues orderly City expansion as planned in the General Plan. |
| **Goal L4:** Adequate land available to meet housing needs for all citizens through the year 2035. | Consistent | The Project site encompasses approximately 88.9 acres. A 13.87-acre portion is anticipated to be removed via a lot-line adjustment, |
| **Goal L5:** Stable, high-quality neighborhoods with housing integrated with schools, parks, and availability of | Consistent | Pursuant to the City of Hanford General Plan and Zoning Map, there is a variety of commercial areas, recreational spaces, and school sites within a one-mile radius of the Project site. A mix of commercially zoned and |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| everyday commercial goods and services. | | existing commercial areas are located east, west, and north of the site. The proposed residential subdivision would meet the adopted standards of the City Municipal Code and Zoning Ordinance. |
| **Goal L6:** A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels. | Consistent | The Project site is proposed to be prezoned R-L-5 and consistent with the General Plan designation of Low Density Residential. The Project proposes a 326-lot residential subdivision with lots ranging between 5,000 to 7,000 square feet meeting the minimum lot size requirements of the City Zoning Ordinance. The lot size range allows for a variety of single-family residences to be developed. |
| **Goal L7:** Residential densities that encourage both compact and infill development. | Consistent | ~~The Project site will be prezoned R-L-5, consistent with the General Plan designation of Low Density Residential.~~ The lots proposed range between 5,000 to 7,000 square feet and meet the minimum lot size and density and are some of the most compact parcels allowed in this zone district. The surrounding area is intended to be developed with residential development in the future. The various home and lot sizes offer prospective homebuyers flexibility and options to purchase an affordable home within their budget. |
| **Goal L30:** Preservation and enhancement of Hanford's unique | Consistent | The Project is consistent with the General Plan buildout as the site is designated for Low |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| character and achievement of an optimal balance of residential, commercial, industrial, public, and open space land uses. | | Density Residential and is proposed to be prezoned R-L-5. The Project will comply with the City's development standards to ensure the visual characteristics of the homes being constructed are well designed, appealing and fit with the overall character of the City. |
| **Goal L32:** Improvement in Hanford's quality of life through use of practical design principles and standards. | Consistent | Prior to Project construction, the proposed single-family residences, utility/infrastructure installation, and right-of-way development would be subject to review under the adopted development standards of the City including Municipal Code, Zoning Ordinance, and City utility design standards. Review and approval of ministerial building and grading permits ensure consistency for building and design standards throughout the City. |
| **Goal L38:** Revitalized Arterial corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality and improve the visual character. | Consistent | The Project site is located directly south of Hanford Armona Road, a designated Arterial road. The Project is consistent with General Plan buildout assumptions for Low Density Residential and adds 326 residential lots, a ponding basin, and a neighborhood park. |
| **Policy L1 Planned Area Boundary:** Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development. | Consistent | The Project site is located within the Planned Area Boundary and SOI of the City of Hanford. The site is designated for Low Density Residential under the General Plan. |
| **Policy L2 2035 Growth Boundary:** Designate a 2035 Growth Boundary to | Consistent | See Project Consistency Finding **Policy L1.** |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses. | | |
| **Policy L3 Developable Land Inventory:** Include enough land within the 2035 Growth Boundary to meet the project land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels. | Consistent | The Project proposes residential development consistent with the General Plan designation for Low Density Residential and will accommodate anticipated population growth by providing 326 residential lots. |
| **Policy L4 New Development within Boundary:** Approve new urban development only within the 2035 Growth Boundary. | Consistent | See Project Consistency Finding **Policy L1.** |
| **Policy L6 Agriculture and the Urban Fringe:** Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City. | Consistent | Currently, the Project site is zoned AL20 under Kings County jurisdiction. The proposed Project will annex the site into the City of Hanford and follow City General Plan buildout for Low Density Residential. Parcels located adjacent to city limits under Kings County jurisdiction will continue to be zoned appropriately for limited agriculture until the annexation of land within the SOI to the City |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| | | occurs. The development and future residents are subject to City municipal code requirements including the "Right-to-Farm" standards due to its proximity to existing agriculture uses. |
| **Policy L7 Primary Sphere of Influence:** Support and pursue an amendment of the City of Hanford's Primary Sphere of Influence to be coterminous to the Planned Area Boundary. | Consistent | See Project Consistency Finding **Policy L1.** |
| **Policy L15 Initiation of Annexations:** Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:<br>1. The land is within the Primary Sphere of Influence.<br>2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed or will be adequate at the time that development occurs.<br>3. Land for development within the city limits is insufficient to meet the current land use needs. | Consistent | The Project proposes annexation of the subject parcels into the City of Hanford. The Project meets the criteria:<br>1. The Project site is located within the Primary SOI.<br>2. Per the City of Hanford Water System Master Plan and Sewer System Master Plan, city services are available or anticipated for development to service urban development along Hanford Armona Road.<br>3. The City of Hanford has designated this area for Low Density Residential and it is located within the Primary SOI. <u>As such, the City has determined that this area is suitable for residential development</u>. The surrounding area has |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| 4. The territory to be annexed is contiguous to existing developed areas. | | been made available for development and has municipal services in close proximity to make such development feasible. ~~Alternative infill sites within the city limits may not be available for development due to a number of variables including availability, municipal services connections, or other~~ Although there is land available for housing in the city,- that land is not available for purchase or there are physical constraints or there are no city services available to connect.<br><br>The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4-4. The proposal is considered an implementation of the General Plan.<br><br>4. The Project site located adjacent to city limits in all directions. The annexation |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| | | of the Project site will not create a County island. |
| **Policy L18 Compatibility with Surrounding Neighborhoods:** Ensure that new development is compatible with existing and surrounding neighborhoods. | Consistent | Per the City of Hanford General Plan, there is similarly designated and compatible with the existing and surrounding neighborhood. Land to the north is designated for Medium Density Residential, and land south, east, and west are designated for Low Density Residential. There is an existing single-family subdivision located directly east of the Project. Therefore, the proposed development would be compatible with the existing Low Density Residential to the east, and compatible with future Medium Density and Low Density Residential anticipated for sites north, south, and west of the Project site. |
| **Policy L24 Availability of Infrastructure:** Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed. | Consistent | Per the City of Hanford Water System Master Plan and Sewer System Master Plan, water and sewer infrastructure exists or is anticipated to be developed to service residential development north and south of Hanford-Armona Road. The prepared initial study attached with the NOP determined that the City of Hanford has enough utility capacity to service the residential lots associated with the Project. |
| **Policy L27 Mix of Densities in Neighborhoods:** Encourage mixing of | Consistent | The Project proposes a prezone of R-L-5 which is consistent with the General Plan designation of Low Density Residential. The subdivision |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| residential densities and lot sizes within neighborhoods. | | proposes lots between 5,000 and 7,000 square feet, which is consistent with the City Zoning Ordinance and provides a mix of lot sizes for this new residential subdivision. The options to buy homes with various lot and house size choices ensures opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford. |
| **Policy L29 Agriculture:** Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protection from nearby property owners. | Consistent | The City of Hanford has adopted "Right-to-Farm" provisions that accept the inherent potential inconveniences and discomforts associated with agricultural activities and operations. The Project is located adjacent to existing agriculture uses and is subject to the "Right-to-Farm" provisions as adopted in the city Municipal Code, although deed restrictions are not imposed by the City. |
| **Policy L33 Size of Lots in the Low Density Residential Land Use Designation:** While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around | Consistent | The Project proposes lots sizes between 5,000 square feet and 7,000 square feet. The Project is consistent with the minimum lot size requirements of the Low Density Residential land use designation and the proposed prezone of R-L-5. |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| shared open space amenities or through density bonus policies. | | |
| **Policy L114 Services and Facilities:** Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should live within a ½ mile walking distance of schools, parks and retail services. | Consistent | The Project site is located in proximity to a variety of services, including commercial services approximately 0.3 miles east of the Project site and a larger community commercial area approximately 0.5 miles north. The Project proposes the development of a neighborhood park to be utilized by residents of the development and provide recreational opportunities to existing and future residents. Additionally, Centennial Park is located approximately 0.6 miles east of the Project site. The nearest existing school site is approximately one mile east of the Project site. Therefore, there is a variety of accessible services and facilities within reach of the proposed Project site. |
| **Policy L120 Encroachment of Incompatible Land Uses:** Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment. | Consistent | Per the City of Hanford General Plan, a mixture of residential and commercial uses are proposed in proximity to the Project site. There are no incompatible land uses adjacent to or in proximity of the site that would negatively impact the residential living environment. |
| **Policy L147 Hanford-Armona Road Residential and Mixed Use Development:** Encourage residential and mixed use developed in the | Consistent | The Project is consistent with the General Plan land designation of Low Density Residential. |

| Goals and Policies | Consistency Determination | Project Consistency |
|---|---|---|
| Hanford-Armona Road Corridor between 10th and 13th Avenues. | | The Project proposes 326 residential zoned lots. |
| | Chapter 4: Transportation and Circulation | |
| **Policy T1 Coordination of Circulation and Land Use:** Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element. | Consistent | The Project proposes to access the subdivision from Hanford Armona Road and adjacent local roads. Access from Hanford Armona Road and internal roadways are subject to the design standards adopted by the City of Hanford. |
| **Policy T29 Maximum Level of Service:** Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary. | Consistent | The prepared Traffic Impact Analysis (TIA) found Level of Service for the 13th Avenue and Hanford Armona Road intersection would operate at LOS E by the year 2043. To mitigate Project impacts on the intersection, signalization of the intersection was found to raise the LOS from LOS F to LOS A. Therefore, with implementation of the mitigation measure MM 4.2-1, the Project would be consistent with Policy T29. |
| **Policy T33 Street improvements and Priorities:** Prioritize street improvements with emphasis on current and forecasted service levels. | Consistent | The Project is expected to pay Traffic Impact Fees and pay its fair share towards improvements to the intersection that is anticipated to perform below LOS standards as identified in the Traffic Impact Analysis. |
| **Policy T36 Traffic Impact Fees:** Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street, | Consistent | The Project proponent will pay Traffic Impact Fees as required by the City. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| intersection, and highway improvements. | | |
| **Policy T40 Pedestrian and Bicycle Placemaking:** Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community. | Consistent | The Project proposes to connect to the existing residential neighborhood to the east, Hume Avenue to the south, and Hanford Armona Road to the north. Right-of-way improvements including pedestrian and bicycle-related enhancements would be developed pursuant to standards adopted in the City development code. |
| **Policy T49 Subdivision Connectivity:** Design subdivision to maximize connectivity both internally and with other surrounding development.<br>• | Consistent | The Project has right-of-way connections to the existing subdivision to the east and proposes access to proposed subdivisions to the south and west. |
| **Policy T64 Bicycle Network Master Planning:** Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage, and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas. | Consistent | The 2035 Pedestrian and Bicycle Plan slates Hanford Armona Road and Hume Avenue for Class II Bike Lanes. The Project would not conflict with the adopted Pedestrian and Bicycle Plan. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| **Policy T70 Pedestrian Connections:** Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers, and other destinations throughout the city. | Consistent | The proposed subdivision connects to existing and proposed neighborhoods to the east, west, and south. The Project would be developed to City of Hanford development code standards and provide access to Hanford Armona Road to the north, and Hume Avenue to the south where connection to commercial development exists east and north of the Project site. |
| **Chapter 5: Open Space, Conservation and Recreation** | | |
| **Goal O8:** The equitable distribution of parks throughout the community that are well-designed, accessible, and integrated with the surrounding neighborhood. | Consistent | In addition to the proposed park located within the Project site, residents are within approximately half a mile of Centennial Park. The proposed park is located towards the northern portion of the Project site with internal roadways providing access to the neighborhood park to all residents of the subdivision. Proposed access points from surrounding proposed and existing neighborhoods will also have access to the proposed park. |
| **Goal O9:** Parks provided at a combined ratio of 3.5 acres per 1,000 residents. | Consistent | The Project proposes a 326-lot single-family residential subdivision on an 88.9-acre Project site. Assuming an average person per unit of 3.11 (U.S. Census), the Project would have approximately 1,014 residents. Per the performance standard of 3.5 acres per 1,000 residents, the Project would need approximately 3.55 acres of park space. Therefore, with the anticipated population, the |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | | proposed 3.58-acre park would be sufficient to meet Goal O9. |
| **Policy O1 Boundary between Urban and Agricultural Uses:** Utilize the Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary. | Consistent | The Project site is located within the SOI/Planned Area Boundary. The Project proposes a single-family residential subdivision and does not conflict with the General Plan designation for low density residential. |
| **Policy O2 Agricultural Buffer:** Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities. | Consistent | Per the Kings County General Plan, land within the SOI of a city is designated for limited agriculture to serve as the buffer between agriculture and the urban boundary of the City. The area outside of the SOI would continue to hold its limited agriculture or general agriculture designation. |
| **Policy O4 Interim Agricultural Use:** Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion. | Consistent | The Project is following the correct procedures to change its County designation of limited agriculture to the City's low density residential designation by providing a consistent prezone and annexation request. The site is located within the primary SOI and is adjacent to the current city limits. |
| **Policy O12 Soil Erosion:** Require new development to implement measures to minimize soil erosion related to construction. | Consistent | The California Regional Water Quality Control Board requires that construction projects disturbing more than one acre of land will need to prepare and seek approval of a NPDES permit and SWPPP. The NPDES permit and |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | | SWPPP address best management practices (BMP) to minimize soil erosion and prevent pollution on surface and groundwater. The Project is also required to be constructed in compliance with City adopted development standards which include the California Building Code. |
| **Policy O15 Energy-efficient Design Features:** Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation to meet or exceed California Code of Regulations Title 24. | Consistent | As noted, the Project is required to be constructed in compliance with the California Building Code and City development standards. These standards include compliance with the California Code of Regulations, Title 24, Part 11. |
| **Policy 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. | Consistent | The Project will comply with the adopted City development code standards and the California Building Code. The California Building Code also provides recommendations for energy-saving standards in the Green Code, Title 24, Part 11. |
| **Policy O21 Water Conservation Ordinance:** Actively enforce and periodically update the City Water Conservation Ordinance. | Consistent | The Project proposes a connection to City services for water. Future residents would be subject to and comply with the provisions of the City Water Conservation Ordinance. |
| **Policy O22 Water Conservation Efforts:** Actively encourage water conservation | Consistent | See Consistency Finding Policy O21 |

| Goals and Policies | Consistency Determination | Project Consistency |
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| by both agricultural and urban water users. | | |
| **Policy O24 Drought Tolerant Vegetation:** Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers. | Consistent | Development of the Project including landscaping is subject to the City Municipal Code. Landscaping is to be reviewed and approved by the City which can include the use of drought-tolerant vegetation. |
| **Policy O25 Recharge Basins:** Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford. | Consistent | The Project proposes the development of a 2.86-acre basin for stormwater management in addition to groundwater recharge. The basin would be developed in accordance with Municipal Code requirements. |
| **Policy O28 Water Availability in Emergencies:** Ensure that public and private water facilities have adequate capacity to supply emergency needs. | Consistent | The Water Supply Assessment prepared for the IS/NOP (Appendix A) determined that the City of Hanford has sufficient water supplies to service the daily and potential emergency needs of the Project. |
| **Policy O29 Water Conservation Measures for New Development:** Encourage new development projects to include water conservation measures, including the use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and | Consistent | Project construction is subject to compliance with the adopted development code and California Building Code including the CalGreen Code (Title 24, Part 11). The standards include the use of water-efficient appliances, and plumbing fixtures <u>such as low flow toilets and showers, and drip irrigation and drought tolerant plants for outdoor landscaping.</u> The Project proposes connection to City services and will comply with water |

| Goals and Policies | Consistency Determination | Project Consistency |
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| appliances, and water-efficient landscapes. | | conservation measures implemented by the City. |
| **Policy O30 Storm Water Pollution Prevention:** Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a stormwater pollution prevention plan, including the use of best management practices, to control erosion and sedimentation during construction. | Consistent | Per NPDES Permit and SWPPP requirements, the Project will disturb more than one acre of land. Therefore, preparation and approval of the NPDES and SWPPP from the Regional Water Quality Control Board will be necessary as a regulatory requirement. |
| **Policy O35 Impacts from Development:** Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects. | Consistent | A reconnaissance survey of the Project site and a 50-foot buffer (Biological Survey Area, or BSA) was conducted for the IS/NOP (Appendix A) to determine the presence of a sensitive species of habitat. The IS/NOP determined that the site does not contain a special status species or sensitive habitat. A preconstruction survey would be conducted to ensure no species are present at the time of construction and avoidance measures would be implemented as necessary. |
| **Policy O36 Nonnative Invasive Species:** Manage or eliminate nonnative invasive species from City-owned property and open space. | Consistent | The proposed park design is subject to review and approval by the City. The use of non-native invasive species or require intensive water usage would not be approved. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| **Policy O37 Mature Trees:** Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees | Consistent | Under Municipal Code standards, landscaping including the planting of street trees would be complied with. The survey of the Project site indicated that mature trees are not present on the site. |
| **Policy O38 Native Tree Species and Drought-Tolerant Vegetation:** Encourage the planting of native tree species and drought-tolerant vegetation. | Consistent | Development of the Project including landscaping is subject to the City Municipal Code. Landscaping is to be reviewed and approved by the City which can include the use of native tree species and drought-tolerant vegetation. |
| **Policy O39 Endangered Wildlife and Habitat:** Establish programs in connection with environmental review processes that protect endangered wildlife and their habitats. | Consistent | The reconnaissance survey as part of the IS/NOP did not identify a special status species or sensitive habitat where protection of an endangered species or sensitive habitat is necessary. A preconstruction survey would be conducted to determine the presence of a special-status species and avoidance measures would be implemented as necessary. |
| **Policy O40 Sensitive Wildlife:** Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City. | Consistent | The reconnaissance survey as part of the IS/NOP did not identify a special status species or sensitive habitat where consultation with a State or federal agency is necessary. |
| **Policy O44 Flexible Land Use Standards:** Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, | Consistent | The Project is proposed on land that has historically been utilized for agricultural purposes and is improved with a single-family residence. The single-family residence has not been found to be historically significant. The |

| Goals and Policies | Consistency Determination | Project Consistency |
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| while minimizing impacts to the historic value and character of sites and structures. | | IS/NOP determined that no impacts to historical structures would occur as a result of the Project. |
| **Policy O46 Archaeological Site Consultation:** Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process. | Consistent | A cultural resource records search and requests for tribal consultations pursuant to Assembly Bill 52 were conducted. The records search indicated negative results, and tribal consultation was conducted and completed with no identification of an archaeological site. |
| **Policy O47 Archaeological Site Study:** Require archaeological studies by a certified archaeologist in areas of archaeological potential significance prior to approval of development projects. | Consistent | A review of the Project site within the IS/NOP for archaeological significance provided negative results. |
| **Policy 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. | Consistent | A Sacred Lands Files search was conducted with the Native American Heritage Commission and a records search with the Southern San Joaquin Valley Information Center. Both searches found that the Project site does not contain a cultural resource. |
| **Policy O49 Cultural Site Discovery:** Halt construction at a development site if cultural resources are encountered unexpectedly during construction. | Consistent | There is no indication that a cultural resource is likely to be found at the Project site, however, the Project proponent will comply with Policy O49 and halt construction if a |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | | cultural resource is unexpectedly encountered during construction. |
| **Policy O50 Parks, Recreation, and Open Space Master Plan:** Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for new growth identified in the land use element. | Consistent | The Project does not conflict with the goals and policies established in the Parks, Recreation, and Open Space Master Plan. The Project proposes the establishment of a neighborhood park approximately 3.58 acres in size and meets the 3.5 acre per 1,000 resident performance goal of the General Plan and Parks, Recreation, and Open Space Master Plan. |
| **Policy O57 Neighborhood Parks:** Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood. | Consistent | The Project proposes a neighborhood park approximately 3.58 acres in size and provides internal circulation that provides access for the entirety of the subdivision and surrounding neighborhoods. |
| **Policy O58 Neighborhood Parks Service Area:** Neighborhood parks shall have a general service area of approximately ½ mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines, and major waterways. | Consistent | The proposed neighborhood park provides access to the entirety of the subdivision through internal right-of-way circulation. Proposed roads also connect with existing and proposed subdivisions to the east, west, and south where access to the park is available. |
| **Policy O64 Park Visibility:** Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are | Consistent | The proposed park is located internally within the neighborhood and is not directly adjacent to residential property lines. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| minimized and the visibility of parks from public streets is maximized. | | |
| **Policy O65 Development Impact Fee for Parks:** Adopt and periodically update a park development impact fee to fund new neighborhood and community parks needed to serve new growth. | Consistent | The Project proponent will pay the Parks Impact Fee as part of their permitting process. |
| | **Chapter 6: Public Facilities and Services** | |
| **Goal P1:** Adequate water quality and quantity to meet existing and planned needs. | Consistent | The prepared Water Supply Assessment (WSA) included with the IS/NOP determined that the City of Hanford has the capacity to service the Project. |
| **Goal P2:** Adequate wastewater collection and treatment to meet both existing and planned needs. | Consistent | The City of Hanford Sewer System Master Plan accounts for future development within their service area and planned area boundary. As the Project site is located within the planned area boundary, wastewater needs for the development are accounted for in the General Plan buildout. Costs related to future sewer extensions where the Project would be built are addressed through the use of impact fees that are to be paid by the Project proponent for their fair share of costs associated with extending service. |
| **Goal P3:** Adequate and effective stormwater collection and disposal to meet both existing and planned needs. | Consistent | The City of Hanford Storm Drainage System Master Plan accounts for future development within their service area and planned area boundary. As the Project site is located within |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | | the planned area boundary, stormwater drainage needs for the development are accounted for in the General Plan buildout. The Project proposes the use of a stormwater drainage basin within the neighborhood to address stormwater collection, however, should the extension of City services be necessary, costs related to future stormwater drainage extensions where the Project would be built are addressed through the use of impact fees that are to be paid by the Project proponent for their fair share of costs associated with extending service. |
| **Goal P5:** Adequate solid waste disposal capacity to meet existing and future demands. | Consistent | Solid waste disposal is managed by the Kings County Waste Management Authority and licensed waste haulers. Solid waste would be sent to the Kettleman Hills Landfill which has a remaining capacity of 17.4 million cubic yards. The IS/NOP determined that construction and operation-related solid waste would have a less than significant impact on solid waste disposal capacity for existing and future demands. The NOP/IS also noted that the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development Projects to incorporate storage areas for recycling bins into the proposed Project design. Recycling of construction-related materials will comply with City and State requirements. Once |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | | operational, the development will include the required waste receptacles for the separation of recyclable materials from those that would be sent to the landfill for disposal. |
| **Goal P12:** Adequate provision of school facilities to serve projected growth. | Consistent | The City of Hanford has six elementary school districts and one high school district within the Planning Area. The Project site would be located within the Sierra Pacific High School area and the Armona Union Elementary School per the General Plan Background Report. The siting of a new school site is determined by the school district; however, the Project proponent is required to pay development impact fees for the school district to account for impacts related to new residential development and the subsequent new population that would utilize school facilities. |
| **Policy P1 Adequate Water Services:** Provide adequate water services to support the level of development identified in the land use element. | Consistent | The prepared Water Supply Assessment (WSA) included with the IS/NOP determined that the City of Hanford has the capacity to service the Project. The Project site is located within the planning area boundary and is accounted for in the General Plan buildout. Development impact fees for the fair share costs of service extensions will be assessed and paid for by the Project proponent at the time of construction. |
| **Policy P3 Water Supply and Fire Flow Availability:** Condition approval of new | Consistent | The prepared Water Supply Assessment (WSA) included with the IS/NOP determined |

| Goals and Policies | Consistency Determination | Project Consistency |
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| development projects and water service extensions on the availability of adequate water supply and the ability to meet domestic and fire flow needs of the area. | | that the City of Hanford has the capacity to service the Project. |
| **Policy P7 New Water Infrastructure:** Require developers to fund and install new water distribution facilities to service their new developments. | Consistent | The Project proponent will be required to install internal water distribution infrastructure and facilities that will connect with City infrastructure. These improvements will be subject to City development standards. |
| **Policy P8 Impact Fees for Water Facilities:** Adopt and periodically update a water impact fee to fund community-wide water supply, treatment, and distribution infrastructure needed to serve new growth. | Consistent | The Project proponent will be subject to development impact fees associated with water service. |
| **Policy P9 Sufficient Collection and Treatment:** Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element. | Consistent | See Consistency Finding Goal P2. |
| **Policy P13 New Wastewater Infrastructure:** Require developers to fund and install new wastewater | Consistent | See Consistency Finding Goal P2. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| collection facilities to service their new development. | | |
| **Policy P14 Impact Fees for Wastewater Facilities:** Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth. | Consistent | See Consistency Finding Goal P2. |
| **Policy P15 Adequate Storm Water Services:** Provide adequate stormwater drainage infrastructure to support the level of development identified in the land use element. | Consistent | See Consistency Finding Goal P3. The proposed stormwater basin and internal infrastructure of the subdivision will be built to City development standards. |
| **Policy P17 Adequate Storm Water Drainage Improvements Availability:** Condition approval of development projects on the provision of adequate stormwater drainage improvements. | Consistent | See Consistency Finding Goal P3 and Policy P15. |
| **Policy P21 New Stormwater Drainage Infrastructure:** Require developers to fund and install new stormwater drainage facilities to service their new developments. | Consistent | See Consistency Finding Goal P3 and Policy P15. |
| **Policy P22 Impact Fees for Wastewater Facilities:** Adopt and periodically update a wastewater drainage impact | Consistent | The Project proponent will be subject to development impact fees associated with wastewater service. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| fee to fund area-wide stormwater drainage needed to serve new growth. | | |
| **Policy P24 New Development Run-Off Volumes:** Require new development to discharge stormwater runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage infrastructure in accordance with an adopted drainage plan. | Consistent | See Consistency Finding Goal P3 and Policy P15. |
| **Policy P37 Impact Fees for Police Facilities:** Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs for new population growth. | Consistent | The Project proponent will be subject to development impact fees associated with City police services. |
| **Policy P46 Building Design for Safety:** Encourage building designs that help to reduce crime and improve resident safety. | Consistent | The Project includes the construction of a park within the subdivision. The park will be designed to meet the City's 5.7.6 Park Design and Maintenance Policy O64 Park Visibility standards that call for new neighborhoods to be designed so that common side and rear residential property lines with parks are minimized and visibility of parks from public streets is maximized. The "Eyes On the Park" design has all the surrounding houses facing the park, which will provide more visibility to |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | | the park to help to reduce crime. The park may also use security lighting as well. ~~The Project will be built pursuant to municipal code standards adopted by the City of Hanford.~~ |
| **Policy P47 Lighting for Safety:** Facilitate public safety through the placement and design of outdoor lighting, while respecting the privacy of surrounding properties. | Consistent | The Project will be built pursuant to the development code and zoning ordinance standards adopted by the City of Hanford. This includes exterior lighting standards under Section 17.50.140 of the Municipal Code. |
| **Policy P52 Impact Fees for Fire Facilities:** Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development. | Consistent | The Project proponent will be subject to development impact fees associated with City fire services. |
| **Policy P59 Fire and Building Codes:** Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property. | Consistent | The Project will be constructed in compliance with City adopted development standards including the California Building Code, California Fire Code, and Hanford Municipal Code. |
| **Policy P79 Impact Fees for General Government Facilities:** Require developers to contribute impact fees to fund the cost of providing expanded general government facilities needed to support new population growth and development. | Consistent | The Project proponent will be subject to development impact fees associated with City services. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | **Chapter 7: Health, Safety, and Noise** | |
| **Goal H1:** Reduced impacts to human life, property, the local economy, and the environment resulting from natural hazards, human-trade hazards, and noise. | Consistent | As determined in the IS/NOP, the Project has been determined to be less than significantly impacted by natural hazards, hazardous materials, and noise. |
| **Goal H5:** Protection from the harmful effects of hazardous materials. | Consistent | As reported in the IS/NOP, the Project site does not contain a hazardous waste facility, a cleanup site, or oil extraction well site. The potential use of limited amounts of hazardous materials related to construction would not create a significant impact. Hazardous materials are required to be handled in accordance with federal, State, and local statutes and regulations. The Project does not create a significant hazard to the public or environment as there is minimal use of hazardous materials related to the operation of the Project. |
| **Goal H7:** Protection from the harmful and annoying effects of excessive noise. | Consistent | Project construction and operation are subject to the provisions of the adopted City of Hanford Noise Ordinance. Construction activities would occur between the hours of 7:00 a.m. and 8:00 p.m. consistent with the Noise Ordinance. Residents of the subdivision are subject to and protected by the Noise Ordinance for excessive noise. |
| **Goal H8:** Protection of the City's economical base by preventing | Consistent | The proposed development of a single-family residential subdivision and prezoning of the |

| Goals and Policies | Consistency Determination | Project Consistency |
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| incompatible land uses from encroaching upon existing or planned noise-producing uses. | | site to R-L-5 is consistent with the City General Plan designation of low density residential. Surrounding land uses under the City General Plan include low density residential, medium density residential, and conservation. The Project does not result in an encroachment of incompatible land uses. |
| **Policy H15 Building Codes and Standards for Earthquakes:** Maintain and enforce current building codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards. | Consistent | Project construction is subject to the standards of the adopted Municipal Code which includes compliance with the California Building Code. |
| **Policy H17 Geologic and Soils Studies:** Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist. | Consistent | Prior to development of the Project, geologic and soil studies of the site would be conducted to determine site conditions and applicable development methods. No geologic or soil-related hazard has been identified on the site and has been confirmed in a prepared Phase I Site Assessment (Appendix A). |
| **Policy H20 New Development Requirements for Flood Protection:** Require new development to provide onsite drainage or contribute towards their fair share cost of off-site drainage facilities to handle surface runoff. | Consistent | The Project site is not located or near a special flood hazard zone. Construction activities will be subject to the conditions of approval for the approved NPDES permit and SWPPP. Drainage improvements including the drainage basin will be developed in accordance to adopted City development standards. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| **Policy H27 Fire Code:** Ensure that all new buildings are constructed to current Fire Code Standards. | Consistent | Project construction is subject to the Fire Code development standards and would be reviewed and approved by City Fire Department Staff prior to issuance of permits. |
| **Policy H34 Sensitive Receptors:** Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous materials or may emit toxic air contaminants. | Consistent | The Project site is located approximately 1.4 miles west of the nearest industrial zoned area and is not subject to hazardous materials or toxic air contaminants. |
| **Policy H39 Aircraft Noise:** Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan. | Consistent | The Project site is located approximately 2.7 miles west of the Hanford Municipal Airport and is outside of the Airport Overlay District and buffer established by the Kings County Airport Land Use Compatibility Plan. |
| **Policy H41 Interior Noise Exposure:** Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code concerning interior noise exposure for new single, multi-family housing. Hotels, and motels. | Consistent | The Project will comply with the Municipal Code and California Building Code standards for noise insulation and development of single-family housing. |
| **Policy H42 Noise Evaluation for New Development:** Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources. | Consistent | The IS/NOP determined that design of the Project including the use of a six-foot block wall would reduce noise emanating from the proposed residences and protect residences |

| Goals and Policies | Consistency Determination | Project Consistency |
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| | | from noise generated from Hanford Armona Road. |
| **Policy H50 Sound Walls:** Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors. | Consistent | See Consistency Finding Policy H50. |
| **Policy H53 Land Use Zones that Encourage Health Food Sales:** Designate land use zones that allow for convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood. | Consistent | The Project site is located along Hanford Armona Road and is in proximity to various commercial designated areas to the north, east, and west. A large Regional Commercial area exists to the north, smaller Neighborhood Commercial and Neighborhood Mixed Use exists east of the site, and planned Highway Commercial, and Corridor Mixed Use are present west of the site. These commercial areas will provide a variety of commercial opportunities for the proposed Project. |
| **Policy H60 Health and Land Use Decisions:** Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, | Consistent | The Project site is located towards the southwestern portion of the City where established residential and commercial uses exist. Industrial activities are located towards the central and extreme southern portions of the city which are located more than a mile from the Project site and would not provide undesirable land uses or significant impacts to future and existing residents. |

| Goals and Policies | Consistency Determination | Project Consistency |
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| ethnicity, gender, race, socioeconomic status, or geographic location. | | |
| **Policy H61 Public Amenities:** Consider environmental justice issues as they are related to the equitable provisions of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life. | Consistent | The Project proposes the development of a neighborhood park to be utilized by residents of the proposed subdivision and existing adjacent residents. Additionally, the Project site is in proximity where access to additional recreational facilities is available. |
| **Policy H65 Comfortable Walking and Biking Environments:** Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines. | Consistent | The Project would develop pedestrian facilities in accordance with adopted Municipal Code development standards. The Project would not conflict with the 2016 City adopted Pedestrian and Bicycle Master Plan. |
| **Policy H66 Non-Vehicular Access:** Improve, bicycle, pedestrian, and public transportation access to residential areas, education and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points. | Consistent | The Project would develop internal circulation and pedestrian facilities in accordance with adopted Municipal Code development standards. The Project would not conflict with the 2016 City adopted Pedestrian and Bicycle Master Plan or the Kings Area Regional Transit route access. |
| **Policy H68 New Growth Areas:** Encourage land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable | Consistent | The Project proposed development of internal circulation and pedestrian facilities in accordance with City Municipal Code requirements. The site is located adjacent to Hanford Armona Road where access to bicycle lanes and public transit is within walking |

| Goals and Policies | Consistency Determination | Project Consistency |
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| choices for public transit, bicycling, and walking. | | distance to reduce potential vehicle miles traveled. The nearest public transit station is located at the intersection of Hanford Armona Road and 12th Avenue located approximately a half-mile east of the Project site. |
| **Policy H69 Separation between Incompatible Land Uses and Residential Neighborhoods:** Maintain a separation between uses that are incompatible with residential neighborhoods. | Consistent | The Project site is located towards the southwestern portion of the City where established residential and commercial uses exist. Industrial activities are located towards the central and extreme southern portions of the city which are located more than a mile from the Project site. The Project is being proposed, consistent with the City General Plan and Zoning Map. |

# 4.2 - Transportation

## 4.2.1 - Introduction

This section describes the potential impacts to the transportation system associated with the proposed Silicon Valley Ranch Project (Project). The impact analysis examines the roadway, transit, bicycle, pedestrian, rail, and aviation components of the transportation system in the City of Hanford. To provide a context for the impact analysis, this section begins with the environmental setting, which describes the existing physical and operational conditions of the transportation system. Followed by the relevant regulatory framework, which influences the transportation system and provides the basis for impact significance thresholds that are used in the impact analysis findings and recommended mitigation measures.

## 4.2.2 - Environmental Setting

### Roadway Network

The roadway network in the City is a traditional grid-based network of north/south and east/west streets, except for portions of the downtown area, whose grid-based network of streets is angled, consistent with the northeast/southwest railroad alignment. Almost all of the major streets in the City are regularly spaced at half-mile intervals. The grid system provides high levels of accessibility (i.e., travel choices) for residents. The road network is divided into five categories: State Highways, Arterial Streets, Collector Streets, Local Streets, and Alleys (see Tables 4.2-1 and 4.2-2). Hanford has five north/south arterials, 14 east/west arterials, 12 north/south collectors, seven east/west collectors, and numerous local and alleyway streets. Freeways are under the jurisdiction of the State and are outside of City control, but have been assessed for the purposes of this EIR section due to their location within the Project area.

**Table 4.2-1**
**Existing Arterial Streets**

| North/South Arterial Streets | |
|---|---|
| **Street Name** | **Limits** |
| 13th Avenue | Houston Avenue to Fargo Avenue |
| 12th Avenue | Idaho Avenue to Flint Avenue |
| 11th Avenue Jackson | Avenue to Flint Avenue |
| 10th Avenue Jackson | Avenue to Hwy 43 |
| 9th Avenue | Houston Avenue to Lacey Boulevard |
| **East/West Arterial Streets** | |
| **Street Name** | **Limits** |
| Jackson Avenue | 11th Avenue to 10th Avenue |
| Idaho Avenue | 12th Avenue to 10th Avenue |
| Iona Avenue | 12th Avenue to 10th Avenue |

| Street Name | Limits |
|---|---|
| Houston Avenue | 13th Avenue to SR 43 |
| Hanford-Armona Road | 13th Avenue to 10th Avenue, 9th Avenue to SR 43 |
| 3rd Street (one way) | 11th Avenue to 10th Avenue |
| 4th Street (one way) | 11th Avenue to 10th Avenue |
| 6th Street | 11th Avenue to 10th Avenue |
| 7th Street | Mall Drive to 10th Avenue |
| E. Lacey Boulevard | 10th Avenue to SR 43 |
| W. Lacey Boulevard | 13th Avenue to Irwin Street |
| Grangeville Boulevard | 13th Avenue to SR 43 |
| Fargo Avenue | 13th Avenue to SR 43 |
| Flint Avenue | 12th Avenue to SR 43 |

**Table 4.2-2**
**Existing Collector Streets**

| North/South Collector Streets | |
|---|---|
| **Street Name** | **Limits** |
| Campus University | 6th Street to Grangeville Boulevard |
| Greenfield Street | Lacey Boulevard to Centennial Drive |
| Rodgers Street | 11th Avenue to Mallard Way (potentially to Cortner Street) |
| Redington Street | 4th Street to Grangeville Boulevard |
| Irwin Street | 4th Street to Grangeville Boulevard |
| Harris Street | 6th Street to Grangeville Boulevard |
| Fitzgerald Lane | Grangeville Boulevard to Fargo Avenue |
| Douty Street | Hanford-Armona Road to Flint Avenue |
| Kensington Street | Grangeville Boulevard to Fargo Avenue |
| 9 ¼ Avenue | Lacey Boulevard to Leland Way |
| Centennial Drive | Lacey Boulevard to Heather Lane |
| Glacier Way | Fargo Avenue to Flint Avenue |
| **East/West Collector Streets** | |
| **Street Name** | **Limits** |
| Hume Street | 12th Avenue to 11th Avenue |
| 3rd Street | 10th Avenue to 9th Avenue |
| Garner Street | Lacey Boulevard to 11th Avenue |
| Ivy Street | 10th Avenue to 11th Avenue |
| Florinda Street | 11th Avenue to 9 ¼ Avenue |
| Malone Street | Douty Street to 10th Avenue |
| McCreary Street | 11th Avenue to Douty Street |

### *State Facilities*

The State facilities in the City of Hanford are listed below and are operated and maintained by Caltrans.

- State Route (SR) 198 is an east-west State highway that begins at U.S. Route 101 (US 101) south of King City and ends in Sequoia National Park. It connects the California Central Coast to the San Joaquin Valley, running through Hanford and Visalia. SR 198 intersects the major north-south routes in the Central Valley, including Interstate 5 (I-5) and SR 41, 43, 33, and 99. The portion of SR 198 through Hanford was upgraded to a four-lane freeway in the 1960s. In 2012, the portion from Hanford to SR 99 was upgraded to a four-lane expressway. Interchanges within the Planning Area are located at Highway 43, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.

- SR 43 is a north-south State highway running roughly parallel to SR 99, connecting Shafter, Wasco, Corcoran, Hanford, and Selma. Arterial access is limited within the Planning Area to intersections at Flint Avenue, Fargo Avenue, 10th Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, and Houston Avenue.

### *Public Transportation*

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). KCAPTA is an intra-governmental agency with representatives from Avenal, Kings County, Hanford, and Lemoore and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers a scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City, and Avenal.

There are currently eight fixed routes that circulate throughout the City and operate as early as 6:30 a.m. until as late as 9:00 p.m. The Fresno route, with service every Monday, Wednesday, and Friday, includes stops at Children's Hospital, Veterans Hospital, Community Regional Medical Center, St. Agnes Medical Center, and Kaiser Permanente Medical Center, as well as access to the downtown area with a stop at Fulton Mall. KART also offers limited service on Saturdays. In addition, KART provides regular transportation service to Visalia Monday through Friday.

KART began a scheduled fixed-route bus service for Hanford in July of 1991. The scheduled bus service operates Monday through Friday from 7:30 a.m. to 11:00 p.m. Expansion of the service is planned as new retail developments are built. West Hills College in Lemoore is served by the system, as are educational institutions in Visalia, including the College of Sequoias, Galen College, San Joaquin Business College, and Chapman College.

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona, and Avenal. The KART dial-a-ride operates from 7:00 a.m. to 11:00 p.m. Monday through Friday and, on Saturday, from 9:00 a.m. to 4:00 p.m.

Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, major highways, or local arterials where conveniently scheduled transit service is provided. Lots are designed exclusively for commuters, or they can consist

of an area of parking spaces in complementary land uses such as shopping centers and churches. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43. There are a number of informal Park and Ride lots located in various communities throughout Kings County and served by KCAPTA vanpools. One of the largest is the old Wal-Mart parking lot located on the northwest corner of 12th Avenue and Lacey Avenue in Hanford.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides funding for public transportation kiosks and the construction of Park-and-Ride lots. The purpose of this program is to encourage commuter rideshare activities as an alternative to single-occupant vehicle (SOV) commutes. Funds are available for eligible projects that meet specific program criteria on a first-come, first-served basis until the program funds are exhausted.

KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART vanpool program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the number of vehicles on the road. Vanpooling is somewhat different from carpooling, though it is based upon the same principle: reducing single-occupant commuting. KART established a vanpool program for riders to the Corcoran and Avenal State prisons in 2001 and has purchased additional vans to implement new vanpools. The program has become very successful with 180 vans in service in 2009 and extends to the areas of Tulare, Kings, Kern, Madera, Ventura, Monterey, and Fresno counties. CalVans has grown to include more than 200 vanpools tailored to meet the needs of commuters, plus nearly 150 vans specially designed for farm workers. The SJVAPCD offers Vanpool Voucher Incentive Programs. The program is meant to encourage commuter rideshare practices among frequent long-distance riders in the San Joaquin Valley.

### *Bicycle and Pedestrian Circulation*

Nearly all arterials in the city limits have been designated as bikeways except 13th Avenue, Houston Avenue, and Lacey Boulevard. Some collector streets have been identified as bikeways, including Pepper Drive, Glacier Way, Irwin Street, and Rodgers Street. Encore Drive, Nell Way, Leland Way, Fitzgerald Lane, Centennial Drive, Florinda Street, McCreary Avenue, Mall Drive, Liberty Street, Sangiovese Street, University Avenue, Greenfield Avenue, and Hume Drive.

The San Joaquin Valley Railroad has also been designated as a location for an east-west bike path. The railway corridor is not abandoned, and currently, there are no plans to abandon it. Any possible bike path will need to be located within an easement adjacent to the railroad line but not in the railway easement.

### *Rail/Highway Freight*

Almost 87 percent of the total freight tonnage is moved out of the Valley by truck, while rail accounts for 11 percent. BNSF and SJVR railroads provide freight service to the Hanford

area. The BNSF mainline is double tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF Railroad currently operates between 25 and 30 trains per day on the system. SJVR has a limited schedule of one train per day. The development of new industry along the SJVR right-of-way has prompted renewed investment in the east/west service. SJVR anticipates an increase to three round trips per week and in the speed of trains using this route. Planning for improvements must include identifying future surface crossings that are needed to implement the City's circulation system. In the process of improving the SJVR trackage, existing street crossings need to be modernized to ensure safety and adequate operational standards for both rail and vehicular traffic.

### *Amtrak Passenger Service*

Amtrak provides passenger rail service from Hanford to the San Francisco Bay Area and Sacramento and service to Southern California by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound train. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to Los Angeles, Sacramento, San Francisco, and many other points in Northern and Southern California. Passengers can transfer to the Amtrak Coast Starlight, which continues north to Portland and Seattle. Trains are accessible to the disabled and provide onboard bicycle racks, checked baggage, and food services.

### *High-Speed Train*

In addition to the airport, train, and bus travel mentioned above, the California High-Speed Rail (HSR) will also serve as a regional transportation system ~~for~~ to the central valley communities, with stations in Fresno, Hanford, Bakersfield and ~~surrounding communities~~ other proposed cities within the central Valley. The proposed HSR line, if approved and funded, would ultimately extend through the San Joaquin Valley, linking San Francisco with Los Angeles. The initial construction section is planned to start in Madera County just north of Bakersfield, with a station located in Fresno's downtown, aligned with Mariposa Street. In November 2013, the California High-Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the high-voltage power lines between 7th and Avenue 8th Avenue.

### *Aviation*

Hanford Municipal Airport (HJO) is the only public aviation facility in Kings County. The airport does not offer commercial flights. The airport is located on the southeast edge of Hanford and is owned and operated by the City of Hanford. The airport enforces City, State,

and federal aviation regulations and administers airport leases, tie-downs, hangars, shelters, fueling, and their overall maintenance.

At present, airport property totals approximately 295 acres. Airport acreage consists of a runway and full-length parallel taxiway, transient and based tie-down aprons, and aircraft storage areas. The runway's current length is 5,180 feet, 75 feet wide, and oriented roughly north/south. The runway is designed to accommodate aircraft with wingspans of up to 79 feet and speeds of up to 121 knots. The runway can accommodate larger aircraft on an occasional basis. Currently, the aircraft parking capacity totals 116 spaces and includes 37 hangar units, 30 shade hangar units, and 49 tie-downs.

Hanford Municipal Airport also serves as a base for the National Weather Service (NWS). The primary function of NWS is to provide current and forecasted weather conditions in the area (e.g., humidity, wind speed, barometer, dewpoint, temperature, and visibility).

### *4.2.3 - REGULATORY SETTING*

This section summarizes the transportation policies, laws, and regulations that apply to the proposed Project. This information provides context for the impact discussion related to the Project's consistency with applicable regulatory conditions.

#### *Federal*

No federal plans, policies, regulations, or laws pertaining to transportation are applicable.

#### *State*

##### *CALIFORNIA DEPARTMENT OF TRANSPORTATION*

The California Department of Transportation (Caltrans) is responsible for operating and maintaining the State highway system. In the Project vicinity, State Routes 43 and 198, along with all the freeway ramp terminal intersections, fall under Caltrans jurisdiction. Caltrans provides administrative support for transportation programming decisions made by the California Transportation Commission (CTC) for State funding programs. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans.

##### *SENATE BILL 743*

Senate Bill 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by the level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In December 2018, OPR and the State Natural Resources Agency submitted the updated CEQA Guidelines to the Office of Administrative Law for final approval to implement SB 743. The Office of Administrative Law subsequently approved the updated CEQA Guidelines, thus, implementing SB 743 and making vehicle miles traveled (VMT) the primary metric used to analyze transportation impacts.

#### *COMPLETE STREETS*

The California Complete Streets Act (Act) requires general plans updated after January 30, 2011, to develop a plan for a multi-modal transportation system. The goal of the Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements and come up with creative solutions that emphasize all modes of transportation. Complete Streets design has many advantages. When people have more transportation options, there are fewer traffic jams, and the overall capacity of the transportation network increases. Additionally, increased transit ridership, walking, and biking can reduce air pollution, energy consumption, and greenhouse gas emissions while improving the overall travel experience for road users. Providing more transportation options will allow the City to meet its future travel demands without solely relying on motorized vehicles.

While there is no standard design template for a Complete Street, it generally includes one or more of the following features: bicycle lanes, wide shoulders, well-designed and well-placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special bus lanes, audible and accessible pedestrian signals, sidewalk bulb-outs, center medians, street trees, planter strips, and ground cover. Complete Streets create a sense of place and improve public safety due to their emphasis on comprehensively encouraging pedestrian activity. The Act is implemented through the City's Active Transportation Plan and General Plan.

### *Regional*

#### *KINGS COUNTY ASSOCIATION OF GOVERNMENTS (KCAG)*

The KCAG is the State-designated Regional Transportation Planning Agency (RTPA) recognized by the State's Business, Transportation, and Housing Agency. KCAG is responsible for:

- Administering the Regional Transportation Plan.
- Preparing a Regional Transportation Improvement Program and the Federal Transportation Improvement Program.
- Reviewing the State Transportation Improvement Program and other State transportation programs.
- Monitoring local public transit operations.
- Overseeing federal transportation grant proposals.
- Administering the Local Transportation Fund and State Transit Assistance funds.

Other objectives of KCAG include facilitating planning on a regional scale with an emphasis on transportation, finding and researching problems in urban growth, and considering common concerns of its constituent agencies. KCAG aims to tackle the issues that the members have in common but could not otherwise handle individually.

#### *2018 Kings County Regional Transportation Plan*

The 2018 Regional Transportation Plan (RTP) is a comprehensive assessment of all forms of transportation available in Kings County and the needs for travel and goods movement through the year 2042. The 2018 RTP update was accomplished within the framework of the KCAG, with assistance from Avenal, Corcoran, Hanford, Lemoore, and Kings County. The Santa Rosa Tachi-Yokut Tribe was also consulted during the development of the RTP. Caltrans District 6 and the San Joaquin Valley Air Pollution Control District staff provided invaluable service by furnishing helpful information, comments, and general support (KCAG, 2022).

#### *2022 Regional Transportation Improvement Program (2022 RTIP)*

The Regional Transportation Improvement Program (RTIP) is a list of transportation projects and programs to be funded and implemented over the next three years. KCAG submits this document to Caltrans and amends the program on a quarterly cycle (KCAG, 2022).

### *Local*

#### *City of Hanford General Plan*

The Hanford General Plan serves as the community's guide for the continued development, enhancement, and revitalization of the City of Hanford. The General Plan includes the following policies related to transportation and circulation that are relevant to this analysis:

#### *Policy T1 Coordination of Circulation and Land Use*

Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the Land Use Element.

#### *Policy T2 Street Classification System*

Designate a functional street classification system that includes Highways, Major Arterials, Arterials, Collectors, Minor Collectors, and Local streets.

#### *Policy T3 Circulation Map*

Identify the locations of existing and future Highways, Major Arterials, Arterials, Collectors, and Minor Collectors with the Planned Area Boundary on the Circulation Map. Locations shown shall be fixed, with allowance for slight variation from the depicted alignments of new Collectors and Minor Collectors.

***Policy T4 Regional System Improvements***

Identify and support improvements to regional transportation system improvements both within and outside the Planning Area that will improve mobility to and from Hanford. Policy T5 Funding Sources and Improvements coordinate with Caltrans and KCAG for funding and timely construction of programmed State highway and interchange improvements.

***Policy T6 Highway Improvements***

Coordinate with Caltrans to identify needed improvements to highway facilities in the City.

***Policy T7 Highway 198 and 9th Avenue***

Identify any program improvements necessary to maintain LOS standards at the intersection of SR 198 and 9th Avenue.

***Policy T8 Highway 43 Access Limitations***

Limit new direct access to Highway 43, and require building setbacks and offers of dedication to accommodate future widening.

***Policy T9 Highway 43 Intersection Limitations***

Limit roadway intersections with Highway 43 to Flint Avenue, 10th Avenue, Fargo Avenue, future 9th Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, and Jackson Avenue.

***Policy T10 Purpose of Major Arterials***

Major Arterials shall provide through traffic movement around the edge of Hanford on continuous routes with very limited access to abutting property and local streets.

***Policy T11 Designation of Major Arterials***

Major Arterials shall be designated on Flint Avenue between 13th Avenue and SR 43, on 13th Avenue between Flint Avenue and Houston Avenue, and Houston Avenue between 13th Avenue and SR 43.

***Policy T12 Access to Major Arterials***

New access to Major Arterials shall be limited to new intersections with Arterials and Collectors, and where the Major Arterial is a property's only legal access to a public right of way.

***Policy T13 Purpose of Arterials***

Arterials shall provide for through traffic movement on continuous routes through Hanford with limited access to abutting property.

***Policy T14 Designation of Arterials***

Arterials shall be designated generally on the one-mile grid of streets within the Planned Area Boundary. The specific streets designated are Flint Avenue, Fargo Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, 7th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.

***Policy T15 Access to Major Arterials***

New access to Arterials from new local streets and new driveways shall be limited to maximize through traffic movements.

***Policy T16 Consolidation of Arterial Access Points***

Encourage the consolidation or elimination of driveways, access points, and curb cuts along existing Arterials.

***Policy T17 Purpose of Collectors***

Collectors shall provide traffic movement within a limited area and connect local roads to the Arterial street system.

***Policy T18 Designation of Collectors***

Collectors shall be designated generally at half-mile intervals between Arterials in new growth areas and on selected existing through streets that connect to two or more Arterials.

***Policy T19 Access to Collectors***

New access to Collectors from new local streets and abutting property is generally permitted but may be limited in some cases depending on planned roadway capacity and adjacent land use development patterns.

***Policy T20 Purpose of Minor Collectors***

Minor Collectors shall provide internal traffic movement within a neighborhood and connect local roads to Collectors and/or Arterials.

***Policy T21 Designation of Collectors***

Minor Collectors shall be designated in developed areas without a half-mile Collector interval and/or where the street is not wide enough to be designated a Collector.

***Policy T22 Access to Collectors***

Minor Collectors shall have no access limitations.

***Policy T23 Purpose of Local Streets***

Local streets shall provide internal traffic movement within a neighborhood and direct access to abutting property.

***Policy T24 Block Lengths***

Adopt standards for block lengths for new local streets to promote ease of movement and connectivity.

***Policy T25 Cul-de-sacs***

Construct cul-de-sacs on all permanent dead-end streets. New cul-de-sacs shall be discouraged in commercial and industrial developments. Adopt maximum lengths of new local streets with cul-de-sacs.

***Policy T26 Cul-de-sac***

Non-motorized connectivity encourages sidewalks and breaks in perimeter walls to allow pedestrian, bicycle, and visual access from cul-de-sac streets to other nearby streets.

***Policy T27 Maintenance of Local Streets***

Adopt policies that incorporate the use of maintenance districts to fund local street maintenance.

***Policy T28 Alleys***

Generally discourage new alleys, but allow in limited cases when effectively incorporated into the overall neighborhood design. Fund the maintenance of new alleys with maintenance districts.

***Policy T29 Maximum Level of Service***

Maintain a peak hour LOS E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour LOS D on all other streets and intersections with the Planned Growth Boundary.

***Policy T30 Capital Improvement Program***

Include the acquisition of right-of-way and the construction and maintenance of streets in the City Capital Improvement Program.

***Policy T31 Coordination with Development Approvals***

Coordinate additions and modifications to the roadway system with land development approvals.

***Policy T32 Ultimate Rights-of-Way***

Acquire control of land within ultimate right-of-way of Arterial and Collector streets during early stages of development.

***Policy T33 Street Improvements and Priorities***

Prioritize street improvements with emphasis on current and forecasted service levels.

***Policy T34 Kings County Regional Transportation Plan***

Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.

***Policy T35 Caltrans Coordination***

Coordinate with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198 and its interchanges/intersections with local roadways.

***Policy T36 Traffic Impact Fees***

Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new streets, intersections, and highway improvements.

***Policy T37 Shade Trees in Planter Strips***

Where adequate space permits, include street trees planted in planter strips between the curb and sidewalk to shade paved street surfaces.

***Policy T38 Operational Improvements First***

Maximize operational improvements before widening existing streets even when they do not meet current width standards.

***Policy T39 Accommodating All Modes of Traffic***

Plan, design, and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, and persons of all abilities.

***Policy T40 Pedestrian and Bicycle Placemaking***

Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

***Policy T41 Streetscape Enhancements***

Strive to improve the visual character of roadway corridors by improving streetscapes with amenities such as street trees, pedestrian-scaled lighting, underground utilities, water-efficient landscaping, and streetscape furniture.

***Policy T42 Existing Sound Walls and Fences***

Encourage landscaping improvements along walls and fences adjacent to major streets to discourage graffiti and enhance visual character.

***Policy T43 Safe Routes to Schools Programs***

Promote Safe Routes to Schools Programs for all schools serving the City.

***Policy T44 Funding***

Seek outside funding for Safe Routes to Schools projects.

***Policy T45 Truck Routes***

Minimize the adverse impact of truck traffic on the community by designating, maintaining, and enforcing a system of designated truck routes.

***Policy T46 Good Movement Strategies***

Coordinate with regional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently, and minimize negative environmental impacts.

***Policy T47 Truck Parking***

Identify locations where heavy truck parking is acceptable and where it is prohibited based upon adjacent land use designations.

***Policy T48 Traffic Calming***

Consider the use of traffic-calming designs such as roundabouts, bulb-outs, and other traffic-calming designs, which will improve the operation or LOS of a street.

***Policy T49 Subdivision Connectivity***

Design subdivisions to maximize connectivity both internally and with other surrounding development.

***Policy T50 Carpool Programs***

Encourage the use of carpooling, vanpooling, and flexible employment hours.

### *Policy T51 Alternative Design Standards*

Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:

- Narrower street widths on local roadways.
- Smaller turning radii geometrics on street intersections to improve safety for pedestrians.
- Tree-lined streets in parkways between the curb and sidewalk.
- Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.

### *Policy T65 Bicycle Network Master Planning*

Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage, and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

### *Policy T70 Pedestrian Connections*

Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers, and other destinations throughout the city.

### *CITY OF HANFORD VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES*

The City of Hanford adopted a set of vehicle miles traveled (VMT) thresholds to support the shift from a delay-based analysis (LOS) to VMT. The adopted VMT Thresholds and Implementation Guidelines. The City VMT Guidelines provide implementation of CEQA VMT metrics as applicable to the City of Hanford through the establishment of VMT screening criteria and VMT analysis thresholds.

City VMT Guidelines provide a list of screening criteria for projects and activities that may result in a reduction of VMT and GHG emissions. If a project meets one or more of the following screening factors, the project may be presumed to produce a less than significant VMT impact:

- The project is within 0.5 miles (mi) of a transit priority area or a high-quality transit area and is consistent with the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), has a floor area ratio (FAR) equal or greater than 0.75, does not provide more parking than what is required by the City's Municipal Code, or does not reduce the number of affordable residential units. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A "major transit stop" means: "a site containing an existing rail transit

station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods." A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

- The project includes local-serving retail with a combined area of less than 55,000 square feet (sf). Whether a retail project is local-serving or not will be determined at the discretion of the City. As included in Appendix A, a list of recently completed local serving retail projects (as identified by the City) demonstrates that retail projects up to 55,000 sf could be considered as local serving. Additionally, as shown in Table B, retail projects up to 125,000 sf would not have a significant GHG impact. As explained in section 3.1.1, projects not having a significant GHG impact would not also have a significant VMT impact. However, based on substantial evidence for justifying local serving retail, as included in Appendix A, the City establishes retail projects less than 55,000 sf to be screened out.

- Redevelopment projects that result in an equal or net reduction in VMT can be considered to have less than significant VMT impact. A net reduction in VMT would occur if the land use proposed by the project would generate less VMT than the existing land use.

- The project includes 100 percent affordable housing units. Affordable housing units consists of low-income households and research has shown that low-income households produce lower VMT compared to a market-rate housing unit.

- A project consistent with the City's General Plan can be successfully screened if the project would generate fewer than 1,000 average daily trips (ADT), while a project not consistent with the City's General Plan can be screened if the project would generate fewer than 500 ADT. Consistency with the General Plan is required because the GHG and therefore VMT reduction targets for MPOs were established by CARB and are included in the RTPs. The RTP utilizes the latest version of City's General Plan for analyzing GHG emissions.

- Institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g., police stations, fire stations, government offices, utilities, public libraries, community centers, and refuse stations) would be a part of the community and, as public services, the VMT would be accounted for within the community. A decision whether a particular project can be categorized as a public service facility will be determined at the discretion of the City. Similarly, any other similar use not included in the list can be approved on a case-by-case basis by the City as applicable. As such, these uses would result in reduction in total VMT due to the proximity of these services within the community. Additionally, many of these facilities would generate fewer than 1,000 ADT and/or use vehicles other than passenger-cars or

light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as the California Air Resources Board (CARB) and San Joaquin Valley Air Pollution Control District.

- Local parks, daycare centers, student housing projects on or adjacent to a college campus, local-serving gas stations, banks, and K–12 public schools.

- Projects located in areas with low VMT may be screened out from further CEQA analysis. The TA acknowledges that residential and office projects located in areas having a low VMT, (which incorporate features such as density, mix of uses, transit accessibility), tend to exhibit similarly low VMT. Also, areas that are mapped as low VMT areas do not need to prepare any additional VMT analysis. Therefore, residential, office, industrial, or mixed-use projects that are consistent with the City's General Plan and located within low VMT areas (using the City of Hanford VMT Screening Tool2 and applying appropriate thresholds) can be presumed to have similar low VMT profiles and could be screened out from the need for further VMT analysis. It should be noted that if a project constitutes a General Plan Amendment or Zone Change, such projects will be evaluated on a case-by-case basis. Figures 4, 5, and 6 illustrate the VMT per capita, VMT per employee, and VMT per service population screening maps for the City.

- The 2022 State CEQA Guidelines Section 15007 (c) states that "if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Therefore, if a development/land use plan/transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration/Mitigated Negative Declaration, then subsequent projects that are consistent with the approved project will not require a new VMT analysis unless mandated by another section of the CEQA Guidelines.

If the project meets any one of the screening criteria, it may be presumed to have a less than significant transportation impact. No further VMT analysis would then be necessary, The CEQA document shall enumerate the screening criteria and how the project meets or exceeds that applicable VMT threshold. If project screening does not apply, a VMT analysis will be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. For all projects that require a VMT analysis, use of the KCAG TDM is required unless the project includes a special land use that is difficult to analyze using a travel demand model. For the latter, the City may require a qualitative analysis or an analysis using empirical data as applicable to the project. Next, the project-generated VMT (per capita, per employee, per service population, or total) is compared to the appropriate significance threshold. If the project VMT metric is less than the significance threshold, the project is presumed to create a less-than-significant impact. No further VMT analysis for CEQA purposes would be required.

Table 4.2-3
City of Hanford VMT Thresholds

| VMT Metric | Threshold | Regional Average |
|---|---|---|
| VMT per Capita | 8.99 | 10.33 |
| VMT per Employee | 16.95 | 19.48 |
| VMT per Service Population | 21.84 | 25.10 |

Source: City of Hanford VMT Thresholds and Implementation Guidelines

Should project VMT metrics exceed the significance threshold stated in Table 4.2-3, mitigation measures will be required.

## 4.2.4 - IMPACTS AND MITIGATION MEASURES

### *Methodology*

As stated above, SB 743 requires all CEQA analyses relating to transportation impacts to be conducted using the vehicle miles traveled (VMT) metric. As the City of Hanford and KCAG have adopted guidelines and thresholds for VMT, the screening and thresholds from their guidelines are utilized to determine if an impact occurs as a result of the Project. A Traffic Impact Study (TIS) Report was prepared for this Project (see Appendix B) (Ruettgers and Schuler Civil Engineers, 2024).

### *Thresholds of Significance*

The following criteria, as established in Appendix G of the CEQA Guidelines, will be utilized to determine if a project could potentially have a significant impact:

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

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?*

### *Project Impacts*

**Impact 4.2-1 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

The first step to determining Project trip generation is to assess the impacts that the Project may have on the surrounding roadway network in the City of Hanford. The trip generation rates for the proposed Project were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). The ITE uses a Land Use Code classification assigned to a type of land use by the Institute of Transportation Engineers in the version of "Trip Generation" adopted by the City (Ruettgers and Schuler Civil Engineers, 2024). At build-out, the Project is estimated to generate a maximum of 2,993 daily trips, 219 AM peak hour trips, and 302 PM peak hour trips.

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

### *Existing Level of Service Analysis*

The following roadways and corresponding intersections were analyzed in the TIA:

- 11th Avenue
- 12th Avenue
- 13th Avenue
- Hanford-Armona Road
- Hume Avenue
- State Route 198

As noted in the TIA for this Project (Appendix B), all study intersections currently operate at an acceptable LOS during both AM and PM peak periods.

### *Existing Plus Project Traffic Conditions*

Access to and from the Project site will be from four main access points and two internal access points connecting to the existing easterly adjacent subdivision. One access point will be from Hanford-Armona Road. Three access points will be located along the south side of the site providing access to Hume Avenue.

The TIA analyzed the location of the existing and proposed roadways and access points relative to those in the vicinity of the Project site. Based on this review, all proposed roadways and access points are proposed in locations that minimize traffic-operational impacts to existing and future roadway networks.

A capacity analysis of the study intersections was conducted utilizing the Transportation Research Board's *Highway Capacity Manual* (HCM), which is a standard method with concepts and methods that guide analysts and jurisdictions on how to evaluate a particular type of intersection or roadway segment, based on what can be extensive national or international datasets of operational performance. The capacity analysis was based on the City's available existing traffic and operational data, and produced estimates for the following traffic scenarios:

- Existing Year (2024)
- Existing Year (2024) + Project

- Opening Year (2026)
- Opening Year (2026) +Project
- Future Year (2044)
- Future Year (2044) + Project

LOS criteria for unsignalized and signalized intersections as defined in HCM are presented in Tables 4.2-4 and 4.2-5 below.

**Table 4.2-4**
**Unsignalized Intersection Level of Service Criteria**

| Level of Service | Average Control Delay (sec/veh) | Expected Delay to Minor Street Traffic |
|---|---|---|
| A | ≤ 10 | Little or no delay |
| B | > 10 and ≤ 15 | Short delays |
| C | > 15 and ≤ 25 | Average delays |
| D | > 25 and ≤ 35 | Long delays |
| E | > 35 and ≤ 50 | Very long delays |
| F | > 50 | Extreme delays |

Source: Appendix B

**Table 4.2-5**
**Signalized Intersection Level of Service Criteria**

| Level of Service | Average Control Delay (sec/veh) | Volume-to-Capacity Ratio |
|---|---|---|
| A | ≤ 10 | < 0.60 |
| B | > 10 and ≤ 20 | 0.61 - 0.70 |
| C | > 20 and ≤ 35 | 0.71 - 0.80 |
| D | > 35 and ≤ 55 | 0.81 - 0.90 |
| E | > 55 and ≤ 80 | 0.91 - 1.00 |
| F | > 80 | > 1.00 |

Source: Appendix B

Tables 4.2-6 and 4.2-7 summarize the Weekday AM and PM Peak Hour LOS for study area intersections. Based on the analysis prepared, two intersections are projected to operate at below the acceptable LOS in the 2044 and 2044 + Project scenarios.

**Table 4.2-6**
**Intersection Level of Service Weekday AM Peak Hour**

| ID# | Intersection | Control Type | 2024 | 2024+Project | 2026 | 2026+Project | 2044 | 2044+Project | 2044+Project w/Mitigation |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 12th Ave & SR 198 WB Ramps | Signal | B | B | B | B | B | B | - |
| 2 | 12th Ave & SR | Signal | B | B | B | B | B | B | - |

| ID# | Intersection | Control Type | 2024 | 2024+Project | 2026 | 2026+Project | 2044 | 2044+Project | 2044+Project w/Mitigation |
|---|---|---|---|---|---|---|---|---|---|
| 3 | 198 EB Ramps SR 198 WB Ramps & Hanford Armona Rd | Roundabout | A | A | A | A | B | C | - |
| 4 | SR 198 EB Ramps & Hanford Armona Rd | NB | B | B | B | B | C | C | - |
| 5 | 13th Ave & Hanford Armona Rd | NB<br>SB<br>Signal | B<br>A<br>- | B<br>A<br>- | B<br>A<br>- | C<br>A<br>- | D<br>(31.4)<br>A<br>- | F<br>(35.0)<br>A<br>- | -<br>-<br>A |
| 6 | 12th Ave & Hanford Armona Rd | Signal | C | C | C | C | C | C | C |
| 7 | 11th Ave & Hanford Armona Rd | Signal | B | B | B | B | C | C | - |
| 8 | 12th Ave & Hume Ave | WB | B | B | B | B | C | C | - |

Source: Appendix B

## Table 4.2-7
## Intersection Level of Service Weekday PM Peak Hour

| ID# | Intersection | Control Type | 2024 | 2024+Project | 2026 | 2026+Project | 2044 | 2044+Project | 2044+Project w/Mitigation |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 12th Ave & SR 198 WB Ramps | Signal | B | B | C | B | C | C | - |
| 2 | 12th Ave & SR 198 EB Ramps | Signal | A | A | A | B | B | B | - |
| 3 | SR 198 WB Ramps & Hanford Armona Rd | Roundabout | A | A | A | A | B | B | - |
| 4 | SR 198 EB Ramps & Hanford Armona Rd | NB | B | B | B | B | C | C | - |
| 5 | 13th Ave & Hanford Armona Rd | NB<br>SB<br>Signal | C<br>A<br>- | C<br>A<br>- | C<br>A<br>- | C<br>A<br>- | F<br>(>300)<br>A<br>- | F<br>(>300)<br>A<br>- | -<br>-<br>B |
| 6 | 12th Ave & Hanford Armona Rd | Signal | C | C | C | C | D<br>(40.9) | D<br>(42.1) | C |
| 7 | 11th Ave & Hanford Armona Rd | Signal | B | B | C | C | C | C | - |
| 8 | 12th Ave & Hume Ave | WB | B | B | B | B | C | C | - |

Source: Appendix B

Annual growth rates ranging between 1.10 and 5.03 percent were applied to the existing peak hour volumes to estimate future volumes for the years 2026 (opening year) and 2044 (horizon year). These growth rates were estimated based on the TIA's review of data from the KCAG travel demand model. The KCAG travel demand model takes into account in-construction and anticipated to-be-constructed projects, which includes 11 out of the 12 projects identified by the City within a 1.5-mile radius of the Project site. The remaining project (Grangeville Mixed Use Project) is currently under environmental review and the scope of intersections does not overlap with the proposed Project, therefore little to no influence on traffic from the Grangeville Project would occur on the proposed Project. Future peak hour volumes for the years 2026 and 2044 both without and with project traffic include peak hour trip estimates for two tracts of the Live Oak development, a master planned community located northwest, southwest, and southeast quadrants of 12th Avenue and Hume Avenue which are under construction. As found in the TIA, there are two intersections that will need improvements by the 2044 year to maintain or improve the operational level of service of the street system in the vicinity of the Project.

As noted in the Traffic Impact Study (TIS) prepared for the Project, signal warrant criteria were met for the 13th Avenue and Hanford Armona Road intersection, which is included in the City's traffic impact fee program (Ruettgers and Schuler Civil Engineers, 2024). However, it is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. Pursuant to General Plan Policy T36, the Project proponent will be required to pay traffic development impact fees. The provision of an intersection signalization would be determined by the City of Hanford. Improvement costs for signalization are within the purview of traffic development impact fees as required in Policy T36, therefore eventual signalization of the intersection by the City would address the LOS deficiency caused by General Plan buildout (2044) and Project development (2044+Project).

For the 12th Avenue and Hanford Armona Road intersection, the TIA recommends improvements be made to the eastbound roadway to include changing the existing eastbound right turn lane (EBR) to an eastbound through and right turn lane (EBTR). As identified in the City's TIF, the Project proponent would be required to pay their fair share cost for the needed improvement to ensure that the intersection by the year 2044, operates at an acceptable LOS (Ruettgers and Schuler Civil Engineers, 2024). The inclusion of fair share cost payment is recommended as a Mitigation Measure and is included as MM 4.2-1.

Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to less than significant.

### *MITIGATION MEASURES*

MM 4.2-1: The Project proponent or developer shall be required to pay their fair share of costs for the needed improvements. This includes changing the 12th Avenue and Hanford

Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.

The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time. The fair share fees were determined as part of the analysis in the TIS (Ruettgers and Schuler Civil Engineers, 2024)

#### *LEVEL OF SIGNIFICANCE*

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

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

The VMT Analysis prepared for this Project (Appendix B) follows the guide of the City of Hanford VMT Thresholds and Implementation Guidelines, dated November 2022 (VMT Guidelines) to analyze the Project's VMT and compare them to the established VMT threshold.

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The project does not meet any of the screening criteria. Therefore, a detailed VMT analysis is required and is included as Appendix B.

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. According to the VMT Guidelines, residential developments that generate more than 8.99 daily VMT for residential VMT per capita would be considered to have a significant transportation impact.

#### *Baseline VMT*

The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The established region for the Project is Kings County, which is modeled by the KCAG.

Based on the VMT analysis included in the TIS, the Project would result in 9.61 VMT per capita and exceed the 8.99 VMT per capita threshold. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per Capita. In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the Project. According to the VMT Guidelines, proposed mitigation to reduce project VMT "must be supported by substantial evidence illustrating that the measure(s) will mitigate VMT impacts to less than significant."

The *VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruettgers and Schuler Civil Engineers, 2024).

Below are quantitative measures contained in the CAPCOA Handbook for residential projects in suburban areas. Measure identifiers are shown within parentheses, and italicized text addresses the applicability of each measure to the Project.

- Increase residential density to a level higher than the national average (T-1)

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

  *Below is the VMT reduction formula in the CAPCOA Handbook for this measure (-0.22*

  *= VMT elasticity factor).*

  *VMT reduction = [ (project du/acre – 9.1 du/acre) / 9.1 du/acre] x (-0.22)*

  *Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less than significant level. Such an increase in project residential density (approximately 80 percent) would not be feasible. Per the General Plan and the allowable density in the zone district, an increase in density is not feasible without a zone change and General Plan Amendment to increase residential density beyond what is allowed.*

- Provide easy access to high-quality public transit (T-3)

  ***Not applicable:*** *Because the project does not meet implementation requirements. Project must be located within 0.5 miles of a high frequency transit station (either rail or bus rapid transit with headways of less than 15 minutes).*

- Integrate affordable and below market rate housing (T-4)

  ***Not applicable****: Because the project does not meet implementation requirements. Project must be a multifamily residential development permanently dedicated as affordable housing for lower income families. This project is not a low income housing project, therefore it is not applicable and the VTM analysis applies.*

- Provide electric vehicle charging infrastructure (T-14)

  ***Not applicable to single-family residential projects****: Mitigation potential available only to developments with buildings that have designated parking areas (e.g., commercial, educational, retail and multifamily housing).*

- Limit residential parking supply (T-15)

  ***Not applicable:*** *The measure is ineffective in locations where unrestricted street parking or other off-street parking is available and has adequate capacity to accommodate project-related vehicle parking demand.*

- Unbundle residential parking costs from property costs (T-16)

  ***Not applicable****: There are no residential parking costs associated with the project.*

As noted, the measures listed above are found to be infeasible (Ruettgers and Schuler Civil Engineers, 2024). There are no applicable and feasible mitigation measures available to reduce VMT below the adopted City and County thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Measures such as purchasing bicycles for home buyers, added bike lanes and new bus routes have not been either accepted by the City of shown to be an effective way to reduce VTM_Therefore, the Project is expected to result in a significant transportation impact under CEQA.

#### *MITIGATION MEASURES*

No mitigation measures

#### *LEVEL OF SIGNIFICANCE*

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

### *Cumulative Setting Impacts and Mitigation Measures*

#### *CUMULATIVE SETTING*

The study area for the analysis of cumulative impacts is the City of Hanford and unincorporated portions of Kings County located adjacent to the city limits. Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, those projects are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. One of the projects is currently under environmental review, the Grangeville Mixed

Use Project. A review of the scope of intersections in the Grangeville traffic study did not overlap with any of the intersections included in the Silicon Valley Ranch TIS. Therefore, there would be little to no influence of traffic from the Grangeville project on the Silicon Valley Ranch project.

#### *CUMULATIVE IMPACTS*

As noted above, use of the KCAG travel demand model and estimates provided in the TIS (Appendix B), impacts related to LOS would be less than significant with mitigation measures incorporated for the proposed Project and for the cumulative year 2044. Based on the analysis in the TIS, cumulative impacts for LOS would be less than significant with mitigation incorporated.

As for VMT, Project impacts are considered significant and unavoidable. This is in large part due to the lack of applicable and feasible VMT mitigation measures. The cumulative impacts for the City of Hanford would be considered significant and unavoidable.

#### *MITIGATION MEASURES*

Implementation of MM 4.17-1.

#### *CUMULATIVE LEVEL OF SIGNIFICANCE*

Cumulative impacts for LOS would be ***less than significant with mitigation incorporated.***

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

## *4.3 - Approach to Environmental Analysis*

Section 4.1 of this Draft EIR contains discussions of the environmental setting, regulatory setting, thresholds of significance, and potential environmental impacts related to the construction and operation of the proposed Project. These sections also include a discussion of mitigation measures and the level of significance after the implementation of mitigation measures.

Section 15125(a) of the CEQA Guidelines identifies that an EIR includes a description of the physical environmental conditions in the vicinity of the Project. This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant.

The study area for the analysis of the Project and cumulative impacts is the Hanford city limits, the portions of Kings County located adjacent to the City. The applicable cumulative projections include growth projections from the Hanford General Plan and the Kings County General Plan.

The regulatory setting includes a discussion of the regulatory environment as it existed prior to the implementation of the Project. There is federal, State, regional, and local regulations

identified within each environmental issue discussion, where appropriate. It is acknowledged that although the existing City of Hanford development codes currently guide development within the City.

The impact analysis contains a discussion of Project-specific impacts as well as cumulative impacts. The Project that is evaluated is the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). Lots will range between 5,000 and 7,000 square feet. Associated utility and right-of-way infrastructure would be developed in accordance with City standards and regulations. Specific components of the Project are not separately evaluated; however, the Project, as a whole, is evaluated. The Project, as a whole, is referred to as the proposed Project or Project, throughout this EIR.

The impacts within the impact analysis section are identified as *no impact, less-than-significant impact, potentially significant impact,* or *significant impact*. The project-specific impacts address the potential environmental impacts that could occur under the development activity anticipated to occur with the proposed Project.

## *4.4 - Environmental Topics*

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

- Land Use Planning
- Transportation
- Mandatory Findings of Significance

## *4.5 - Organization of Issue Areas*

Each environmental issue section contains the following components:

- Introduction - includes a brief discussion of the information used for the analysis.

- Environmental Setting - identifies and describes the existing physical environmental conditions of the Project area associated with each of the impact sections.

- Regulatory Setting - provides an understanding of the regulatory environment that exists prior to the implementation of the Project. This discussion includes the applicable goals, objectives, and policies from the City of Hanford 2035 General Plan as well as other regulations that currently exist.

- Methodology – identifies which criteria, technical documents, or formulas were used to analyze specific environmental impacts.

- Thresholds of Significance - identifies thresholds from Appendix G of the CEQA Guidelines that assist in determining the significance of an impact. Some thresholds

include a more detailed discussion to address the City of Hanford's or other local agency's specific significance criteria for the Project area.

- Project Impacts - describes environmental changes to the existing physical conditions that may occur if the proposed Project is implemented and evaluates these changes with respect to the CEQA thresholds of significance. This section includes a Project-specific impact analysis and a cumulative impact analysis. Mitigation measures are identified for the potentially significant project and cumulative impacts, if determined feasible. The mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also includes a discussion of the level of significance after mitigation that describes the level of impact significance remaining after mitigation measures are implemented.

## *4.6 - Level of Significance*

Determining the severity of the project and cumulative impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines Section 15091 requires that decision-makers mitigate, as completely as is feasible, the significant impacts identified in Project EIR. If the Project EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision-makers in approving a project to adopt a Statement of Overriding Considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the EIR.

The level of significance for each impact examined in this EIR is determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds are developed using criteria from the CEQA Guidelines and checklist; federal, State, and local regulatory schemes; local/regional plans and ordinances; accepted practice; consultation with agencies and recognized experts; and other professional opinions. When adopting or using thresholds of significance, a Lead Agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

## *4.7 - Format Used for Impact Analysis and Mitigation Measures*

The format adopted in this EIR to present the evaluation of impacts is described and illustrated below.

### Summary Heading of Impact

Impact 4.1-1: An impact summary heading appears immediately preceding the impact description (Summary Heading of Impact in this example). The impact number correlates to the section of the report (4.1 for Aesthetics in this example) and the sequential order of the impact (1 in this example) within that section. To the right of the impact number is the impact statement, which identifies the potential impact, corresponding to CEQA thresholds.

### Project Impact Analysis

A narrative analysis follows the impact statement. The analysis identifies the significant environmental effects of the proposed Project on the environment, based on an examination of the changes in the existing physical conditions in the affected area as they exist at the time the Notice of Preparation is published. Direct and indirect significant effects of the Project on the environment are identified and described for both the short-term and long-term effects. The analysis includes relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services.

### Cumulative Impact Analysis

A narrative analysis of cumulative impacts follows the project impacts section. The cumulative impacts analysis includes a discussion of the level of impact that would occur if the proposed Project, in combination with cumulative development, as described in Chapter 1 - *Executive Summary* of this EIR, are implemented. If the combined level of impact is *no impact* or *less-than-significant* impact, the Project's incremental effect would be less than cumulatively considerable. If the combined level of impact is *significant*, the Project's incremental effect is determined to be cumulatively considerable. The discussion of cumulative impacts is guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

### Mitigation Measures

Mitigation measures to reduce potential project-specific and cumulative impacts include a summary heading and description using the format presented below:

**MM 4.4-1**: Project-specific or cumulative mitigation is identified that would reduce the impact to the lowest degree feasible. The mitigation number links the particular mitigation to the impact section with which it is associated (Impact 4.4-1 in this example).

### Level of Significance After Mitigation

This section identifies the resulting level of significance of the project-specific or cumulative impact following mitigation.

# CHAPTER 5 - CONSEQUENCES OF PROJECT IMPLEMENTATION

## *5.1 - Environmental Effects Found to be Less than Significant*

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) "contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

The City of Hanford has engaged the public in the scoping of the environmental document. Comments received during scoping have been considered in the process of identifying issue areas that should receive attention in the EIR. The contents of this EIR were established based on the Notice of Preparation (NOP) prepared in accordance with the CEQA Guidelines and on public and agency input received during the scoping process.

After further study and environmental review in this EIR, direct and indirect impacts of the proposed Project (not including cumulative impacts) would be less than significant or could be reduced to less-than-significant levels with mitigation measures for the resource areas listed below.

### *5.1.1 - POTENTIAL FOR LESS THAN SIGNIFICANT IMPACTS TO OCCUR*

#### Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality

- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

#### Agriculture and Forestry Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use

- Impact 4.2-5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use

### Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptor to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

### Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

### Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5
- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of formal cemeteries

### Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation

- Impact 4.6-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

### Geology and Soils

- Impact 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault

- Impact 4.7-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking

- Impact 4.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction

- Impact 4.7-4: Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides

- Impact 4.7-5: Result in substantial soil erosion or loss of topsoil

- Impact 4.7-6: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse

- Impact 4.7-7: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property

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

### Greenhouse Gas Emissions

- Impact 4.8-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8-2: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

### Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

- Impact 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

- Impact 4.9-3: Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

- Impact 4.9-4: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment

- Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area

- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

### Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality

- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin

- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site

- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

- Impact 4.10-3(iv): Impede or redirect flood flows

- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

### Land Use and Planning

- Impact 4.1-2 (Impact 4.11-2 of Appendix G): Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

### Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

### Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

### Public Services

- Impact 4.15-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services for fire protection services

- Impact 4.15-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services

- Impact 4.15-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause

significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

- Impact 4.15-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for park services

- Impact 4.15-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities

### Recreation

- Impact 4.16-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated

### Transportation and Traffic

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

- Impact 4.17-4: Result in inadequate emergency access

### Tribal Cultural Resources

- Impact 4.18-1(i): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

- Impact 4.18-1(ii): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code

Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe

### Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects

- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed

- Impact 4.19-3: Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments

- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

- Impact 4.19-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste

### Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan

- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire

- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

### *5.1.2 - Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures*

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to be less than significant with the incorporation of mitigation measures.

**Transportation**

- Impact 4.2-1 (Impact 4.17-1 of Appendix G): Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities

## *5.2 - Significant Environmental Effects that Cannot be Avoided*

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. Potential environmental effects of the project and proposed mitigation measures are discussed in detail in Chapter 4, *Environmental Analysis*, of this EIR.

The environmental impacts determined to be significant and unavoidable are described in Table 5-1, *Summary of Significant Impacts of the Proposed Project*.

**Table 5-1**
**Summary of Significant Impacts of the Proposed Project**

| Resources | Project Impacts | Cumulative Impacts |
|---|---|---|
| Transportation and Traffic Impact 4.2-2 (Impact 4.17-2 of Appendix G) | VMT associated with the Project is estimated to be at 9.61 VMT per Capita and would exceed City of Hanford adopted VMT per Capita thresholds of 8.99. Since the Project exceeds the City's adopted VMT threshold and as is noted in that document and the TIS prepared for the Project, no feasible mitigation has been identified in that document to reduce impacts, permanent (operation) impacts are considered significant and unavoidable. | No feasible mitigation measure has been identified that would be feasible and reduce Project impacts to a less than significant impact. For these reasons, the proposed Project would have a **significant and unavoidable** cumulatively considerable contribution to VMT generation. |

## *5.3 - Growth Inducing Impacts*

Growth inducement can be a result of new development that requires an increase in dwelling units or an increase in employment, removes barriers to development, or provides resources that lead to secondary growth. Development pressures are a result of economic investment in a particular locality. These pressures help to structure the local politics of growth and the local jurisdiction's policies related to growth management and land use. The land use policies established by the City will regulate growth in the City.

CEQA does not consider growth inducement to be necessarily detrimental, beneficial, or of significance to the environment. Typically, the growth inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could also be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way

The Project is situated in a growing urbanized area, where substantial employment and housing opportunities will continue to grow. The Project would accordingly accommodate planned growth and not induce unplanned growth. The proposed Project would create a relatively minor amount of new (temporary) employment opportunities during construction; however, those positions would likely be readily filled by the existing employment base.

With respect to removing barriers to development, such as by providing access to previously undeveloped areas, the Project is not anticipated to result in significant growth inducement. The Project does not include the construction of infrastructure that could provide for future residential development; it does not remove barriers to off-site development. Although the Project accommodates planned economic growth at suitable locations, the net increase in population on the Project site would be less than significant.

## *5.4 - Significant Irreversible Changes*

As stated in the CEQA Guidelines, an EIR must address any significant irreversible environmental change that would result from project implementation. According to Section 15126.2(c) of the CEQA Guidelines, such a change would occur if one of the following scenarios occurs:

- *The Project would involve a large commitment of nonrenewable resources*.
  The proposed Project would not result in land use changes that will commit future generations to uses that are not already prevalent either on the present Project site or throughout the mostly urbanized Project area.

- *Irreversible damage can result from environmental accidents associated with the Project*.
  Potential environmental accidents of concern include those events that would adversely affect the environment or public because of the nature or quantity of materials released and the receptors exposed to that release.
- *The proposed consumption of resources is not justified (e.g., the Project would result in the wasteful use of energy).*
  Consumption of nonrenewable resources includes issues related to increased energy consumption, conservation of agricultural lands, and lost access to mining reserves. There would be an irretrievable commitment of labor, capital, and materials used during construction and operation of the Project. Nonrenewable resources would be committed, primarily in the form of fossil fuels such as fuel, oil, natural gas, and gasoline used by equipment associated with construction of the Project. The consumption of other non-renewable or slow renewable resources would also occur. These resources would include lumber and other forest products, sand and gravel, asphalt, and metals such as steel, copper, and lead.

  However, as noted, with the lack of a viable surface water or groundwater source, the land cannot be successfully cultivated, therefore the land would go fallow and remain unused until a different land use was proposed.

  During the operational phase of the proposed Project, energy would be used for lighting, heating, cooling, and other requirements and petroleum products would be used by vehicles associated with the residents of the proposed development. The use of these resources would not be substantial and would not constitute a significant effect.

The environmental effects of the proposed Project are thoroughly discussed in Chapter 4, *Environmental Impact Analysis*, of this EIR and summarized in the Executive Summary. Implementation of the proposed Project would commit nonrenewable resources during any construction activities and the construction of the proposed residential subdivision ~~future cannabis-related facility operations. Future cannabis-related operations, oil, gas, and other nonrenewable resources would be consumed for the cultivation, manufacturing, distribution, and retail sales of cannabis products.~~ Therefore, an irreversible commitment of nonrenewable resources would occur as a result of the proposed Project. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the Hanford General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The policies of the Hanford General Plan ensure that any irreversible environmental changes associated with those commitments will be minimized.

# CHAPTER 6 - ALTERNATIVES

## *6.1 - Introduction*

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the Project or to the location of the Project site that could feasibly avoid or lessen any significant environmental impacts of the Project while attaining most of the Project's basic objectives. An EIR also must compare and evaluate the environmental effects and comparative merits of the alternatives. This chapter describes alternatives considered but eliminated from further consideration, including the reasons for elimination, and compares the environmental impacts of several alternatives retained with those of the Project.

The following are key provisions of the CEQA Guidelines (Section 15126.6):

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be costlier.

- The No Project Alternative shall be evaluated, along with its impacts. The no project analysis shall discuss the existing conditions at the time the Notice of Preparation was published, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.

- The range of alternatives required in an EIR is governed by a "rule of reason;" therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need to be considered for inclusion in the EIR.

- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives.

Under case law and CEQA Section 15126.6(f), the discussion of alternatives need not be exhaustive and is subject to a rule of reason. CEQA Section 15126.6(d) states that "if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternatives shall be discussed, but in less detail than the significant effects of the project as proposed." Determining factors that may be used to eliminate alternatives from detailed consideration in an EIR are (a) failure to meet most of the basic project objectives, (b) infeasibility, or (c) inability to avoid significant environmental impacts. CEQA Section 15364 defines "feasibility" as "Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The Project has the potential to have significant adverse effects, at either a project level or cumulative level, on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, population, and housing at the Project site. Even with the mitigation measures described in Chapter 4, *Environmental Analysis*, of this EIR, impacts in these issue areas would be significant and unavoidable. Therefore, per the CEQA Guidelines, this section discusses alternatives that are capable of avoiding or substantially lessening the effects on these resources. Significant, unavoidable impacts of the Project are summarized below. Following these summaries, Section 6.2, *Project Objectives*, restates the Project proponent's objectives. Section 6.3, *Alternatives Eliminated from Further Consideration*, presents alternatives to the Project that were considered but eliminated for further analysis. Section 6.4, *Alternatives Analyzed in This EIR*, presents alternatives fully analyzed in this EIR, provides a comparison of alternatives, and makes a determination about the environmentally superior alternative.

### *6.1.1 - Significant Impacts of the Project*

The implementation of the proposed Project would result in significant and unavoidable impacts and significant impacts prior to mitigation incorporated. These potential significant and unavoidable impacts and less-than-significant impacts with mitigation incorporated are evaluated for each of the alternatives that are considered and evaluated as discussed below.

#### *No Potential for Impacts to Occur*

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have no potential for impacts to occur:

Aesthetics

- Impact 4.1-1: Have a substantial adverse effect on a scenic vista
- Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

### Agriculture and Forest Resources

- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract

- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))

- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

### Biological Resources

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

- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities conservation plan, or other approved local, regional, or State habitat conservation plan

### Geology and Soils

- Impact 4.7-8: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

### Hazards and Hazardous Materials

- Impact 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

### Hydrology and Water Quality

- Impact 4.10-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

### Land Use and Planning

- Impact 4.11-1: Physically divide an established community

### Mineral Resources

- Impact 4.12-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State

- Impact 4.12-2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan

Noise

- Impact 4.13-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels

Population and Housing

- Impact 4.14-2: Displace substantial number of existing people or housing necessitating the construction

Recreation

- Impact 4.16-2: Include recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment

### *Potential for Less than Significant Impacts*

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have less than significant impacts to occur:

Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality

- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Agriculture and Forest Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use

- Impact 4.2-5: Involve other changes in the existing environment which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

### Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptors to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

### Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on State or federally Protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

### Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5
- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of dedicated cemeteries

### Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation

- Impact 4.6-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency

### Geology and Soils

- Impact 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault

- Impact 4.7-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking

- Impact 4.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction

- Impact 4.7-4: Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides

- Impact 4.7-5: Result in substantial soil erosion or loss of topsoil

- Impact 4.7-6: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse

- Impact 4.7-7: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property

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

### Greenhouse Gas Emissions

- Impact 4.8.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8.2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

- Impact 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

- Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

- Impact 4.9-4: Create a hazard to the public or the environment as a result of being located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5

- Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area

- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality

- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin

- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site

- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the

addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff

- Impact 4.10-3(iv): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows

- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

### Land Use and Planning

- Impact 4.1-2 (Impact 4.11-2 of CEQA Appendix G): Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect

### Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies

- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

### Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

### Public Services

- Impact 4.15-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection

- Impact 4.15-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services

- Impact 4.15-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

- Impact 4.15-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for park services

- Impact 4.15-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities

### Recreation

- Impact 4.16-1: Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated

### Transportation

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature or incompatible uses

- Impact 4.17-4: Result in inadequate emergency access

### Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its

discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1

### Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects

- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed

- Impact 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments

- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

- Impact 4.19-5: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste

### Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan

- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire

- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

### *Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures*

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effect was determined to be less than significant with the incorporation of mitigation measures.

Transportation

- Impact 4.2-1 (Impact 4.17-1 of CEQA Appendix G): Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities

### *Potential for Significant and Unavoidable Impacts to Occur*

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have potential for significant and unavoidable impacts to occur:

Transportation

- Impact 4.2-2 (Impact 4.17-2 of CEQA Appendix G): Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)

### *6.1.2 - Other Impacts of the Project*

Impacts of the Project on the other resources evaluated in this EIR were found to be either less than significant or less than significant after mitigation. Therefore, consideration of alternatives that would further reduce impacts on these resources is not required by CEQA. Only alternatives that reduce or substantially lessen the Project's impacts on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, or population and housing are considered in this EIR. If one of the alternatives would cause a greater adverse impact on another resource, these impacts are disclosed in Section 6.4, *Alternatives Analyzed in this EIR*. Otherwise, impacts to the remaining resources evaluated in this EIR are not discussed further in this section.

## *6.2 - Project Objectives*

The Project has the following objectives:

1. Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.

2. Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.

3. Create a successful and financially feasible Project by meeting the housing needs of the area.

4. Provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

CEQA requires that an EIR describe a reasonable range of alternatives to the Project, or to the location of the Project, that would avoid or substantially lessen any of the significant effects of the Project and that would feasibly attain most of the basic Project objectives (Title 14, Section 15126.6). Attainment of the Project objectives is discussed for each retained alternative in Section 6.4.

## *6.3 - Alternatives Considered but Rejected*

There are no Project alternatives that were considered and rejected.

## *6.4 - Alternatives Considered and Evaluated*

An evaluation of three alternatives that were considered and evaluated is provided below. These alternatives represent a reasonable range of alternatives to the proposed Project. This analysis includes alternatives that could feasibly accomplish some of the basic objectives of the proposed Project and could potentially avoid or substantially lessen one or more of the significant effects. The following is an evaluation of each of the alternatives to the proposed Project that were further considered for analysis. Table 6-1, below, provides a summary of the impacts comparison between the proposed Project and the Project alternatives.

### *6.4.1 - Alternative A - No Project Alternative*

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would keep the site as agriculture and remain under the jurisdiction of Kings County. As no change would occur, the Project site would continue to be consistent with the Kings County General Plan land use designation and zoning of Limited Agriculture, 10 acres (AL10). meet the State Regional Housing Needs Allocation (RHNA) for new housing in the City under the Housing Element of the City General Plan.

The No Project Alternative would not: (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually

attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

With regard to transportation impacts, the No Project Alternative would result in no new trips generated. Therefore, the No Project Alternative would reduce the less than significant impact associated with LOS thresholds and significant and unavoidable impact relating to VMT.. The No Project Alternative would not fulfill the objectives of the Project or assist the City in meeting its housing goals as outlined in the General Plan.

### *6.4.2 - ALTERNATIVE B - REDUCED PROJECT ALTERNATIVE*

This alternative would decrease the number of single-family residential houses from 326 to 242. As described in this draft EIR, the proposal to approve the tentative tract map, annex the site into the City, and prezoning the site to R-L-5 would remain the same. With **Alternative B** a similar outcome to the proposed Project would occur with regard to County and City General Plan consistency. The annexation would meet County and LAFCo objectives in addition to providing planned City expansion within their SOI. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting regional housing needs. Under **Alternative B***,* overall VMT for the Project would decrease; however, per capita VMT impacts of significant and unavoidable would remain the same as the proposed Project. With regard to City LOS thresholds, overall trip generation would be reduced, resulting in lessened impacts on studied intersections. However, this reduction is still likely to exceed LOS thresholds cumulatively, and require mitigation as indicated in this draft EIR to improve the impacted intersection of 12th Avenue and Hanford Armona Road. Impacts regarding LOS would continue to be *less than significant with mitigation incorporated*.

### *6.4.3 - ALTERNATIVE C – MULTI-FAMILY ALTERNATIVE*

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

With regard to the addition of a General Plan Amendment, consistency findings with General Plan goals and policies would be necessary to determine if the proposed Medium Density Residential land use would comply. However, due to its proximity to designated Medium

Density Residential land northerly adjacent to the Project site, consistency findings can likely be made as availability of City services, implementation of pedestrian, bicycle, and vehicle standards, and payment of impact fees would still be applicable to the development.

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

In regard to VMT, the City of Hanford has adopted VMT Thresholds and Implementation Guidelines, which was utilized for the proposed Project to determine impacts, as noted in the TIS prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024). With regard to the adopted screening criteria and VMT thresholds, **Alternative C** does not meet the screening criteria and could generate more than 1,000 average daily trips, is not located within 0.5 miles of a transit priority area and is not located within an area where existing VMT per capita is low. The City's VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers,* California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for measures with quantitative methods for estimating VMT reduction.

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

### *6.4.4 - ALTERNATIVE D – DIFFERENT SITE ALTERNATIVE*

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

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

Under **Alternative D**, overall VMT per capita for the Project would still exceed City VMT thresholds as the majority of the site is located within a high VMT area and cannot be screened out using the City's screening thresholds, the *VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruettgers and Schuler Civil Engineers, 2024), in addition to no changes made to the Project lot count. Therefore, per capita, VMT would remain similar to the proposed Project as there are no other factors including proximity to high-quality transit corridors that could provide VMT reductions. Impacts would continue to be *significant and unavoidable*. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties.

## *6.5 - Environmentally Superior Alternative*

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three other Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Site.

Based on the evaluation of the three alternatives, Alternative C – Multi-Family could reduce the significant and unavoidable environmental impacts relating to VMT if the criteria for very low or low income units was met, LOS impacts would not increase with the increased density of units. while fulfilling most of the objectives of the proposed Project. Although this is speculative, if realized, Alternative C would be considered the Environmentally Superior Alternative. However, if the multifamily units are considered moderate or above moderate, it is unlikely that VMT impacts would be reduced to less than significant impacts, and LOS impacts might increase and require additional mitigation measures.

Table 6-1
Summary of Alternatives Impacts

| Environmental Resource | Project | Alternative A | Alternative B | Alternative C | Alternative D |
|---|---|---|---|---|---|
| Land Use and Planning: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect | Less than significant | Similar | Similar | Similar | Similar |
| Land Use and Planning: Cumulative Impacts associated with land use plan, policy, or regulation | Less than significant | Similar | Similar | Similar | Similar |
| Transportation and Traffic: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities | Less than significant with mitigation incorporated | Fewer | Fewer | Fewer/Similar | Similar |
| Transportation and Traffic: Cumulative Impacts associated with LOS | Less than significant with mitigation incorporated | Fewer | Fewer | Fewer/Similar | Similar |
| Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) | Significant / Unavoidable | Fewer | Similar | Fewer/Similar | Similar |
| Transportation and Traffic: Cumulative Impacts associated with VMT | Significant / Unavoidable | Fewer | Similar | Fewer/Similar | Similar |
| Meet Project Objectives | Yes | No | Yes | Yes | Yes |
| Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant | No | Yes | No | Possibly | No |

# CHAPTER 7 - RESPONSE TO COMMENTS

Pursuant to CEQA Guidelines Section 15087m the drafted Focused EIR was circulated for public comment for 45 days, from November 26, 2024 through January 9, 2025.

No comments were received during the public comment period.

However, some revisions were made to the text of the draft EIR. Clarifications and modifications to the Draft EIR text are shown with underline and text removed from the Draft EIR is shown with ~~strikethrough~~. The revisions, as outlined fall within the scope of the original project analysis included in the draft EIR and do not result in an increase to any identified impacts or produce any new impacts. No significant new environmental impact would result from the changes. Therefore, no significant revisions have been made that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5 (Recirculation of an EIR Prior to Certification).

# CHAPTER 8 - ORGANIZATIONS AND PERSONS CONSULTED

Note: All of the below entities were either notified or contacted directly to ask for or directly receive consultation on their applicable area of expertise with respect to this proposed Project. This may not be an all-inclusive list.

## *Federal Agencies*

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

## *State Agencies*

- California Air Resources Board
- California Highway Patrol
- California Department of Conservation
- California Department of Toxic Substances Control
- California Department of Parks and Recreation
- California State Department of Water Resources
- California Department of Fish and Wildlife
- California Department of Forestry and Fire Protection
- California Department of Health Services
- Native American Heritage Commission
- California Department of Transportation District 6
- Regional Water Quality Control Board/Central Valley Region
- State Clearinghouse Office of Planning and Research

## *Regional and Local*

- Kings County Public Works Department
- Kings County Sheriff's Department
- City of Hanford Public Works Department
- City of Hanford Community Development Department
- City of Hanford Parks & Recreation Department
- City of Hanford Police Department
- City of Hanford Airport Department
- Hanford Elementary School District
- Hanford Joint Union High School District
- Pacific Gas & Electric Company
- San Joaquin Valley Unified Air Pollution Control District
- Southern San Joaquin Valley Information Center
- Southern California Gas Company
- Southern California Edison

### *Native American Consultation*

In accordance with Assembly Bill 52 and the California Tribal Consultation guidelines, the appropriate native groups were consulted with respect to the Project's potential impacts on Native American places, features, and objects. As of the writing of this report, staff have not received any comments from consulted tribes regarding the department's AB 52 request. Staff notes consultation with appropriate Native American groups per AB 52 requirements has occurred.

# CHAPTER 9 - LIST OF PREPARERS

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# CHAPTER 10 - REFERENCES

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