FINAL FOCUSED ENVIRONMENTAL IMPACT REPORT

CITY OF HANFORD

TENTATIVE TRACT 938

JUNE 2023

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TENTATIVE TRACT MAP 938

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Project #210370

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List of Acronyms and Abbreviations

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

CHAPTER 1 - EXECUTIVE SUMMARY

1.1 - Introduction

This Draft Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the construction of 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). The Project is located in the incorporated City of Hanford, California. Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot road right of way (ROW).

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

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

1.2 - Project Summary

1.2.1 - PROJECT LOCATION

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

1.2.2 - PROJECT DESCRIPTION

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

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

- Tentative Tract Map 938 (Figure 3-5)

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

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

1.3 - Lead Agency, Responsible Agency, and Trustee Agencies

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

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

1.4 - Summary of Project Objectives

The Project has the following objectives:

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

1.5 - Scope of the Environmental Impact Report

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

- 4.17 – Transportation and Traffic

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

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

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

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

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

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

1.6 - Notice of Preparation

The contents of this EIR were established based on the findings in the Notice of Preparation (NOP) and attached materials, as well as public and agency input during the scoping period. The City of Hanford prepared and circulated a Notice of Preparation (NOP) to responsible, trustee, and local agencies for review and comment on February 2, 2023. The NOP and responses to the NOP are included in Appendix A of this EIR. In conjunction with this public notice, a scoping meeting was held on February 14, 2023, at Hanford City Council Chambers, located in CIVIC CENTER BUILDING, 315 N Douty St, Hanford, CA 93230. (CEQA Guidelines §15082). A copy of the NOP and comments received during the NOP review period are included in Appendix A.

1.7 - Public Review of the Draft EIR

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

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

In addition, the Draft EIR, including the appendices, will be available for review at the following City of Hanford website: https://www.cityofhanfordca.com/1236/Current-Projects.

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

Attn: Gabrielle de Silva Myers
City of Hanford Community Development Department
317 N Douty St, Hanford, CA 93230

email: gdesilva@cityofhanfordca.com

1.8 - Environmental Impacts

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

The contents of this Draft EIR were established based on the NOP prepared in accordance with the CEQA Guidelines, as well as public and agency input that was received during the scoping process. The comments to the NOP are found in Appendix A of this document. Based on the findings of the NOP and the results of scoping, a determination was made that this EIR

must contain a comprehensive analysis of all environmental issues identified in Appendix G of the CEQA Guidelines.

1.8.1 - IMPACTS NOT FURTHER CONSIDERED IN THIS EIR

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

1.8.2 - IMPACTS OF THE PROPOSED PROJECT

No Potential for Impacts to Occur

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

Aesthetics

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

Agriculture and Forest Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use
- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract
- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))
- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

Biological Resources

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

- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities conservation plan, or other approved local, regional, or State habitat conservation plan

Geology and Soils

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

Hazards and Hazardous Materials

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

Hydrology and Water Quality

- Impact 4.10-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

Land Use and Planning

- Impact 4.11-1: Physically divide an established community

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

Mineral Resources

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

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

Population and Housing

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

Recreation

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

Potential for Less than Significant Impacts

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

Aesthetics

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

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

Agriculture and Forest Resources

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

Air Quality

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

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

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

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

Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status

species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

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

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

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

Cultural Resources

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

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

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

Energy

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

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

Geology and Soils

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

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

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

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

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

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

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

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

Greenhouse Gas Emissions

- Impact 4.8.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8.2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

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

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

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

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

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

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

Hydrology and Water Quality

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

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

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

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

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

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

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

Noise

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

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

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

Population and Housing

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

Public Services

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

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

- Impact 4.15-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

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

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

Recreation

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

Transportation

- Impact 4.17-1: Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- Impact 4.17-2: Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)
- Impact 4.17-3: Substantially increase hazards due to a geometric design feature or incompatible uses
- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1.

Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects
- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed
- Impact 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments

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

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

Wildfire

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

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

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

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

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

The potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, no effects were determined to be less than significant with the incorporation of mitigation measures.

None

Unavoidable Significant Adverse Impacts

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

determined to be significant and unavoidable impacts (refer to Table 1-1, *Summary of Significant Impacts of the Project*).

Table 1-1
Summary of Significant Impacts of the Project

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

Significant Cumulative Impacts

According to Section 15355 of the CEQA Guidelines, the term *cumulative impac*ts "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Individual effects that may contribute to a cumulative impact may be from a single project or a number of separate projects. Individually, the impacts of a project may be relatively minor, but when considered along with impacts of other closely related or nearby projects, including newly proposed projects, the effects could be cumulatively considerable.

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

- Transportation and Traffic

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

1.9 - Summary of Project Alternatives

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

1.9.1 - Alternatives Considered and Rejected

There are no Project alternatives that were considered and rejected.

1.9.2 - Alternatives Considered and Evaluated

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

- *Alternative B – Reduced Project Alternative*. This alternative would decrease the number of single-family residential houses from 457 to 228.

- *Alternative C – Multi-Family Alternative*. This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 20 dwelling units per gross acre (1,196 units).

- *Alternative D– Different Sites Alternative*. This alternative would relocate the Project to one of two different sites in order to be located nearer to regional commercial. This alternative would place the Project on the west side of the City, along Hanford-Armona Road, west of South 12th Avenue, or on the southeast corner of 9 ¼ Avenue and Grangeville Boulevard.

1.10 - Environmentally Superior Alternative

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three other Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Sites. Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

Table 1-2
Comparison of Alternatives' Impacts

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Transportation and Traffic: Cumulative Impacts associated with VMT	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Meet Project Objectives?	Yes	No	Yes	Yes	Yes
Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant?	—	Yes	No	Yes	No

1.11 - Growth Inducement

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

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

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

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

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

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

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

1.12 - Irreversible Impacts

Section 15126.2(c) of the CEQA Guidelines defines an irreversible impact as an impact that uses nonrenewable resources during the initial and continued phases of a project.

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

1.13 - Areas of Controversy

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

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

1.14 - Issues to be Resolved

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

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

1.15 - Executive Summary Matrix

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

Table 1-3
Summary for Mitigation

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

CHAPTER 2 - INTRODUCTION

2.1 - Overview

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

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

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

The overall purposes of the CEQA process are to:

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

2.2 - Purpose of This Environmental Impact Report

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

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

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

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

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

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

2.2.1 - ISSUES TO BE RESOLVED

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

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

2.3 - Terminology

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

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

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

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

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

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

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

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

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

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

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

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

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

2.4 - Decision-Making Process

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

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

- **Notice of Preparation**. The City of Hanford prepared and circulated a Notice of Preparation (NOP) to responsible, trustee, and local agencies for review and comment on February 2, 2023. The NOP and responses to the NOP are included in Appendix A of this EIR. In conjunction with this public notice, a scoping meeting was held on February 14, 2023, at Hanford City Council Chambers, located in Civic Auditorium, 400 North Douty Street, Hanford, CA 93230.

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

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

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

2.4.1 - NOTICE OF PREPARATION (NOP)

Pursuant to Section 15082 of the CEQA Guidelines, as amended, the City of Hanford circulated a NOP to the State Clearinghouse, public agencies, special districts, and members of the public for a public review period beginning February 2, 2023, and ended March 4, 2023. The purpose of the NOP is to formally convey that the City, as the Lead Agency, solicited input regarding the scope and proposed content of the EIR. The NOP and all comment letters are provided in Appendix A of this EIR.

2.4.2 - SCOPING MEETING

Pursuant to Section 15206 of the CEQA Guidelines, the Lead Agency is required to conduct at least one scoping meeting for all projects of Statewide, regional, or area-wide significance. The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed. The City of Hanford hosted a scoping meeting at 5:30 p.m. February 14, 2023, at Hanford City Council Chambers, located in Civic Auditorium, 400 North Douty Street, Hanford, CA 93230.

NOP and Scoping Meeting Results

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

NOP Written Comments

The City received three letters with comments in response to the NOP. Specific concerns raised in written comments received during the 30-day NOP public review period are discussed below. The NOP and all comments received are included in Appendix A, along with the Summary of Proceedings from the scoping meeting. The comments are also summarized in Table 2-1, *Summary of Written Comments on Notice of Preparation/Initial Study*.

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

Commenter	Summary of Comment
Federal Agencies	No federal agencies submitted comments in response to the NOP.
State Agencies	
Office Planning (letter dated February 8, 2023)	Notifies reviewing agencies of their ability to review and provide comments on the NOP within 30 days of its receipt from the Lead Agency.
California Native American Heritage Commission	The NHAC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources and compliance with tribal consultation requirements of SB18 and AB52.
California Department of Fish and Wildlife (CDFW) (March 3, 2023)	1. CDFW recommends assessing presence/absence of San Joaquin Kit Fox (SJKF) by conducting focused den surveys as part of the biological technical studies conducted in support of the CEQA document. CDFW also recommends a qualified biologist conduct on-site worker awareness training and inspect all construction materials for SJKF before use. Any pits or trenches created shall be sloped or covered to prevent inadvertent take. 2. If suitable Crotch Bumblebee (CBB) habitat exists in areas of planned Project-related ground disturbance, equipment staging, or materials laydown, CDFW recommends a qualified biologist conduct a habitat assessment and surveys as part of the biological technical studies conducted in support of the CEQA document to determine if the Project area or its immediate vicinity contain habitat suitable to support CBB. If surveys cannot be completed, CDFW recommends avoiding disturbing potential CBB habitat. 3. To evaluate potential Project-related impacts, CDFW recommends that a qualified biologist conduct a habitat assessment as part of the biological technical studies conducted in support of

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

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

IS/NOP Oral Comments

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

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

Commenter	Summary of Comment
Federal Agencies	No federal agencies commented in response to the NOP during the scoping meeting.
State Agencies	No local agencies commented in response to the NOP during the scoping meeting.
Local Agencies	No local agencies commented in response to the NOP during the scoping meeting.
Interested Parties	Onan Champi - property owner.Mr. Champi had two questions: 1. Will any roads connect to 10th Avenue? 2. Wants property owner to be aware of Heavy Industrial zoning owned by Onan Champi on 10th Avenue Additional comments were made by Planning Commissioner Dennis Ham: 1. street name concerns 2. lot numbering and phasing concerns 3. Echo Ln naming concern; Orchard Ave naming concern 4. Concern about traffic flow into the project, inability for emergency services to get to site quickly, due to turn movements 5. Public Service environmental review concerns 6. Doesn't think map will be able to be constructed within 2 years 7. Believes air quality would be an issue 8. Concerns about water availably .

2.5 - Availability of the Draft EIR

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

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

2.6 - Format and Content

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

- Transportation

2.6.1 - Required EIR Content and Organization

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

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

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

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

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

- Chapter 5, *"Consequences of Project Implementation (Mandatory CEQA Sections),"* presents an analysis of the Project's cumulative and growth-inducing impacts and

other CEQA requirements, including significant and unavoidable impacts and irreversible commitment of resources.

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

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

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

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

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

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

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

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

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

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

- *"Impacts and Mitigation Measures"* discusses the impacts of the Project in each category, including direct, indirect, and cumulative impacts, presents the determination of the level of significance, and provides a discussion of feasible mitigation measures to reduce any impacts.

2.7 - Responsible and Trustee Agencies

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

- A *"responsible agency"* is a public agency that proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term *"responsible agency"* includes all

public agencies other than the Lead Agency that have discretionary approval power over a project (Section 15381).

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

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

2.7.1 - LOCAL AGENCIES

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

2.7.2 - STATE AGENCIES

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

2.7.3 - FEDERAL AGENCIES

- U.S. Fish and Wildlife Service (USFWS)

2.8 - Incorporation by Reference

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

- City of Hanford 2035 General Plan Update
- City of Hanford 2035 General Plan Update Master EIR
- City of Hanford Subdivision Ordinance
- City of Hanford Zoning Ordinance
- City of Hanford Housing Element

2.9 - Sources

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

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

CHAPTER 3 - PROJECT DESCRIPTION

3.1 - Project Overview

This Environmental Impact Report (EIR) has been prepared to identify and evaluate potential environmental impacts associated with the construction of 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot road right of way (ROW).

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

3.2 - Project Location and Environmental Setting

3.2.1 - REGIONAL SETTING

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

3.2.2 - LOCAL SETTING

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

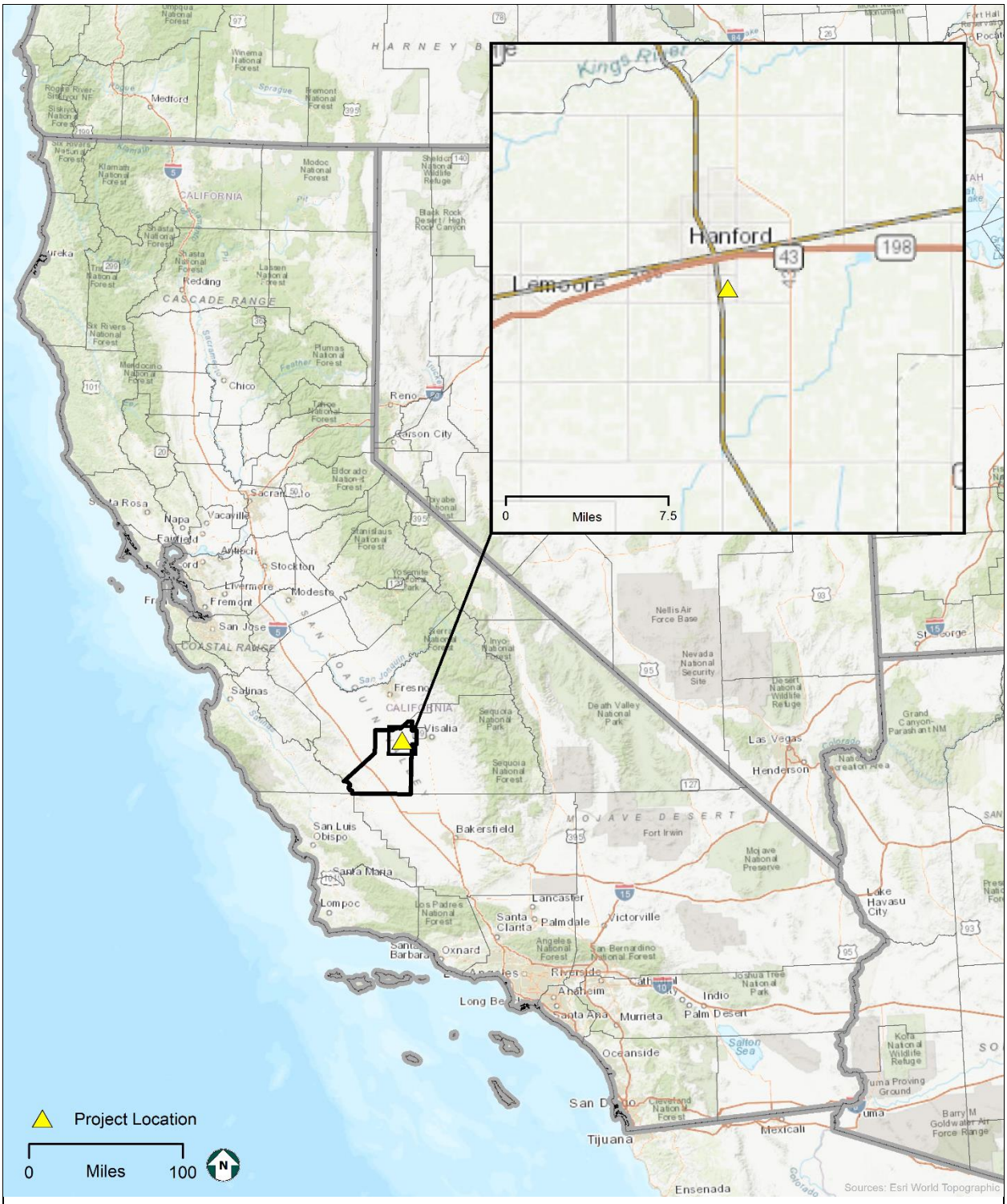

Figure 3-1
Regional Location

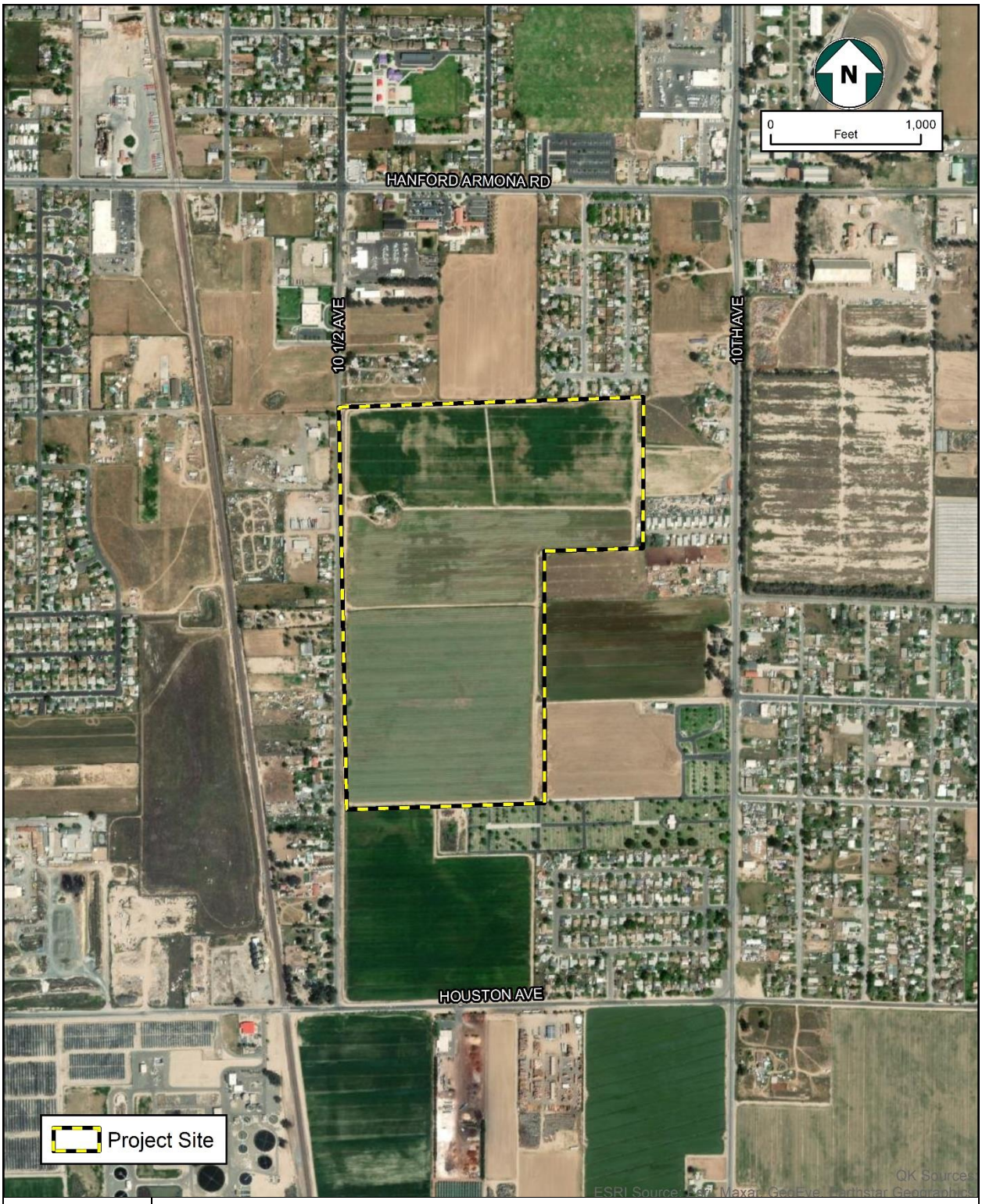

Figure 3-2
Project Location

3.2.3 - PROJECT LOCATION

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

3.3 - Project Objectives

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

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

3.4 - Proposed Project

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

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

- Tentative Tract Map 938 (Figure 3-3)

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

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

Figure 3-3
Vesting Tentative Tract Map #938

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

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

3.5 - Entitlements Required

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

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

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

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

- Certify the Final EIR.
- Consider and adopt Findings and a Statement of Overriding Considerations, as necessary.
- Approve Tentative Tract Map 938.

3.5.1 - OTHER RESPONSIBLE AGENCIES

- Future activities related to cannabis businesses may require consideration and approval from a variety of agencies, who will be CEQA responsible or trustee agencies in this environmental process. The specific responsible agencies may vary depending

upon the nature of the planned activity, location, and the resources impacted by cultivation, manufacturing, distribution, testing, and retail activities. A preliminary list of potentially responsible and trustee agencies is provided below:

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

3.6 - Cumulative Projects

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

According to the CEQA Guidelines:

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

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

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

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

Cumulative impact discussions for each environmental topic area are provided at the end of each technical analysis contained within Chapter 4, under *Impacts and Mitigation Measures*. The cumulative impacts discussions explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, city, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is

being analyzed. For example, in assessing aesthetic impacts, the pertinent geographic study area is the vicinity of the areas of new development under the proposed plan from which the new development can be publicly viewed and may contribute to a significant cumulative visual effect. In assessing macro-scale air quality impacts, on the other hand, all development within the air basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions are the best tool for determining the cumulative effect.

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

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

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

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

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

CHAPTER 4 - ENVIRONMENTAL IMPACT ANALYSES

4.1 - Approach to Environmental Analysis

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

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

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

The regulatory setting includes a discussion of the regulatory environment as it existed prior to the implementation of the Project. There are federal, State, regional, and local regulations identified within each environmental issue discussion, where appropriate. It is acknowledged that although the existing City of Hanford development codes currently guide development within the City, the proposed Project will add new standards and regulations to provide new guidance for the future development of cannabis-related activities.

The impact analysis contains a discussion of Project-specific impacts as well as cumulative impacts. The Project that is evaluated is the construction of 457 single-family residences, internal roads, a drainage retention basin, and a 5.82-acre park on an approximately 95-acre site (Project). Access to the proposed subdivision will be from 10 ½ Avenue. The development will build 10 ½ Avenue with a minimum 34-foot road right of way (ROW). Specific components of the Project are not separately evaluated; however, the Project, as a whole, is evaluated. The Project, as a whole, is referred to as the proposed Project or Project, throughout this EIR.

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

4.2 - Environmental Topics

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

- Transportation
- Mandatory Findings of Significance

4.3 - Organization of Issue Areas

Each environmental issue section contains the following components:

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

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

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

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

- Thresholds of Significance - identifies thresholds from Appendix G of the CEQA Guidelines that assist in determining the significance of an impact. Some thresholds include a more detailed discussion to address the City of Hanford's or other local agency's specific significance criteria for the Project area.

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

4.4 - Level of Significance

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

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

4.5 - Format Used for Impact Analysis and Mitigation Measures

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

Summary Heading of Impact

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

Project Impact Analysis

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

Cumulative Impact Analysis

A narrative analysis of cumulative impacts follows the project impacts section. The cumulative impacts analysis includes a discussion of the level of impact that would occur if the proposed Project, in combination with cumulative development, as described in Chapter 1 - *Executive Summary* of this EIR, is implemented. If the combined level of impact is *no impact* or *less-than-significant* impact, the Project's incremental effect would be less than cumulatively considerable. If the combined level of impact is *significant*, the Project's incremental effect is determined to be cumulatively considerable. The discussion of cumulative impacts is guided by the standards of practicality and reasonableness and should

focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

Mitigation Measures

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

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

Level of Significance After Mitigation

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

4.6 - Transportation

4.6.1 - INTRODUCTION

This section describes potential impacts to the transportation system associated with the proposed TTM 938 (Lunaria) Project (Project). The impact analysis examines the roadway, transit, bicycle, pedestrian, rail, and aviation components of the transportation system in the City of Hanford. To provide a context for the impact analysis, this section begins with the environmental setting, which describes the existing physical and operational conditions of the transportation system. Followed by the relevant regulatory framework, which influences the transportation system and provides the basis for impact significance thresholds that are used in the impact analysis findings and recommended mitigation measures.

4.6.2 - ENVIRONMENTAL SETTING

Roadway Network

The roadway network in the City is a traditional grid-based network of north/south and east/west streets, except for portions of the downtown area, whose grid-based network of streets is angled, consistent with the northeast/southwest railroad alignment. Almost all of the major streets in the City are regularly spaced at half-mile intervals. The grid system provides high levels of accessibility (i.e., travel choices) for residents. The road network is divided into five categories: State Highways, Arterial Streets, Collector Streets, Local Streets, and Alleys (see Tables 4.6-1 and 4.6-2). Hanford has five north/south arterials, 14 east/west arterials, 12 north/south collectors, seven east/west collectors, and numerous local and alleyway streets. Freeways are under the jurisdiction of the State and are outside of City control but have been assessed for the purposes of this EIR section due to their location within the Project area.

Table 4.6-1
Existing Arterial Streets

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

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

Table 4.6-2
Existing Collector Streets

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

State Facilities

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

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

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

Public Transportation

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

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

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

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

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

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

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

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

Bicycle and Pedestrian Circulation

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

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

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

Rail/Highway Freight

Almost 87 percent of the total freight tonnage is moved out of the Valley by truck, while rail accounts for 11 percent. BNSF and SJVR railroads provide freight service to the Hanford area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF Railroad currently operates between 25 and 30 trains per day on the system. SJVR has a limited schedule of one train per day. Development of new industry along the SJVR right of way has prompted renewed investment in the east/west service. SJVR anticipates an increase to three round trips per week and in the speed of trains using this route. Planning for improvements must include identifying future surface crossings that are needed to implement the City's circulation system. In the process of improving the SJVR trackage, existing street crossings need to be modernized to ensure safety and adequate operational standards for both rail and vehicular traffic.

Amtrak Passenger Service

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

High-Speed Train

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

Aviation

Hanford Municipal Airport (HJO) is the only public aviation facility in Kings County. The airport does not offer commercial flights. The airport is located on the southeast edge of

Hanford and is owned and operated by the City of Hanford. The airport enforces City, State, and federal aviation regulations and administers airport leases, tie-downs, hangars, shelters, fueling, and their overall maintenance.

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

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

4.6.3 - REGULATORY SETTING

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

Federal

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

State

CALIFORNIA DEPARTMENT OF TRANSPORTATION

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

SENATE BILL 743

Senate Bill 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by the level of service (LOS) or similar measures of vehicular capacity or

traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

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

COMPLETE STREETS

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

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

Regional

KINGS COUNTY ASSOCIATION OF GOVERNMENTS (KCAG)

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

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

- Administering the Local Transportation Fund and State Transit Assistance funds.

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

2018 KINGS COUNTY REGIONAL TRANSPORTATION PLAN

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

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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

Local

CITY OF HANFORD GENERAL PLAN

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

Policy T1 Coordination of Circulation and Land Use

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

Policy T2 Street Classification System

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

Policy T3 Circulation Map

Identify the locations of existing and future Highways, Major Arterials, Arterials, Collectors, and Minor Collectors with the Planned Area Boundary on the Circulation Map. Locations

shown shall be fixed, with allowance for slight variation from the depicted alignments of new Collectors and Minor Collectors.

Policy T4 Regional System Improvements

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

Policy T6 Highway Improvements

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

Policy T7 Highway 198 and 9th Avenue

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

Policy T8 Highway 43 Access Limitations

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

Policy T9 Highway 43 Intersection Limitations

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

Policy T10 Purpose of Major Arterials

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

Policy T11 Designation of Major Arterials

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

Policy T12 Access to Major Arterials

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

Policy T13 Purpose of Arterials

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

Policy T14 Designation of Arterials

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

Policy T15 Access to Major Arterials

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

Policy T16 Consolidation of Arterial Access Points

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

Policy T17 Purpose of Collectors

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

Policy T18 Designation of Collectors

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

Policy T19 Access to Collectors

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

Policy T20 Purpose of Minor Collectors

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

Policy T21 Designation of Collectors

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

Policy T22 Access to Collectors

Minor Collectors shall have no access limitations.

Policy T23 Purpose of Local Streets

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

Policy T24 Block Lengths

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

Policy T25 Cul-de-sacs

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

Policy T26 Cul-de-sac

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

Policy T27 Maintenance of Local Streets

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

Policy T28 Alleys

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

Policy T29 Maximum Level of Service

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

Policy T30 Capital Improvement Program

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

Policy T31 Coordination with Development Approvals

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

Policy T32 Ultimate Rights-of-Way

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

Policy T33 Street Improvements and Priorities

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

Policy T34 Kings County Regional Transportation Plan

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

Policy T35 Caltrans Coordination

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

Policy T36 Traffic Impact Fees

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

Policy T37 Shade Trees in Planter Strips

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

Policy T38 Operational Improvements First

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

Policy T39 Accommodating All Modes of Traffic

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

Policy T40 Pedestrian and Bicycle Placemaking

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

Policy T41 Streetscape Enhancements

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

Policy T42 Existing Sound Walls and Fences

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

Policy T43 Safe Routes to Schools Programs

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

Policy T44 Funding

Seek outside funding for Safe Routes to Schools projects.

Policy T45 Truck Routes

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

Policy T46 Good Movement Strategies

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

Policy T47 Truck Parking

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

Policy T48 Traffic Calming

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

Policy T49 Subdivision Connectivity

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

Policy T50 Carpool Programs

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

Policy T51 Alternative Design Standards

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

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

4.6.4 - Impacts and Mitigation Measures

Methodology

As stated above, SB 743 requires all CEQA analyses relating to transportation impacts to be conducted using the vehicle miles traveled (VMT) metric. In December 2022, the City of Hanford adopted *VMT Thresholds and Implementation Guidelines* for VMT Analyses. A VMT and a Traffic Impact Analysis (TIA) Report were prepared for this Project (see Appendix B).

Thresholds of Significance

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

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

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

Project Impacts

Impact 4.6-1 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The first step to determining Project trip generation is to assess the impacts that the Project may have on the surrounding roadway network in the City of Hanford. The trip generation

rates for the proposed Project were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). At build-out, the Project is estimated to generate a maximum of 4,315 daily trips, 320 AM peak hour trips, and 431 PM peak hour trips.

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

Existing Level of Service Analysis

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

- 11th Avenue
- 10 ½ Avenue
- Douty Street
- Jordan Way
- 10th Avenue
- 4th Street
- 3rd Street
- Hanford-Armona Road
- Orchard Avenue
- Houston Avenue

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

Existing Plus Project Traffic Conditions

Access to and from the Project site will be from six access points. One access point will be from the existing local street of Jordan Way. Two access points will be located along the east side of 10 ½ Avenue. The Project will be constructing Orchard Avenue within the Project limits. The Project will have three access points to Orchard Avenue.

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

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

Table 4.6-3
Existing Plus Project Intersection LOS Results

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

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

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

Table 4.6-4
Existing Plus Project Segment LOS Results

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

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

Near-Term Plus Project Traffic Conditions

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

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

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

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

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

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

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

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

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

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

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

Cumulative Year 2042 Plus Project Traffic Conditions

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

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

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

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

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

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

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

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

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

MITIGATION MEASURES

None

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact 4.6-2 - Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

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

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

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

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. The City of Hanford VMT Guidelines include thresholds of significance that were developed using Kings County as the applicable region. The required reduction of VMT (as adopted in the City of Hanford VMT Guidelines) corresponds to Kings County's contribution to the statewide greenhouse gas (GHG) emission reduction target. In order to reach the statewide GHG

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

Baseline VMT

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

Based on the KCAG Model, the King's County average VMT per Capita is 10.33. Therefore, the target VMT for residential land uses is a maximum of (10.33 X (1.00 - 0.13) = 8.99) 8.99 VMT per capita. The Project's trip generation, number of residential units, and square footages of non-residential uses were provided to KCAG in order to conduct a Project-specific VMT analysis using the KCAG model for specific Project components. Based on KCAG VMT results, Project components containing residential land uses are projected to yield an average VMT per capita of 9.78. This exceeds the City's VMT threshold for residential uses of 8.99 VMT per capita. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per Capita.

In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. The single greatest reduction in VMT is through alternative methods of transportation. Due to the proposed Project being located 1.7 miles from downtown Hanford, 3.28 miles from the existing major shopping center on Lacey Boulevard at 12th Avenue, and 4.0 miles from the proposed major shopping center on Lacey Boulevard at State Route 43, increasing bicycle use would have an impact on the amount of VMT generated. In order to increase multi-modal accessibility, it is recommended that Class II Bikeways get added along the Project frontages to 10 ½Avenue and Orchard Avenue.

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

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

MITIGATION MEASURES

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

LEVEL OF SIGNIFICANCE

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

Cumulative Setting Impacts and Mitigation Measures

CUMULATIVE SETTING

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

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

CUMULATIVE IMPACTS

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

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

MITIGATION MEASURES

Implementation of MM 4.1-1.

CUMULATIVE LEVEL OF SIGNIFICANCE

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

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

CHAPTER 5 - CONSEQUENCES OF PROJECT IMPLEMENTATION

5.1 - Environmental Effects Found to be Less than Significant

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

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

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

5.1.1 - POTENTIAL FOR LESS THAN SIGNIFICANT IMPACTS TO OCCUR

Aesthetics

- Impact 4.1-1: Have a substantial adverse effect on a scenic vista
- Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway
- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality
- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Air Quality

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

Biological Resources

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

Geology and Soils

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

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

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

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

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

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

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

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

Hazards and Hazardous Materials

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

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

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

Hydrology and Water Quality

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

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

- Impact 4.10-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

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

Land Use and Planning

- Impact 4.11-1: Physically divide an established community

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

Mineral Resources

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

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

Noise

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

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

Population and Housing

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

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

Public Services

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

- Impact 4.15-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

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

Utilities and Service Systems

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

Wildfire

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

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

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

5.1.2 - POTENTIAL FOR LESS THAN SIGNIFICANT IMPACTS TO OCCUR WITH INCORPORATION OF MITIGATION MEASURES

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

Agriculture and Forest Resources

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

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

Air Quality

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

Biological Resources

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

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

Cultural Resources

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

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

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

Energy

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

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

Geology and Soils

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

Greenhouse Gas Emissions

- Impact 4.8.2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

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

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

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

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

Hydrology and Water Quality

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

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

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

addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff

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

Noise

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

Public Services

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

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

Transportation

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

- Impact 4.17-2: Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)

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

- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size

and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1

Utilities and Service Systems

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

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

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

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

Wildfire

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

5.2 - Significant Environmental Effects that Cannot be Avoided

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

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

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

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

5.3 - Growth Inducing Impacts

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

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

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

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

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

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

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

5.4 - Significant Irreversible Changes

As stated in the CEQA Guidelines, an EIR must address any significant irreversible environmental change that would result from project implementation. According to Section 15126.2(c) of the CEQA Guidelines, such a change would occur if one of the following scenarios occurs:

- The Project would involve a large commitment of nonrenewable resources.
- Irreversible damage can result from environmental accidents associated with the Project.
- The proposed consumption of resources is not justified (e.g., the Project would result in the wasteful use of energy).

The environmental effects of the proposed Project are thoroughly discussed in Chapter 4, *Environmental Impact Analysis*, of this EIR and summarized in the Executive Summary. Implementation of the proposed Project would commit nonrenewable resources during any construction activities and operations. Future operations of the Project will commit oil, gas, and other nonrenewable resources. Therefore, an irreversible commitment of nonrenewable resources would occur as a result of the proposed Project. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the Hanford General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The policies of the Hanford General Plan ensure that any irreversible environmental changes associated with those commitments will be minimized.

CHAPTER 6 - ALTERNATIVES

6.1 - Introduction

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the Project or to the location of the Project site that could feasibly avoid or lessen any significant environmental impacts of the Project while attaining most of the Project's basic objectives. An EIR also must compare and evaluate the environmental effects and comparative merits of the alternatives. This chapter describes alternatives considered but eliminated from further consideration, including the reasons for elimination, and compares the environmental impacts of several alternatives retained with those of the Project.

The following are key provisions of the CEQA Guidelines (Section 15126.6):

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be costlier.
- The No Project Alternative shall be evaluated, along with its impacts. The no project analysis shall discuss the existing conditions at the time the Notice of Preparation was published, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a "rule of reason;" therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need to be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives.

Under case law and CEQA Section 15126.6(f), the discussion of alternatives need not be exhaustive and is subject to a rule of reason. CEQA Section 15126.6(d) states that "if an

alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternatives shall be discussed, but in less detail than the significant effects of the project as proposed." Determining factors that may be used to eliminate alternatives from detailed consideration in an EIR are (a) failure to meet most of the basic project objectives, (b) infeasibility, or (c) inability to avoid significant environmental impacts. CEQA Section 15364 defines "feasibility" as "Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The Project has the potential to have significant adverse effects, at either a project level or cumulative level, on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, population, and housing at the Project site. Even with the mitigation measures described in Chapter 4, *Environmental Analysis*, of this EIR, impacts in these issue areas would be significant and unavoidable. Therefore, per the CEQA Guidelines, this section discusses alternatives that are capable of avoiding or substantially lessening the effects on these resources. Significant, unavoidable impacts of the Project are summarized below. Following these summaries, Section 6.2, *Project Objectives*, restates the Project proponent's objectives. Section 6.3, *Alternatives Eliminated from Further Consideration*, presents alternatives to the Project that were considered but eliminated for further analysis. Section 6.4, *Alternatives Analyzed in This EIR*, presents alternatives fully analyzed in this EIR, provides a comparison of alternatives, and makes a determination about the environmentally superior alternative.

6.1.1 - SIGNIFICANT IMPACTS OF THE PROJECT

The implementation of the proposed Project would result in significant and unavoidable impacts and significant impacts prior to mitigation incorporated. These potential significant and unavoidable impacts and less-than-significant impacts with mitigation incorporated are evaluated for each of the alternatives that are considered and evaluated as discussed below.

No Potential for Impacts to Occur

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

Aesthetics

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

Agriculture and Forest Resources

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

- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract

- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))

- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

Biological Resources

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

- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities conservation plan, or other approved local, regional, or State habitat conservation plan

Geology and Soils

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

Hazards and Hazardous Materials

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

Hydrology and Water Quality

- Impact 4.10-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

Land Use and Planning

- Impact 4.11-1: Physically divide an established community

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

Mineral Resources

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

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

Population and Housing

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

Recreation

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

Potential for Less than Significant Impacts

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

Aesthetics

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

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

Agriculture and Forest Resources

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

Air Quality

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

Biological Resources

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

Cultural Resources

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

Energy

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

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

Geology and Soils

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

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

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

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

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

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

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

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

Greenhouse Gas Emissions

- Impact 4.8.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8.2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

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

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

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

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

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

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

Hydrology and Water Quality

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

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

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

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

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

addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff

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

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

Noise

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

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

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

Population and Housing

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

Public Services

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

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

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

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

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

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

Recreation

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

Transportation

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

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

- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

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

- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California

Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1

Utilities and Service Systems

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

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

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

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

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

Wildfire

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

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

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

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

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

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the no effects were determined to be less than significant with the incorporation of mitigation measures.

Potential for Significant and Unavoidable Impacts to Occur

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

Transportation

- Impact 4.17-2: Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)

6.1.2 - OTHER IMPACTS OF THE PROJECT

Impacts of the Project on the other resources evaluated in this EIR were found to be either less than significant or less than significant after mitigation. Therefore, consideration of alternatives that would further reduce impacts on these resources is not required by CEQA. Only alternatives that reduce or substantially lessen the Project's impacts on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, or population and housing are considered in this EIR. If one of the alternatives would cause a greater adverse impact on another resource, these impacts are disclosed in Section 6.4, *Alternatives Analyzed in this EIR*. Otherwise, impacts to the remaining resources evaluated in this EIR are not discussed further in this section.

6.2 - Project Objectives

The Project has the following objectives:

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

CEQA requires that an EIR describe a reasonable range of alternatives to the Project, or to the location of the Project, that would avoid or substantially lessen any of the significant effects of the Project and that would feasibly attain most of the basic Project objectives (Title 14, Section 15126.6). Attainment of the Project objectives is discussed for each retained alternative in Section 6.4.

6.3 - Alternatives Considered but Rejected

There are no Project alternatives that were considered and rejected.

6.4 - Alternatives Considered and Evaluated

An evaluation of three alternatives that were considered and evaluated are provided below. These alternatives represent a reasonable range of alternatives to the proposed Project. This analysis includes alternatives that could feasibly accomplish some of the basic objectives of the proposed Project and could potentially avoid or substantially lessen one or more of the significant effects. The following is an evaluation of each of the alternatives to the proposed Project that were further considered for analysis.

6.4.1 - Alternative A - No Project Alternative

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would reduce the significant and unavoidable impact relating to VMT; however, the City is required to meet the State Regional Housing Needs Allocation (RHNA) for new housing in the City. The No Project Alternative would not fulfill the objectives of the Project or assist the City in meeting RHNA.

6.4.2 - Alternative B - Reduced Project Alternative

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

6.4.3 - Alternative C – Multi-Family Alternative

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

6.4.4 - ALTERNATIVE D – DIFFERENT SITES ALTERNATIVE

This alternative would relocate the Project to one of two different sites in order to be located nearer to regional commercial. This alternative would place the Project on the west side of the City, along Hanford-Armona Road, west of South 12th Avenue, or on the southeast corner of 9 ¼ Avenue and Grangeville Boulevard. This alternative will meet all Project objectives and would assist the City in meeting its regional housing needs. Under **Alternative D***,* the overall VMT for the Project would decrease slightly; however, per capita, VMT would remain the same as the proposed Project. Impacts would continue to be *significant and unavoidable*. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties.

6.5 - Environmentally Superior Alternative

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three other Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Sites. Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

Table 6-1
Summary of Alternatives' Impacts

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Transportation and Traffic: Cumulative Impacts associated with VMT	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Meet Project Objectives?	Yes	No	Yes	Yes	Yes
Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant?	—	Yes	No	Yes	No

CHAPTER 7 - RESPONSES TO COMMENTS

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

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

Comment #1-1:

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

Response:

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

Comment #1-2:

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

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

Response:

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

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

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

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

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

If evidence of special-status species is observed, the qualified biologist would determine the appropriate actions to be taken, including monitoring during construction or additional protocol-level surveys, to reduce impacts to the species. Measures also include actions to be taken such as limiting on-site speeds to 20 miles per hour, covering trenches, capping pipes, removing trash on a daily basis, prohibiting pets on site, etc., and these measures will be placed on all plans and specs.

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

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

ATTACHMENT A

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

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

May 30, 2023

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

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

Dear Gabriella Myers:

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

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

CDFW ROLE

1-1

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

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

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

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

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird). 1-1 cont.

PROJECT DESCRIPTION SUMMARY

Proponent: DR Horton South

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

COMMENTS AND RECOMMENDATIONS

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

There are special-status species that have been observed in the Project area and may be present at individual Project sites in the Project area. These resources may need to be evaluated and addressed prior to any approvals that would allow ground-disturbing activities or land use changes. 1-2

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

I. Environmental Setting and Related Impact

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

COMMENT 1: Crotch Bumblebee (CBB)

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

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

1-2 cont

II. Editorial Comments and/or Suggestions

ENVIRONMENTAL DATA

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

1-3

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

FILING FEES

1-3 cont.

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

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

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

Sincerely,

DocuSigned by:
Julie Vance
FA83F09FE08945A...
Julie A. Vance
Regional Manager

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

REFERENCES

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

Goulson, D. 2010. *Bumblebees:* behaviour*, ecology, and conservation*. Oxford University Press, New York. 317pp.

Hatfield, R., Jepsen, S., Thorp, R., Richardson, L. and S. R. Colla. 2015. Bombus crotchii. The IUCN Red List of Threatened Species. http://dx.doi.org/10.2305/IUCN.UK.2015--2.RLTS.T44937582A46440211.en. Accessed 16 August 2019.

Williams, P. H., R. W. Thorp, L. L. Richardson, and S. R. Colla. 2014. *The Bumble Bees of North America: An Identification guide*. Princeton University Press, Princeton, New Jersey, USA. 208 pp.

CHAPTER 8 - ORGANIZATIONS AND PERSONS CONSULTED

Note: All of the below entities were either notified or contacted directly to ask for or directly receive consultation on their applicable area of expertise with respect to this proposed Project. This may not be an all-inclusive list.

8.1 - Federal Agencies

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

8.2 - State Agencies

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

8.3 - Regional and Local

- Kings County Public Works Department
- Kings County Sheriff's Department
- City of Hanford Public Works Department
- City of Hanford Community Development Department
- City of Hanford Parks & Recreation Department
- City of Hanford Police Department
- City of Hanford Airport Department
- Hanford Elementary School District
- Hanford Joint Union High School District
- Pacific Gas & Electric Company

- San Joaquin Valley Unified Air Pollution Control District
- Southern San Joaquin Valley Information Center
- Southern California Gas Company
- Southern California Edison

8.4 - Native American Consultation

In accordance with Assembly Bill (AB) 52 and the California Tribal Consultation guidelines, the appropriate native groups were consulted with respect to the Project's potential impacts on Native American places, features, and objects. As of the writing of this report, staff has not received any comments from consulted tribes regarding the department's AB 52 request. Staff notes consultation with appropriate Native American groups per AB 52 requirements has occurred.

CHAPTER 9 - PREPARERS

9.1 - Lead Agency

CITY OF HANFORD

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

9.2 - Technical Assistance

QK

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

JLB TRAFFIC ENGINEERING, INC.

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

CHAPTER 10 - BIBLIOGRAPHY

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