

AGENDA

PLANNING COMMISSION

of the

CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, February 12, 2019

CALL TO ORDER

ROLL CALL

INVOCATION

FLAG SALUTE

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

INTRODUCTION OF NEWLY APPOINTED COMMISSIONERS

ELECTION OF 2019 CHAIR AND VICE CHAIR

CONSENT CALENDAR

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

Approval of the Minutes of the December 11, 2018 Meeting

PUBLIC HEARING

Variance No. 2018-04: a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces and covered parking spaces within the rear-yard setback for a multi-family development. Mitigated Negative Declaration No. 2018-24: a request to certify that the project will have a less than significant impact on the environment with the incorporation of mitigation measures. The project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035).

DIRECTOR'S COMMENTS

COMMISSIONERS' ITEMS OF INTEREST

ADJOURNMENT

Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available to public inspection in the Planning Division Office located at 317 N. Douty Street, Hanford, California 93230, during normal business hours. Such documents are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post documents before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Planning Division's office, 559-585-2580, 317 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

APPEALS:

Any action of the Planning Commission, which is a final project decision, may be appealed to the City Council by the applicant or any adversely affected person. To file an appeal, an appeal application and filing fee of \$1,000.00 must be submitted to the Community Development Department, 317 N. Douty Street, Hanford, California, within ten (10) days following the date of the final decision of the Planning Commission.



**AGENDA
STAFF REPORT**

MEETING DATE: 2/12/2019	AGENDA SECTION:
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SUBJECT:

Approval of the Minutes of the December 11, 2018 Meeting

RECOMMENDATION:

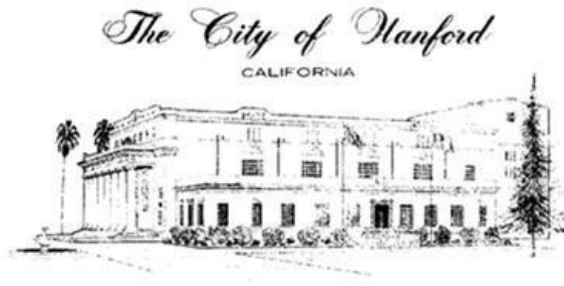
Approve the minutes of the December 11, 2018 meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

12-11-18 PC Minutes



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, December 11, 2018

CALL TO ORDER

Chairperson PADEN called the meeting to order at 7:00 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Dennis Ham		Present	6:39 PM
Richard Douglas		Present	6:45 PM
Michael Johnston		Present	6:47 PM
Travis Paden		Present	6:44 PM
Savino Perico		Present	6:54 PM
Angel Vee Galvan		Present	6:47 PM
Jacob Sanchez		Present	6:50 PM

INVOCATION

Chairperson PADEN led the invocation.

FLAG SALUTE

Chairperson PADEN led the flag salute.

PUBLIC COMMENT

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Hanford resident Chris Soares stated that her house faces Fargo Crossing, and the noise from the Burger King drive-thru is so loud that they often hear it from inside their home. She asked that the Commissioners not approve any additional drive-thrus in that shopping center.

CONSENT CALENDAR

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

Motion to approve the Consent Calendar.

RESULT:	APPROVED [6 TO 0]
MOVER:	Richard Douglas
SECONDER:	Savino Perico
AYES:	Douglas, Johnston, Paden, Perico, Galvan, Sanchez
ABSTAIN:	Ham

Approval of the November 13, 2018 Minutes

PUBLIC HEARING

- 1. Tentative Parcel Map No. 2018-02: a request to subdivide a 53,325 sq. ft. (1.5-acre) parcel 53,325 sq. ft. into three parcels, Parcel A – 18,491 sq. ft. (0.422 acres), Parcel B – 17,185 sq. ft. (0.395 acres), and Parcel C – 17,649 sq. ft. (0.407 acres), in the R-L-8 Low-Density Residential zone district. The property is located south of Flint Avenue, west of Mission Drive (APN 007-030-019).**

Chairperson PADEN opened the public hearing at 7:08 p.m. and called for the staff report. Associate Planner Myers presented the staff report, recommended approval, and invited questions of staff.

Following questions of staff, Chairperson PADEN opened public comment:

FAVOR

Alex Dwiggin, of Zumwalt-Hansen and representing developer Daley Homes, reviewed the history of the project and encouraged approval. He also mentioned that he lives in that neighborhood and would love to see those lots developed, because the block wall will get finished, weeds will not continue to grow there, sidewalk will be installed, and the landscape assessment district will go into effect.

OPPOSED

None

There being no further discussion, Chairperson PADEN closed the public hearing at 7:14 p.m. and called for a motion.

Motion to approve Resolution No. 2018-28, approving Tentative Parcel Map No. 2018-02.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Richard Douglas
SECONDER:	Michael Johnston
AYES:	Ham, Douglas, Johnston, Paden, Perico, Galvan, Sanchez

2. TENTATIVE PARCEL MAP NO. 2018-01: a request to divide the 4.86-acre (211,035 sq. ft.) parcel, located at APN 010-310-001, into two parcels, Parcel A – 7,392 sq. ft. and Parcel B – 203,643 sq. ft., in the R-L-5 Low-Density Residential zone district. CONDITIONAL USE PERMIT NO. 2018-12: a request to allow a self-storage facility in the R-L-5 Low-Density Residential zone district. The project is located east of 12th Avenue, north of Kings County Drive (APN 010-310-001).

Chairperson PADEN opened the public hearing at 7:15 p.m. and called for the staff report. Associate Planner Myers presented the staff report, recommended approval, and welcomed questions of staff.

Following questions of staff, Chairperson PADEN opened Public Comment:

FAVOR

Alex Dwiggins, with Zumwalt-Hansen, introduced the applicant, Emery Vloth. He stated that Mr. Vlotho owns several storage facilities throughout the valley, and he would like to see this one open in Hanford. Mr. Dwiggins noted that this location will be convenient for residents of newly developed homes in the area and requested support of the project. He mentioned that he contacted Utilities and Engineering Director Doyel to request re-evaluation of some impact fees.

Director Doyel confirmed that, because the storage buildings are not required to be fire sprinklered, the water impact fee should be calculated for the office use only. He recommended that the resolution be amended accordingly.

Mr. Dwiggins stressed that this is an infill project. He also noted that the site plan shows a block wall, but they would like to have a chain-link fence.

OPPOSED

Jack Schwartz, Jr., stated that this use should not be in a residential zone district, as it would devalue the current undeveloped properties. He suggested that retail, commercial, or residential would be a better fit. He asked that the project not be approved.

REBUTTAL

Alex Dwiggins noted that the parcel is zoned residential, so a commercial project would not be permitted; and, buildings will be aesthetically pleasing and nicely done.

Director Mata suggested that the block wall be included along the north side as a condition of approval, as normally a block wall is required between commercial projects and residential.

Following additional questions of staff regarding elevation designs and landscape plans, Chairperson PADEN closed the public hearing at 7:30 p.m. and called for a motion.

Motion to adopt Resolution No. 2018-26, approving Tentative Parcel Map No. 2018-01.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dennis Ham
SECONDER:	Richard Douglas
AYES:	Ham, Douglas, Johnston, Paden, Perico, Galvan, Sanchez

Motion to adopt Resolution 2018-27, approving Conditional Use Permit 2018-12, amended to include the following conditions:

1. That, because the mini-storage buildings will not require fire sprinklers or water use, the water impact fee will be calculated for the office building only.
2. That the block wall shown on the site plan, located on the north side of the office building, is required.
3. That elevations for the long building facing the 12th Avenue frontage be included in the building permit submittal. Elevations shall include architectural and/or other features that would provide vertical relief to the flat building.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dennis Ham
SECONDER:	Michael Johnston
AYES:	Ham, Douglas, Johnston, Paden, Perico, Galvan, Sanchez

GENERAL BUSINESS

Finding of General Plan Consistency for the sale two parcels totally approximately 22,500 square feet located at the northwest corner of Sixth and Phillips Streets. (APNs 012-064-005 and 012-064-006).

Director Mata presented the staff report, recommended approval of the Resolution, and answered questions of staff.

In response to Chairperson PADEN's question regarding the proposed parking lot, Paula Lehn, CEO of FAST Credit Union, explained that a Conditional Use Permit (CUP) was approved for a potential tenant of the FAST building. However, due to the conditions of approval, the potential tenant withdrew. Ms. Lehn stated that FAST is still pursuing purchase of the lot, which requires a new CUP. Whether the lot will include solar, spaces for motorcycle or compact parking will be based on what is the best use and will have the best appearance.

Motion to approve Resolution 2018-29, a finding that the sale of the two parcels consisting of approximately 22,500 square feet located at the northwest corner of Sixth Street and Phillips Street, APNs 012-064-005 and -006 is consistent with the General Plan.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Michael Johnston
SECONDER:	Dennis Ham
AYES:	Ham, Douglas, Johnston, Paden, Perico, Galvan, Sanchez

DIRECTOR'S COMMENTS

None.

COMMISSIONERS' ITEMS OF INTEREST

Commissioner DOUGLAS congratulated Associate Planner Myers on her recent marriage.

Commissioner JOHNSTON was at Fargo Crossing this evening and noted that traffic there was very congested, especially around Burger King and Little Caesar's.

Commissioner HAM stated that this would be his last Planning Commission meeting, having termed out. He expressed his appreciation to the other commissioners, saying that it was a pleasure serving. He encouraged his fellow commissioners to drive out to project sites, as that visual gives a better understanding of what is proposed. Chairperson PADEN thanked him for his service, and everyone joined in a round of applause.

Commissioner PADEN mentioned that his term has also expired, but that he is eligible for re-appointment.

ADJOURNMENT

Chairperson PADEN adjourned the meeting at 7:59 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 2/12/2019	AGENDA SECTION:
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SUBJECT:

Variance No. 2018-04: a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces and covered parking spaces within the rear-yard setback for a multi-family development. Mitigated Negative Declaration No. 2018-24: a request to certify that the project will have a less than significant impact on the environment with the incorporation of mitigation measures. The project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035).

See the staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - Var 2018-04

Resolution No. 2019-01

Attachment 1 - Site Plan No. 2018-35

Attachment 2 - SPR 2018-35 Approval Letter

Attachment 3 - Elevations

Attachment 4 - Environmental (Initial Study, MND, MMRP)

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, February 12, 2019**

PROJECT: **Variance No. 2018-04:** a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces and covered parking spaces within the rear-yard setback for a multi-family development.

Mitigated Negative Declaration No. 2018-24: certifying that the project will have a less than significant impact on the environment with the incorporation of mitigation measures.

LOCATION: The project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035).

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Mitigated Negative Declaration No. 2018-24, certifying that the project will have a less than significant impact on the environment with the incorporation of mitigation measures
2. Adopt Resolution No. 2019-01, approving Variance No. 2018-04.

RECOMMENDED MOTION

1. I move to adopt Mitigated Negative Declaration No. 2018-24, certifying that the project will have a less than significant impact on the environment with the incorporation of mitigation measures.
2. I move to adopt Resolution No. 2019-01, approving Variance No. 2018-04.

PROJECT DESCRIPTION

The project is a request by Centennial-Hanford Center West, LLC, to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces and covered parking spaces to be located within the rear-yard setback for a multi-family development.

In accordance with the Hanford Municipal Code, Section 17.14.130, off-street parking shall be provided on the site for each use, as prescribed in Chapter 17.54. Required parking spaces may not be provided within any front, side, or rear building setback area. The applicant proposes to locate required parking spaces four feet from the rear property line, encroaching 21 feet into the required rear-yard setback area.

Project Location

The project is located on a vacant property east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035). The project site is designated as High-Density Residential. The zoning for the property is R-H High-Density Residential.

Figure 1: Land Use
(Property outlined in bold)



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

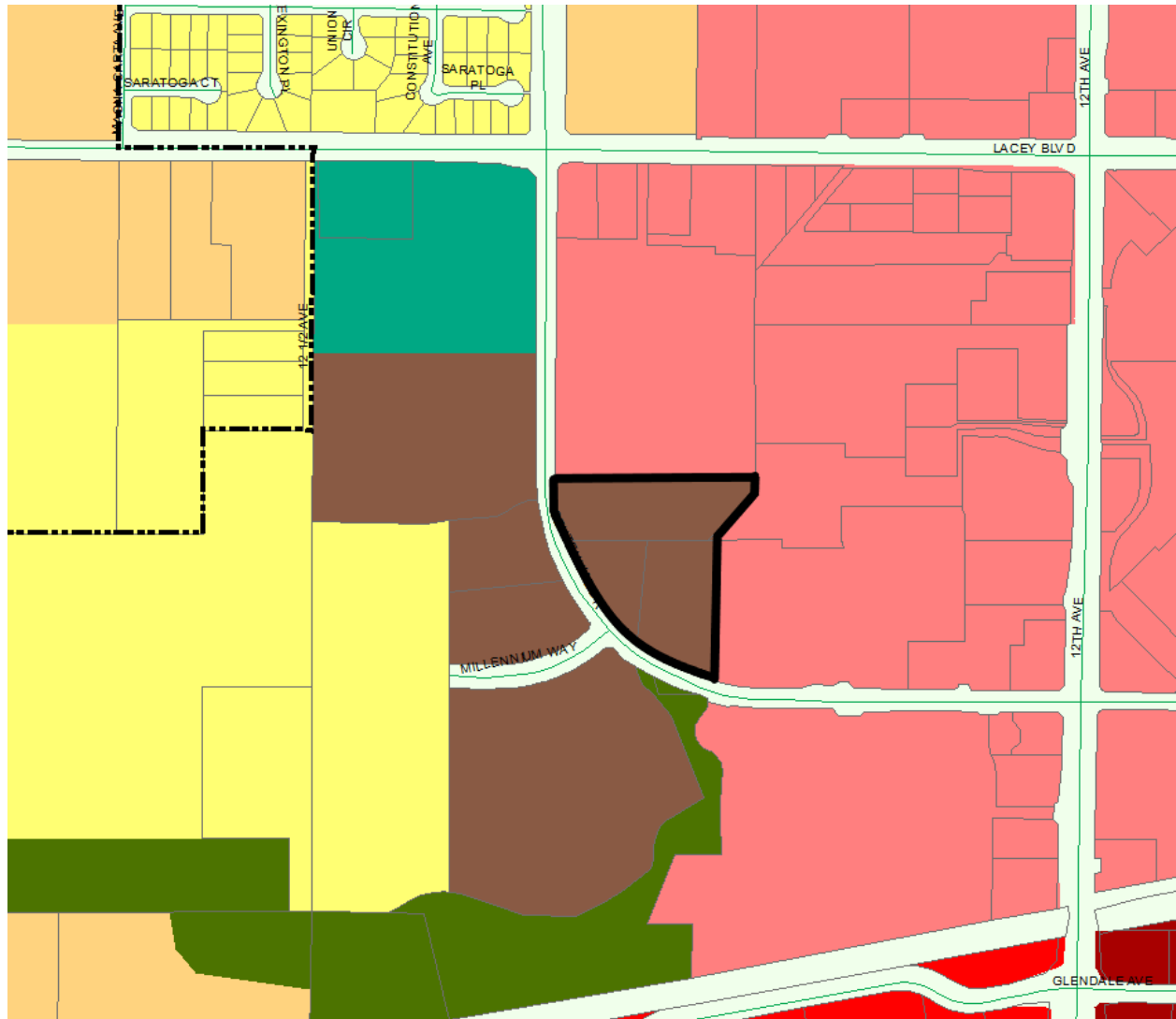
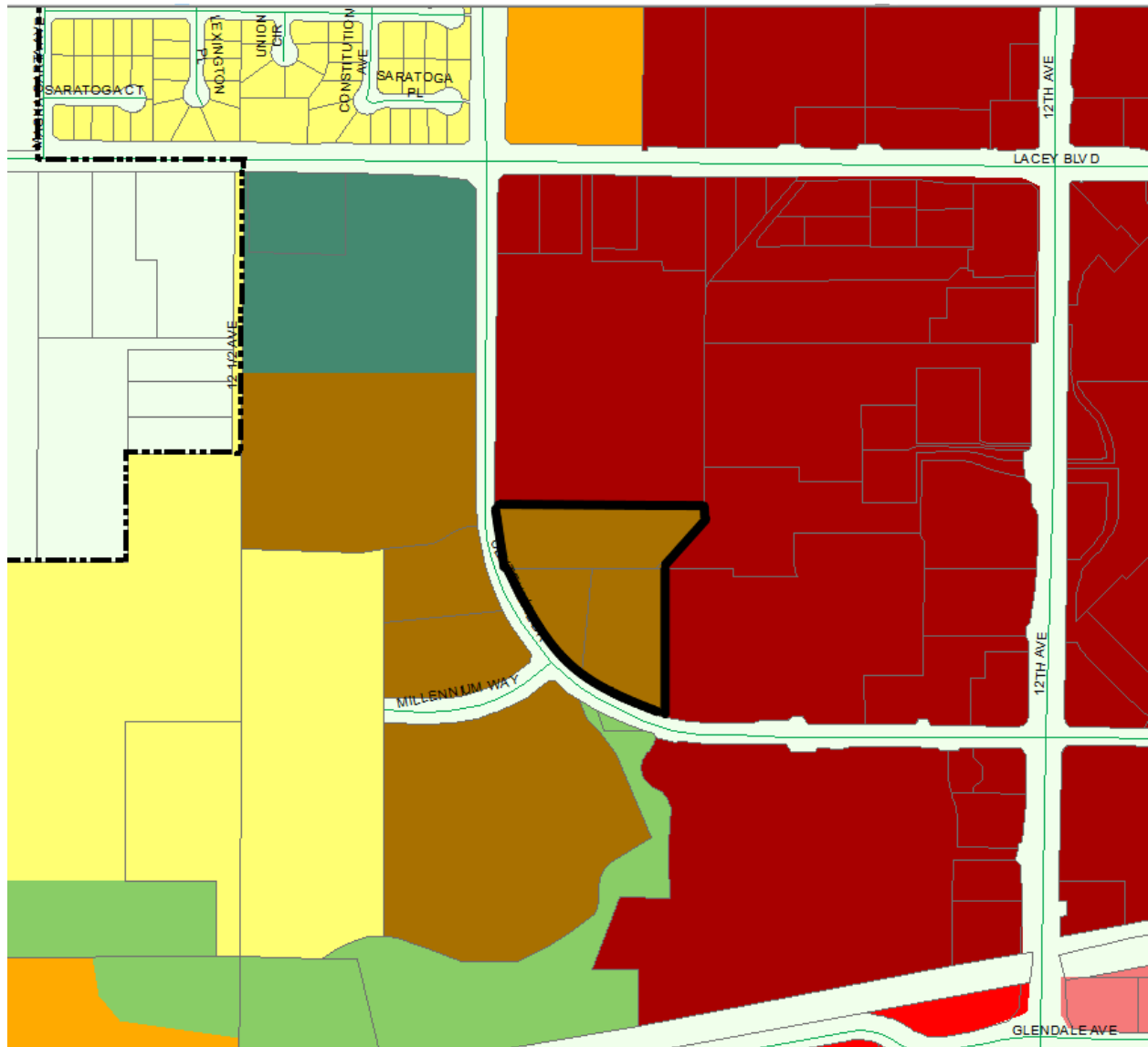


Figure 3: Zoning Designation
R-H High-Density Residential
(Property outlined in bold)



Entitlement

The applicant submitted Site Plan Review No. 2018-35 for the project site, proposing to develop the vacant site into a 156-unit multi-family residential complex with a clubhouse, fitness center, pool, and leasing office. See Site Plan Review No. 2018-35 (**Attachment 1**). Site Plan Review No. 2018-35 was reviewed by the Site Plan Review Committee. Conditions of approval appear in the approval letter (**Attachment 2**). All conditions of approval cited in the site plan review approval letter are also conditions of approval of this Variance application.

Elevations of the proposed development are attached (**Attachment 3**).

Example 2: Condominium project located on Greenfield Drive and Cameron Street. The project features parking within the rear-yard setback area.

Figure 5: Condominium Project



The City requires setbacks between structures for several reasons:

Safety:

Maintaining setbacks between building and uses is important for safety reasons. Having adequate setbacks between structures and uses provides access for the Fire Department to reach fires, in cases of emergency. The Fire Department has reviewed the application and determined that the reduced setback for parking provided by the applicant will not be detrimental to safety.

Noise:

Setbacks also are in place to reduce noise impacts. Locating parking as proposed will not impact noise to neighboring properties, a masonry concrete block wall along the rear property line is existing and will mitigate noise between uses. All noise generated from the property would be required to meet the Noise Emission standards prescribed by the General Plan.

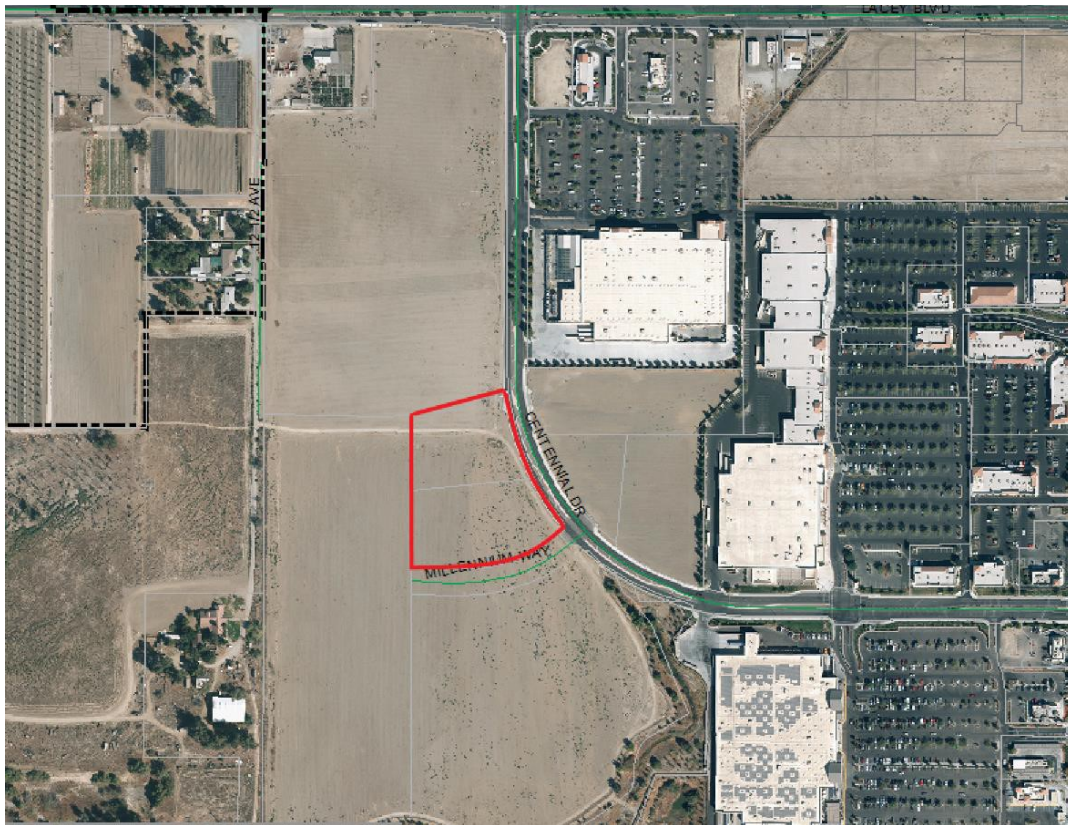
Preventing Crowding:

Another reason setbacks are required by the City is to reduce crowding and provide separation between uses and structures. There is an existing block wall which provides as a barrier between the multi-family residential property's parking and the commercial development to the east. All buildings meet and exceed the required setbacks for the R-H High-Density Residential zone district.

Allowing the variance will not have impacts to safety, noise, or the prevention of crowding.

The variance can be supported by staff, due to the granting of Variance No. 2018-01, for a similar project. In May 2018, the Planning Commission granted approval of Variance No. 2018-01, allowing a deviation from the rear-yard setback, allowing parking to be located within the 25-foot rear-yard setback, for a comparable multi-family project. The lot possessed a similar unique configuration. See Figure 4.

Figure 6: Variance No. 2018-01 Project Site



In accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standard of the Hanford Municipal Code, when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district.

Granting of Variance No. 2018-04, would be consistent with the purpose of the variance process, as other properties in the vicinity and within the same zone district enjoy the privilege of allowing parking within the rear-yard setback area.

PROJECT EVALUATION

Site Plan Review No. 2018-35 was reviewed for conformance with the standards set forth in Section 17.14 for the High-Density Residential zone district.

17.14.030 Lot Area

The minimum lot area in the R-H High-Density Residential zone district shall be 5,000 square feet. The three parcels, which make up the project site, total 6.7 acres, which exceeds the minimum lot area of the R-H High-Density Residential zone district.

17.14.040 Lot Dimensions

In the R-H High-Density Residential zone district, the minimum lot frontage shall be 40 feet. The project site has approximately 937 feet of street frontage along Centennial Drive. The minimum lot width shall be 50 feet for interior lots and 60 feet for corner lots. The project site is a corner lot. The width of the site varies, and the maximum width is 689 feet. In the R-H High-Density Residential zone district, the minimum lot depth shall be 90 feet. The depth of the lot varies, and the maximum depth is 699 feet.

17.14.050 Site Area per Dwelling Unit

The minimum site area per dwelling unit shall be 1,500 square feet. The project proposes 156 dwelling units for the 6.95-acre site (302,742 sq. ft.), which would require approximately 5.3 acres (234,000 sq. ft.) of site area, minimum. The request to construct 156 multi-family dwelling units can be supported by the total size of the parcels.

17.14.060 Coverage

The maximum coverage of the lot shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. All required building setbacks, landscaping, off-street parking and loading requirements were evaluated as part of the site plan review process and are evaluated below.

17.14.070 Building Setback Area

No structure is permitted within a building setback area.

Front-Yard Setback

In the R-H High-Density Residential zone district, the front building setback area shall be 15 feet from the front lot line for livable building space and 20 feet for garages, carports, and other non-livable building space. The front property line is along Centennial Drive. All residential livable building space is set back from the property line a minimum of 15 feet. There are no garages or carports proposed along the front property line.

Rear-Yard Setback

The rear building setback in the R-H High-Density Residential zone district shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one-story high. The rear property is along the eastern property line. There is not a landscape easement along the rear property. Since the proposed multi-family units exceed one-story, a 25-foot setback is required along the rear-property line.

The applicant proposes required parking spaces and carports to be located four feet from the rear property line, encroaching into the 25-foot rear-yard setback. For this reason, a variance has been submitted. Livable space is setback from the rear property line a minimum of 25 feet.

Side-Yard Setback

In the R-H High-Density Residential zone district, the side building setback area shall be five feet from an interior lot line and 10 feet from a street side property line. Where there is a landscape easement with a wall or fence on the street-side of the lot, the side-yard setback area shall be measured from the easement area instead of the side lot line. The northern property line is considered the side yard. There is not a street-side property line, as the entire length of Centennial Drive is considered the frontage. All structures are setback a minimum five feet from the interior-side property line.

17.14.080 Distances Between Structures

The minimum distance between structures shall be 10 feet, except as provided by the building code. All structures are separated by a minimum distance of 10 feet.

17.14.090 Height of Structures

The maximum height of structures in the R-H High-Density Residential zone district is 35 feet. The structures proposed for the multi-family development are two-story buildings, with one three-story structure (the third-story is an option—the developer has not determined whether this building will be two or three stories). No structure shall exceed 35 feet.

In accordance with Section 17.50.190 Exceptions to Height Limitations, penthouses or roof structures for the housing of elevators, stairways, tanks, ventilating fans, air-conditioning equipment, or similar equipment required to operate and maintain buildings, and fire and parapet walls, skylights, towers, spires, cupolas, road signs (where permitted) flagpoles, chimneys, smokestacks, television and radio masts, or similar structures may be erected above the height limit, but shall not be allowed for the purpose of providing additional floor space.

17.14.100 Driveways

The width of a driveway and any paved area shall not cumulatively exceed 40 percent of the width of the lot's street frontage on which the driveway and any paved area faces. On corner lots, the driveway shall be located on the side of the lot adjacent to the interior lot. On key lots the driveway shall be located on the side of the lot which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Due to the size of the development, two entrances are required to the site along Centennial Drive. The location and size of the entrances have been approved by the Engineering Division. The cumulative width of the entrances is significantly below the 40% lot-width maximum.

17.14.130 Off-Street Parking

The applicant proposes to develop 156 multi-family residential units. There will be 88 one-bedroom units, 60 two-bedroom units, and eight three-bedroom units. Additionally, there will be a community building and leasing office, totaling 3,500 square feet.

Parking is required for each unit type and the community building, as follows:

Unit Type	Parking Space Requirement	Measuring unit	# of Stalls Required	Total Covered
1-bedroom unit	1.5 spaces; 50% covered	88	132	66
2-bedroom unit	1.75 spaces; 50% covered	60	105	52.5
3-bedroom unit	2 spaces; 50% covered	8	16	16
Community building	1 space per 300 sq. ft.	3,500 sq. ft.	12	0
Total		156 units	265 stalls	135 covered

The applicant provides 304 parking stalls for the site, 158 stalls are covered, which satisfies the requirement of the Hanford Municipal Code.

According to the Hanford Municipal Code Section 17.14.130, required parking spaces may not be provided within any front, side, or rear building setback area. Parking, including covered carports, is proposed within the rear-yard setback, setback four feet along the eastern property line. Under this variance application, the applicant proposes to deviate from the HMC Section 17.14.130, in order to permit required parking spaces and covered parking spaces within the rear-yard setback for the multi-family development.

17.14.140 Usable Open Space

In the R-H High-Density Residential zone district, lots with five or more dwelling units shall provide for a usable open space area equal to five percent of the lot area. Where multiple lots together make up a single development site, the required open space may be combined into common open space areas that are accessible to all residents on the site.

Open Space, Common Usable, means recreational or leisure space for the shared use of residents of a multi-unit development with no dimension less than 20 feet and may include gardens, playgrounds, courtyards, swimming pools, sitting areas, court games, recreation rooms, exercise rooms or gyms, spas, community rooms, lawn/turf used for open play, ponds, fountains, atriums, picnic areas, rooftop gardens or green roofs, or similar uses or facilities.

The development features ample usable open space for use by the residents, including a swimming pool, club lounge, and fitness center.

17.14.150 Landscaping

In the R-H High-Density Residential zone district, except for driveways and approved parking areas, all yard areas and setback areas visible from the street(s) shall be landscaped with live plant materials and ornamentation common to the Hanford area, or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces. Landscaping will be provided by the applicant, as required by the Hanford Municipal Code.

All requirements of the R-H High-Density Residential zone district, prescribed by Chapter 17.14 of the Hanford Municipal Code, are satisfied, with the exception of the rear-yard setback requirement. The applicant proposes carport structures to encroach into the 25-foot rear-yard setback. For this reason, the variance has been submitted.

FINDINGS FOR APPROVAL

Variance No. 2018-04

The Planning Commission may grant a variance to the development regulations identified in the Hanford Municipal Code as proposed in the variance application or in modified form if, based upon the application and the evidence submitted at the public hearing, the Planning Commission is able to make all of the following findings:

1. That there are special circumstances applicable to the property, including size, shape, topography, location or that surroundings are such that the strict application deprives such property of privileges enjoyed by other properties in the vicinity and under identical land use district classification;

ANALYSIS: That the special circumstance applicable to the property is the shape of the site. In accordance with the Hanford Municipal Code, a corner lot is defined as a lot located at the intersection of two or more streets at an angle of not more than 135 degrees. The lot configuration is not a typical corner lot shape; therefore, restricting parking within the 25-foot rear-yard setback presents a hardship for the property owner to develop the lot without eliminating residential units or required parking.

2. That granting the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and land use district and denied to the property for which the variance is sought;

ANALYSIS: That typical R-H High-Density Residential lots do not share the same challenging configuration unique to this lot. Since the property has an irregular shape, it is difficult to meet the setbacks of the site without eliminating residential units or required parking. Prior to the update of the Hanford Municipal Code in June 2017, parking was allowed to be located within the rear-yard setback area. There are other properties within the vicinity that possess the right to locate parking within the rear-yard setback area. The variance is necessary for the preservation and enjoyment of that property right possessed by other properties within the same vicinity and R-H High-Density Residential land use designation.

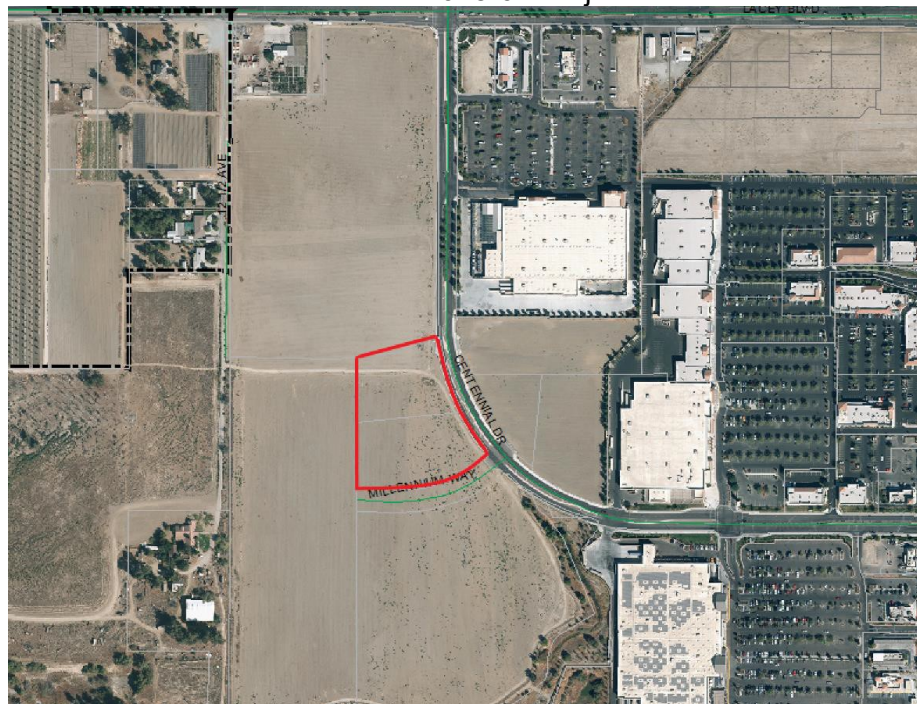
3. That granting the variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and land use district in which the property is located;

ANALYSIS: That allowing parking and carport structures to encroach within the required rear yard setback will not create a safety hazard. The Fire Department has reviewed the application and determined that the parking setbacks provided by the applicant will not be detrimental to safety. Additionally, the Building Division has reviewed the application and determined that the setbacks provided by the applicant will not conflict with the requirements of the California building Code. There is a block wall existing between the rear property line and the neighboring property line, which will provide a physical barrier between the existing commercial use and the parking stalls.

4. That granting the variance does not constitute a special privilege inconsistent with the limitation upon other properties in the vicinity and land use district in which such property is located;

ANALYSIS: That typical R-H High-Density Residential lots do not share the challenging configuration unique to this lot. Since the property has an irregular shape, it is difficult to meet the setbacks of the site without eliminating residential units or required parking. The granting of this variance does not constitute a special privilege, because this lot faces a limitation the others do not possess. Additionally, in May 2018, the Planning Commission granted approval of Variance No. 2018-01, allowing a deviation from the rear-yard setback, allowing parking to be located within the 25-foot rear-yard setback, for a comparable multi-family project. The lot possessed a similar unique configuration. See Figure 6. The granting of this variance does not constitute a special privilege, as a variance has been granted for a like situation, previously. Prior to the update of the Hanford Municipal Code in June 2017, parking was allowed to be located within the rear-yard setback area. There are other properties within the vicinity that possess the right to locate parking within the rear-yard setback area. The variance is necessary for the preservation and enjoyment of that property right possessed by other properties within the same vicinity and R-H High-Density Residential land use designation.

Figure 6:
Variance No. 2018-01 Project Site



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

ANALYSIS: That the variance applies to the rear-yard setback for parking spaces and carports associated with a 156-unit multi-family development. Multi-family residences are a permitted use in the R-H High-Density Residential zone district. All other development regulations specified in Section 17.14 for the R-H zone district have been met.

6. That the variance is consistent with the purposes of this title; and

ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is the shape of the property. The lot configuration is not a typical corner lot shape; therefore, prohibiting parking within the rear-yard setback presents a hardship for the property owner to develop the lot without eliminating residential units or required parking spaces. Additionally, in May 2018, the Planning Commission granted approval of Variance No. 2018-01, allowing a deviation from the rear-yard setback, allowing parking to be located within the 25-foot rear-yard setback, for a comparable multi-family project. The lot possessed a similar unique configuration. See Figure 6. The granting of this variance does not constitute a special privilege, as a variance has been granted for a like situation, previously. Prior to the update of the Hanford Municipal Code in June 2017, parking was allowed to be located within the rear-yard setback area. There are other properties within the vicinity that possess the right to locate parking within the rear-yard setback area. The variance is necessary for the preservation and enjoyment of that property right possessed by other properties within the same vicinity and R-H High-Density Residential land use designation.

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

ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Residential Land Use Designations Goal L8, which aims to provide a range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

PRE-CONSULTATION

In accordance with Section 15603(g) of the California Environmental Quality Act (CEQA) Guidelines, the project proposal was forwarded to the responsible and interested agencies for early consultation on November 20, 2018. Comments were received from the following agencies:

1. Renee Creech, Hanford Joint Union High School District, received November 29, 2018.
2. Gerry Mulligan, Hanford Elementary School District, received December 4, 2018.

3. Brian Clements, San Joaquin Valley Air Pollution Control District, received December 6, 2018.

All pre-consultation notices are included and analyzed in the initial study, and are attached as **(Attachment 4)**.

Hanford Joint Union High School District

Pre-consultation was received from Renee Creech with the Hanford Joint Union High School District on November 29, 2018. A copy of the pre-consultation letter is attached to the initial study. Comments were provided, as follows:

“The District has concern for the safe passage of students walking to school and would want to be sure safe sidewalks are a part of this project. At this time, students living in this development would be walking to Sierra Pacific.”

Staff Analysis: Sidewalks have been made a condition of approval of the project, ensuring safe passages of students walking to school.

Hanford Elementary School District

Pre-consultation was received from Gerry Mulligans with the Hanford Elementary School District on December 4, 2018. A copy of the pre-consultation letter is attached to the initial study. Comments were provided, as follows:

“I received the project review – pre-consultation notice for Site Plan Review No. 2018-35 and Variance No. 2018-04. The children living in the proposed project area in grades K-6 would be in the Simas Elementary School area of attendance and children in grades 7-8 would be in the Woodrow Wilson Junior High School area of attendance.

Student enrollment at current Hanford Elementary School District Schools is over capacity. The District must build additional schools if new residential development continues. The District currently has no future school sites. While we do approve Site Plan Review No. 2018-35 and Variance No. 2018-04, we respectfully request the City of Hanford to consider schools in the approval of future development.”

Staff Analysis: The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy, which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. Further, a) Notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code, or any other provision of state or local law, the following provisions shall be the exclusive methods of considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property or any change of governmental organization or

reorganization, as defined in Section 56021 or 56073: (1) Section 17620 of the Education Code. (2) Chapter 4.7 (commencing with Section 65970) of Division 1 of Title 7.

(b) The provisions of this chapter are hereby deemed to provide full and complete school facilities mitigation and, notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code , or any other provision of state or local law, a state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization, as defined in Section 56021 or 56073, on the basis that school facilities are inadequate.

San Joaquin Valley Air Pollution Control District

Pre-consultation was received from Brian Clements with the San Joaquin Valley Air Pollution Control District on December 6, 2018. A copy of the pre-consultation letter is attached to the initial study. Comments were provided, as follows:

“The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above reference project consisting of a request to construct 1 156-unit multi-family residential complex with a clubhouse, fitness center, pool, and leasing office (Project). The variance is a request to deviate from the standards of the Hanford Municipal Code in order to permit required parking spaces and covered parking spaces within the rear-yard setback for a multi-family development. The project site is located east of Centennial Drive, south of Lacey Boulevard, in Hanford, CA (APNs 011-020-033, -034, and -035).

1. Significance Impact for Annual Criteria Pollutants Emissions – The Project specific annual emissions of criterial pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.
2. District Rule 9510 (Indirect Source Review) – District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency.

Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for the project level approval from the public agency. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

3. District Rule 4002 (National emissions Standards for Hazardous Air Pollutants) – In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/abestosbultn.htm>.
4. Regulation VIII (Fugitive PM10 Prohibitions) – The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*. Information on how to comply with Regulation VIII can be found online at: <http://www.valleyair.org/busind/comply/PM10.htm>
5. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District Rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback; Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules and regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the Project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888 or e-mail SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.
6. Potential Air Quality Improvement Measures – the District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: <http://www.valleyair.org/cegaconnected/aqimeasures.aspx>.
 - a) Cleaner Off-Road Construction Equipment – This measures is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier II emission standards. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.
 - b) Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
 - c) Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the

number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.

- d) Increase Transit Accessibility – This measure is to locate the project with high-density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduces VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
- A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling

The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please call Georgia Stewart at (559)230-5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20181317."

Staff Analysis:

Comment #3 does not apply - District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants): The Project is not subject to District Rule 4002, as there are not existing structures on site to be renovated, demolished, or removed. The site is vacant.

Comment #6 - Potential Air Quality Improvement Measures – b. Improve Walkability Design: The Project is conditioned to require sidewalks to improve the walkability design; c. Improve Designation Accessibility: The Project is located with high accessibility to many commercial locations, including restaurants and retail, thus the location of the project increases the potential for pedestrians to walk and bike to these destinations and therefore reduced VMT; d. Increase Transit Accessibility – The Project is located within a ¼ mile of a planned bus stop.

All other comments have been added to the mitigation monitoring and reporting program, as conditions of approval of the project.

CONSULTATION

On January 18, 2019 staff forwarded a consultation notice to the interested agencies, in accordance with Public Resources Code Section 21081.6. No responses were received.

PUBLIC COMMENT

A Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Hearing for the project was noticed in the local newspaper on January 18, 2019 and mailed to property owners within 300 feet of the project site on January 17, 2018. No responses have been received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) guidelines, the project was evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2018-24 has been prepared, (**Attachment 4**).

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Mitigated Negative Declaration No. 2018-24, certifying that the project will have a less than significant impact on the environment with the incorporation of mitigation measures.
2. Adopt Resolution No. 2019-01 approving Variance No. 2018-04.

Applicant/Property Owner:

Centennial-Hanford Center West, LLC
17671 Irvine Blvd, Suite 204
Tustin, CA 92780

RESOLUTION NO. 2019-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO VARIANCE NO. 2018-04, A REQUEST TO DEVIATE FROM THE STANDARDS OF THE HANFORD MUNICIPAL CODE SECTION 17.14.130, IN ORDER TO PERMIT REQUIRED PARKING SPACES AND COVERED PARKING SPACES WITHIN THE REAR-YARD SETBACK FOR A 156-UNIT MULTI-FAMILY DEVELOPMENT. THE PROJECT IS LOCATED EAST OF CENTENNIAL DRIVE, SOUTH OF LACEY BOULEVARD (APN 011-020-033, 011-020-034, AND 011-020-035).

At a regular meeting of the City of Hanford Planning Commission duly called and held on February 12, 2019 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Variance No. 2018-04, a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces within the rear-yard setback for a 156-unit multi-family development, filed by Centennial-Hanford Center West, LLC, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17 of the Hanford Municipal Code; and

WHEREAS, the project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035); and

WHEREAS, the site will be developed, as shown in Site Plan Review No. 2018-35, attached as **Exhibit A**, with approved elevations, attached as **Exhibit B**; and

WHEREAS, staff, the various governmental departments, and the Planning Commission have given careful consideration to this variance application and have made recommendations thereon; and

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2018-24, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

WHEREAS, the Planning Commission hereby finds that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopts a Mitigation Monitoring and Reporting Program, attached as **Exhibit C**, and certifies that Mitigated Negative Declaration No. 2018-24 was prepared consistent with CEQA and City of Hanford Environmental Guidelines; and

WHEREAS, all mitigation measures cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit C**, shall also be conditions of development; and

WHEREAS, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings pursuant to Section 17.84.050 of the Hanford Municipal Code:

1. That there are special circumstances applicable to the property, including size, shape, topography, location or that surroundings are such that the strict application deprives such property of privileges enjoyed by other properties in the vicinity and under identical land use district classification;

ANALYSIS: That the special circumstance applicable to the property is the shape of the site. In accordance with the Hanford Municipal Code, a corner lot is defined as a lot located at the intersection of two or more streets at an angle of not more than 135 degrees. The lot configuration is not a typical corner lot shape; therefore, restricting parking within the 25-foot rear-yard setback presents a hardship for the property owner to develop the lot without eliminating residential units or required parking.

2. That granting the variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and land use district and denied to the property for which the variance is sought;

ANALYSIS: That typical R-H High-Density Residential lots do not share the same challenging configuration unique to this lot. Since the property has an irregular shape, it is difficult to meet the setbacks of the site without eliminating residential units or required parking. Prior to the update of the Hanford Municipal Code in June 2017, parking was allowed to be located within the rear-yard setback area. There are other properties within the vicinity that possess the right to locate parking within the rear-yard setback area. The variance is necessary for the preservation and enjoyment of that property right possessed by other properties within the same vicinity and R-H High-Density Residential land use designation.

3. That granting the variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and land use district in which the property is located;

ANALYSIS: That allowing parking and carport structures to encroach within the required rear yard setback will not create a safety hazard. The Fire Department has reviewed the application and determined that the parking setbacks provided by the applicant will not be detrimental to safety. Additionally, the Building Division has reviewed the application and determined that the setbacks provided by the applicant will not conflict with the requirements of the California building Code. There is a block wall existing between the rear property line and the neighboring property line, which will provide a physical barrier between the existing commercial use and the parking stalls.

4. That granting the variance does not constitute a special privilege inconsistent with the limitation upon other properties in the vicinity and land use district in which such property is located;

ANALYSIS: That typical R-H High-Density Residential lots do not share the challenging configuration unique to this lot. Since the property has an irregular shape, it is difficult to meet the setbacks of the site without eliminating residential units or required parking. The granting of this variance does not constitute a special privilege, because this lot faces a limitation the others do not possess. Additionally, in May 2018, the Planning Commission granted approval of Variance No. 2018-01, allowing a deviation from the rear-yard setback, allowing parking to be located within the 25-foot rear-yard setback, for a comparable multi-family project. The lot possessed a similar unique configuration. The granting of this variance does not constitute a special privilege, as a variance has been granted for a like situation, previously. Prior to the update of the Hanford Municipal Code in June 2017, parking was allowed to be located within the rear-yard setback area. There are other properties within the vicinity that possess the right to locate parking within the rear-yard setback area. The variance is necessary for the

preservation and enjoyment of that property right possessed by other properties within the same vicinity and R-H High-Density Residential land use designation.

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

ANALYSIS: That the variance applies to the rear-yard setback for parking spaces and carports associated with a 156-unit multi-family development. Multi-family residences are a permitted use in the R-H High-Density Residential zone district. All other development regulations specified in Section 17.14 for the R-H zone district have been met.

6. That the variance is consistent with the purposes of this title; and

ANALYSIS: That in accordance with Section 17.84.010, the purpose of a variance is to allow deviations from the development standards of the Hanford Municipal Code when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The special circumstance applicable to the property is the shape of the property. The lot configuration is not a typical corner lot shape; therefore, prohibiting parking within the rear-yard setback presents a hardship for the property owner to develop the lot without eliminating residential units or required parking spaces. Additionally, in May 2018, the Planning Commission granted approval of Variance No. 2018-01, allowing a deviation from the rear-yard setback, allowing parking to be located within the 25-foot rear-yard setback, for a comparable multi-family project. The lot possessed a similar unique configuration. See Figure 6. The granting of this variance does not constitute a special privilege, as a variance has been granted for a like situation, previously. Prior to the update of the Hanford Municipal Code in June 2017, parking was allowed to be located within the rear-yard setback area. There are other properties within the vicinity that possess the right to locate parking within the rear-yard setback area. The variance is necessary for the preservation and enjoyment of that property right possessed by other properties within the same vicinity and R-H High-Density Residential land use designation.

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

ANALYSIS: That the General Plan has been reviewed, and the granting of this variance would be consistent with the goals, policies, and objectives of the General Plan, specifically, Residential Land Use Designations Goal L8, which aims to provide a range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

THEREFORE, BE IT RESOLVED that Variance No. 2018-04 be approved, subject to the conditions of approval for Site Plan Review No. 2018-35, attached as **Exhibit D**, and the following condition:

EXPIRATION

That this variance shall become null and void two (2) years after the effective date of approval, unless, prior to the expiration, the use for which the permit was approved has commenced. Prior to expiration of a permit, a person having authority to file an application may file a written request

with the Community Development Director for extension of a permit that may otherwise expire. The request for extension will be taken to the Planning Commission, who may extend the expiration of the permit by one year.

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

AYES:	Commissioners
NOES:	Commissioners
ABSTAIN:	Commissioners
ABSENT:	Commissioners

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 12th day of February 2019.

Darlene R. Mata, Secretary

Exhibit A
Site Plan 2018-35

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)



Project Summary:

Area = 6.95 Acres
Density = 22.45 U/Ac
No. of Units = 156

Number of Buildings = 8 (2/3 Story Apartments)
Number of Side Types = 5
Number of Floor Plans = 5
Address/Location: APN No. 011 010 031 014, 015

Apartment:									
Alt %	Unit Mix	Total BR's	Unit SF	Rdg SF	Unit Type	Plg Req'd/Unit	No. of Plg Req'd	Covered Parking Req'd	
10%	P1 = 24	24	550	11,300	18B/18A	1.50	36	18	
20%	P2 = 44	44	650	28,600	18B/18A	1.50	66	33	
12%	P3 = 20	40	750	10,000	18B/18A + Den (aka 2BD/18A)	1.75	35	17	
29%	P4 = 60	120	900	138,000	2BR/2BA	1.75	105	52	
10%	P5 = 8	24	1100	26,400	3BR/2BA	2.00	10	8	
Sub-Total	100%	156	253	206,300			260	128	
Miscellaneous:				3,500	Living Office & Club Lounge/Fitness Garages for rent	1 sp/300 sf	12		
							30		
TOTAL	=	156 Apartments	=	209,700 sf			302	128	

Parking Provided:
Surface Parking = 112 Standard Parking stalls
34 Compact Car Parking stalls
Covered Parking = 128 stalls
Garage Parking = 30 stalls
TOTAL = 304 stalls provided

Note: Per City of Hanford, Office No. 15 and 30/31, but occupancy is calculated on 4 square feet per unit per one parking stall. Occupancy is 15 + three good cars provided.



IDE Arc
ARCHITECTURE

1000 N. Main St., Suite 100
Hanford, CA 93230
Tel: 559.833.1111
Fax: 559.833.1112

Centennial West Apartments

Hanford, CA

Technical Site Plan

October 1, 2018

PAYNTEE
REALTY & INVESTMENTS, INC.

1000 N. Main St., Suite 100
Hanford, CA 93230
Tel: 559.833.1111
Fax: 559.833.1112

Exhibit B
Approved Elevations

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)



24-PLEX
SCALE: 1/8" = 1'-0"

CENTENNIAL PLACE

SANFORD, CA

JAN 10, 2018

SCHEMATIC DESIGN ELEVATIONS

IDE Arc
ARCHITECTURE • PLANNING

11700 SUTTER CIRCLE, SUITE 100
SANFORD, CA 92381
(951) 233-0350

PAYNTER
REALTY & DEVELOPMENTS, INC.

Exhibit C
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)

Variance No. 2018-04
Mitigation Measures
Mitigated Negative Declaration 2018-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project may potentially substantially degrade the existing visual character or quality of the site and its surroundings?	That the project is subject to the appropriate development standards of the Hanford Municipal Code.	Developer to provide; City to require on site plan and building permits
MM Aesthetics 2	The project could potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That development is subject to the applicable provisions of the Hanford Municipal Code, such as section 17.50.140 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AGRICULTURE			
MM Agriculture 1.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	That a right-to-farm provision be recorded to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	City to require; Developer to disclose
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the	That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits	Developer to file application with San Joaquin

	applicable air quality plan? The project could 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?	demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD.	Valley Air Pollution Control District
MM Air Quality 2	Project could potentially conflict with or obstruct implementation of the applicable air quality plan? The project could 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?	That the project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 3	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance	1) That a Burial Treatment Plan be entered into by the applicant/property owner prior to any earth disturbing activities. 2) That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist	Developer to coordinate with the Tachi Yokut

	of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.	Tribe
GEOLOGY AND SOILS			
MM Geology 1:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction.	That the physical development of the project site comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - landslides.	That a geotechnical and soil studies be prepared for the project.	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project site shall comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
MM Geology 4-6	That the project could be located on a geological unit or soil that is unstable	- That copies of a preliminary soil investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the	

	or that would become unstable as a result of the project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?	development improvement plans. - that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Department prior to acceptance of the development improvements or issuance of building permits, whichever occurs first - That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed, in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The development proposed must comply with applicable federal, state, and local regulations related to hazardous materials.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. Otherwise substantially degrade water quality?	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site.	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	Developer
MM Hydrology 5-7	The project could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	MM Hydrology 5: The developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; MM Hydrology 6: A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to	Developer

		the approved plan; MM Hydrology 7: The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.	
LAND USE AND PLANNING			
MM Land Use 1:	That the project may conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	That approval of the variance is required, in order to develop the site, as proposed under Site Plan Review No. 2018-35.	City to process variance
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the	Construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	project?		
PUBLIC FACILITIES			
MM Public Facilities 1:	The project may 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. (Fire)	The project will be subject to Fire Impact Fees.	Developer to pay
MM Public Facilities 2	The project may 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. (Police)	The project will be subject to Police Impact Fees.	Developer to pay
MM Public Facilities 3	The project may 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. (School)	That the project will be subject to School Impact Fees	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts associated with the	That the project will be subject to Park Impact Fees	Developer to pay

	provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Park)		
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? That the project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	That the project is subject to Park Impact Fees	Developer to pay
TRANSPORTATION AND TRAFFICE			
MM Traffic 1-4	The project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and	MM Traffic 1: That the property frontage along Centennial Way shall be improved as a Major Collector Street in conformance with City Standards ST-17 and ST-23, with attached 4' 6" wide concrete sidewalks, constructed in accordance with City Standard CO-15; MM Traffic 2: That the project entrances along Centennial Drive may be located, as shown on Site Plan Review No. 2018-35. The drive approach shall be constructed to City Standard.	

	relevant components of the circulation system. The project could conflict with an applicable congestion management program. The project could conflict with adopted policies, plans, or programs supporting alternative transportation.	MM Traffic 3: The development is subject to a Transportation Impact Mitigation Fee. MM Traffic 4: That parking for bicycles and low-emission vehicles shall be provided, in accordance with the latest adopted version of the California Building Code.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	The project site would be required to implement water conservation measures	Developer
MM Utilities 2 and 4:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees.	Developer to pay and provide
MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer

Exhibit D
Site Plan Review No. 2018-35 Approval Letter – Conditions of Approval

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
SUE SORENSEN
VICE MAYOR
JOHN DRAXLER
COUNCIL MEMBERS
MARTIN DEVINE
FRANCISCO RAMIREZ
ART BRENO
CITY MANAGER
DARRELL I. PYLC
CITY ATTORNEY
ROBERT M. DOWD

DATE: February 7, 2019

PROJECT: Site Plan Review 2018-35 Rev. 1 (502-1029)

APPLICANT: Centennial-Hanford Center West, LLC

LOCATION: E. of Centennial Drive, S. of Lacey Blvd
(APNs 011-020-033, -034, and -035)

PROPOSAL: Construct a 156-unit multi-family residential development

ZONING: R-H High-Density Residential

SITE PLAN REVIEW COMMITTEE REVIEW DATE: August 8, 2019

Enclosed for your review are the comments and decisions of the Site Plan Review Committee. Please review all comments, since they may impact your project:

- ☐ **RESUBMIT:** Major changes to your plans are required prior to accepting construction drawings for a building permit. A meeting with the Site Plan Review Committee is not required.
- ☐ **MEETING REQUIRED:** During site plan review, concerns were identified, schedule a meeting with the following prior to resubmittal:
- | | |
|--------------------------------------|---|
| ☐ Planning | ☐ Building |
| ☐ Fire | ☐ Engineering |
| ☐ Solid Waste | ☐ Police |
| ☐ Wastewater | ☐ Parks and Recreation |

☒ **REVISE AND PROCEED**

- ☒ Approved subject to the following and the attached conditions of approval.
☒ Submit plans for a building permit between the hours of 8:00 a.m. and 4:00 p.m.
☒ Your Plans must be reviewed by:

- | | |
|---|---|
| ☐ City Council | ☒ Planning Commission CUP |
| ☐ Parking and Traffic Commission | ☐ Parks and Recreation Commission |
| ☐ Other: _____ | |

Signed,

Gabrielle Myers
 Gabrielle Myers, Associate Planner
 Community Development Department

February 7, 2019
 DATE

EXPIRATION

A site plan approval shall expire one (1) year from its approval date, unless a building permit application has been submitted or the use has commenced. Prior to expiration, the Community Development Director may extend the permit expiration date by one (1) year if there is substantial evidence that the applicant is diligently pursuing building permit approval or commencement of the use (Hanford Municipal Code Section 17.72.070).

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.070). Exemption No. 2019-05

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

- ☒ PLANNING
- ☒ BUILDING
- ☒ ENGINEERING
- ☒ SOLID WASTE
- ☒ WASTEWATER
- ☐ POLICE
- ☒ FIRE
- ☐ PARKS AND RECREATION

DEFENSE AND INDEMNIFICATION PROVISION

That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project

APPLICANT'S STATEMENT (Must be signed prior to issuance of a building permit)

I have reviewed a copy of the Site Plan Review Approval No. 2018-35 and I understand that the proposed construction and/or land use is dependent upon the fulfillment of the conditions of approval and construction of all required public improvements prior to use, inauguration or occupancy, unless other arrangements are approved.

Applicant or Authorized Representative

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: August 8, 2018

SITE PLAN NUMBER: 2018-35 (502-1029)

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

General Plan Designation: High-Density Residential

Zoning: R-H High-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

Required Entitlements:

1. Variance

PLANNING DIVISION

Contact Associate Planner Gabrielle de Silva: (559) 585-2578
 concerning questions that you may have on the conditions listed below:

- ☒ That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.
- ☒ That all approved proposals of the applicant be conditions of development, if not mentioned herein.
- ☒ That the site be developed according to the approved site plan, titled Site Plan Review No. 2018-35 with minor modifications to be approved by the Community Development Department.
- ☒ That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this Site Plan Review shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

Special Requirements:

- ☒ That the project is subject to approval of a variance, in order to allow parking to encroach into the rear-yard setback.
- ☒ That a parcel map waiver be recorded in order to merge the properties into one.
- ☒ That all conditions of Variance No. 2018-04 shall also apply.
- ☒ That all conditions of the Mitigation Monitoring and Reporting Program adopted for the projects shall apply.

Cultural Resources:

- ☒ That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.

Building Setback Areas (17.14.070)

- ☒ That the appropriate setbacks be maintained, as follows for a two-story structure:
- ☒ Front: 15 feet from the front lot line for livable buildings space and 20 feet for other non-livable building space – along Centennial Drive
 - ☒ Rear: 25 feet (for structures over one-story) – along the eastern property line
 - ☒ Interior Side: 5 feet – along the northern property line
 - ☐ Street Side: 10 feet *measured from easement*

Distances between Structures: (Section 17.14.080)

- ☒ That the minimum distance between structures shall be 10 feet, except as provided by the building code.

Height of Structures (Section 17.14.090)

- ☒ That the maximum structure height shall be 35 feet.

Usable Open Space (Section 17.14.150)

- ☐ That lots with four or less dwelling units shall provide for a usable open space area of a minimum 300 square feet per dwelling unit. The open space shall be a minimum of 15 feet side.
- ☒ That lots with five or more dwelling units shall provide for a usable open space area equal to five percent of the lot area. Where multiple lots that together make up a single development site, the required open space may be combined into common open space areas that are accessible to all residents of the site – the community building, fitness center, pool area, and park satisfies this requirement.

Off Street Parking: (Section 17.54).

- ☒ That the applicant shall provide 265 parking stalls on site (minimum), 309 are shown on the approved site plan. Per the Hanford Municipal Code Section 17.54.040, parking shall be provided, as follows:

Unit Type	Parking Space Requirement	Measuring unit	# of Stalls Required	Total Covered
1-bedroom unit	1.5 spaces; 50% covered	88	132	66
2-bedroom unit	1.75 spaces; 50% covered	60	105	52.5
3-bedroom unit	2 spaces; 50% covered	8	16	16
Community building	1 space per 300 sq. ft.	3,500 sq. ft.	12	0
Total		156 units	265 stalls	135 covered

- ☒ That a minimum of 135 stalls shall be covered parking stalls.
- ☒ That the standard parking space shall not be less than 18.5 feet in length and nine feet in width, exclusive of aisles and access drives (Section 17.54.110 A).
- ☒ That the maximum number of compact-car parking spaces is limited to 30 percent of the total parking spaces required. A compact parking space shall not be less than 16 feet in length and 8 feet in width, and marked for compact cars (Section 17.54.110 B. and C).
- ☒ That there shall be no more than four compact spaces adjacent to each other.
- ☒ That parking for bicycles and low-emission vehicles shall be provided in accordance with the latest adopted version of the California Building Code (Section 17.54.190).
- ☒ That the required parking spaces may not be provided within any front, side, or rear building setback area, unless Variance No. 2018-04 is granted by the Planning Commission. If Variance No. 2018-04 is granted, parking may be located four feet from the rear-property line.

Signage: (Section 17.56).

- ☒ That any/all signs proposed for this development shall be subject to the requirements and standards prescribed in Chapter 17.56 of the Hanford Municipal Code. A separate application is required.

☒ **R-H zones with five or more residences per site**

☒ **Building Signs**

- ☒ 1 sign per street frontage maximum
- ☒ 30 sq. ft. maximum size per sign
- ☒ Placement a minimum five feet below roofline
- ☒ External illumination only

☒ **Freestanding signs**

- ☒ 1 sign per site maximum
- ☒ 20 sq. ft. maximum size
- ☒ 6 feet high maximum
- ☒ External illumination only

Fencing and Walls: (Section 17.50.110 and 17.50.120).

- ☒ That fences and walls in the R-H zone district shall be constructed or installed in accordance with the following:
 - ☒ Along a rear lot line not exceeding seven feet in height
 - ☒ Along an interior side lot line not exceeding seven feet in height beginning at 10 feet from the front lot line.
- ☒ That any proposed fencing on the site be maintained in good repair.
- ☒ That no fence or wall shall be placed within the public right-of-way.
- ☒ That a masonry fence exceeding three (3) feet in height shall require engineered footings and a building permit. All other fencing exceeding seven (7) feet in height shall require engineered post footings and a building permit.
- ☒ That no hedge, shrub, fence, or wall exceeding the three (3) feet in height, or four (4) feet in height if the upper one (1) foot is fifty (50) percent or more open shall be planted, placed, or maintained within the twenty-five (25) feet corner sight triangle of a corner lot, or along a front or street side property line where the hedge, shrub, fence, or wall creates a traffic or pedestrian hazard as determined by the Community Development Director.

Landscaping: (Section 17.52.060).

- ☒ General Design Standards: the following features shall be incorporated into the design of the proposed landscape and shown on the required landscape plans:
 - ☒ Publicly maintained landscape areas shall be separated from privately maintained landscape areas with, at a minimum, a four (4) inch wide concrete mow strip.
 - ☒ Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas.
 - ☒ Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six (6) inch high and six (6) inch wide concrete curb.
 - ☒ Concrete mow strips, when used, shall be a minimum of four (4) inches in width.
 - ☒ Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas.
 - ☒ Trees and shrubs shall be planted and maintained in a manner that protects the basic rights of adjacent property owners, particularly the right to solar access.
 - ☒ Trees planted within five (5) feet of sidewalks or curbs shall have an eighteen (18) inch by ten (10) foot long linear root barrier placed at each edge of the sidewalk or face of curb, centered on the tree.

- ☒ Plant materials. Plant materials shall be selected and installed in accordance with the following requirements:
 - ☒ The size of ten (10) percent of the trees to be planted shall be twenty-four (24) inch box or larger. The remaining trees shall be sized fifteen (15) gallons or larger.
 - ☒ The size of seventy (70) percent of plants and shrubs shall be at five (5) gallon or larger. The remaining plants and shrubs shall be sized one (1) gallon or larger.
 - ☒ The size of groundcover at planting shall be one (1) gallon or larger.
 - ☒ Groundcover shall be designed to have one hundred (100) percent coverage within two (2) years.
 - ☒ Drought tolerant plant material and climate appropriate species shall be emphasized in the design.
- ☒ That the landscaped area shall be planted with live and healthy plant materials suitable for screening/or ornamenting the site. Landscaped areas shall be watered by automatic systems and designed and developed in accordance with Chapter 12.08 and the most recent State Model Water Efficient Landscaped Ordinance.
- ☒ That no fence, hedge, or shrub shall be installed, planted, or maintained along a street frontage, which creates a traffic or pedestrian hazard.
- ☒ That all building setback areas and open space areas required which are visible from the public right-of-way shall be landscaped.

Trash Collection Areas (Section 17.50.090).

- ☒ That a suitable area shall be provided on-site for collection of trash and recyclable materials for all multi-family residential, mixed-use, commercial, office, and industrial uses. Refuse storage areas shall be adequately screened from view. The refuse area enclosure shall be designed to meet the minimum recommended dimensional standards as determined by the City Engineer.
- ☒ That all uses shall be in compliance with the provisions of Chapter 13.12 of the Municipal Code.
- ☒ That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA-certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
- ☒ That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
- ☒ That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

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

Rooftop Equipment (Section 17.50.100)

- ☒ That all elevator housing and mechanical equipment located on the roof of any building shall be screened from adjacent views and contained within a completely enclosed penthouse or portion of the same building having walls and roofs with construction and appearance similar to the building.

Outdoor Lighting Standards (Section 17.50.140)

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.
- ☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.
- ☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

- ☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:
 - ☒ Standard window and door awnings
 - ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

- ☒ That the appropriate dust-control practices of the San Joaquin Valley Air Pollution Control District shall be implemented.
- ☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

BUILDING DIVISION
SPR 2018-035(502-1029) Centennial Apts
8-7-18
Centennial Drive

Contact Building Official: Tom Webb (559) 585-2584
 Concerning questions that you may have on the conditions listed below:

1. That building permits must be obtained from the City Building Division for each structure to include but not limited to: buildings, pools, fences, trash enclosures, signs and carports for any structural, plumbing, electrical or mechanical work being done.
 2. That no building or structure shall be used or occupied, and no change in the existing occupancy classification of building or structure or portion thereof shall be made until the building official has approved the change and issued a Certificate of Occupancy.
 3. That detailed dimensioned plans be provided to the Building Division for each structure prior to obtaining construction permits. Each structure will require a separate submittal and permit.
 4. That each structure will require plans and calculations signed by an architect or engineer licensed to practice in the State of California. Submittal shall consist of as applicable:
 - 4.1 1 copy of the City of Hanford Permit Application form
 - 4.2 6 complete sets of Drawings, unless noted, including:
 - 4.2.1 Grading Plan (Civil Drawings, for reference)
 - 4.2.2 Site Plan
 - 4.2.3 Architectural Drawings
 - 4.2.4 Structural Drawings
 - 4.2.5 Electrical Drawings
 - 4.2.6 Mechanical Drawings
 - 4.2.7 Plumbing Drawings
 - 4.2.8 Landscape Plan (for reference)
 - 4.2.9 Planning Dept. "Conditions of Approval" or "Resolution" printed on the drawings and part of the drawing submittal
 - 4.2.10 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.
- **** Each structure will be considered a separate submittal. Grading, Landscaping, Signage and all Fire permits are separate submittals as well and require separate applications and submittals as applicable. ****
- 4.3 2 complete sets of documentation, unless noted, including:
 - 4.3.1 Architectural Specifications
 - 4.3.2 Structural Calculations
 - 4.3.3 Electrical Calculations, if not included on the drawings
 - 4.3.4 Mechanical Calculations, if not included on the drawings
 - 4.3.5 Plumbing Calculations, if not included on the drawings
 - 4.3.6 Energy Calculations, if not included on the drawings
 - 4.3.7 CalGreen Compliance, if not included on plans
 - 4.3.8 **Compliance with the City of Hanford Landscape Ordinance**
 - 4.3.9 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.
 5. That the site, as well as the buildings, shall be made accessible and usable by the disabled in accordance with the California Building Code, Chapter 11B.

6. That a school impact fee of \$3.79 (or revision thereof) for each square foot of new building area be paid when building permits are issued.
7. That all special inspection reports be submitted to the Building Division prior to final inspection.
8. That all construction shall conform to the Most Current Edition (2016) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen.
9. That Kings County Impact Fees shall apply at current rates.
10. That the tenant, lessee, and/or owner are responsible for compliance with the Americans with Disabilities Act. By federal law your facility must be made accessible to the highest degree possible.
11. That the applicant provide a complete set of AS-BUILT drawings on CD, in "tif" format, to the Building Division prior to Final Inspection.
12. That block walls and trash enclosures require separate submittals/permits through the Building Dept.
13. Addresses will be assigned at the time of permit application

Hanford Fire Department

Contact Fire Chief Chris Ekk @ 559-585-2545 or cekk@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review

Date: August 8, 2018

Project #: 2018-35 (502-1029) Centennial and 12th Ave. Multi-Family Homes

General Instructions

1. Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.
2. All fire protection systems must be installed and operational prior to occupying the building.
3. All permits shall be issued and fees paid prior to scheduling inspections with the Fire Department. To schedule appointments for inspections, please email at grocha@cityofhanfordca.com and dbodiroga@cityofhanfordca.com
4. Scope of work shall be clearly stated on all plans submitted for permit.
5. All Deferred Submittals shall be listed on the building plan Title Page. All deferred submittals are required to be submitted within 30-days of building permit issuance.

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☒ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☒ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☒ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Contact the fire department for submittal process.
 - ☐ NFPA 13 System per CFC 903.3.1.1
 - ☒ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)
 - ☐ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)
6. ☒ For automatic sprinkler systems, ***a separate permit must be submitted*** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.

7. ☒ **Fire Riser Room:** All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements: Fire riser room for each building.
- At least one man door shall be provided - only exterior door(s) are allowed,
 - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
 - One-hour rated construction,
 - Fire sprinkler head coverage required,
 - Normal and emergency back-up lighting shall be installed inside the fire riser room,
 - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
 - For existing buildings: please contact the fire department for requirements.
8. ☒ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process.
9. ☒ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department. One hydrant per FDC in the complex within 50 feet. Number of FDCs will be determined. FDCs will be labeled with the address of the corresponding buildings.
10. ☒ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.
11. ☒ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.
12. ☐ No additional hydrants are necessary for this project.
13. ☒ Number of additional hydrants necessary for this project: 4-5 depending on number of FDCs needed.
14. ☒ Fire hydrant spacing shall be as follows:
- a. **Residential development:** one hydrant shall be installed at 500 foot intervals.
 - b. **Commercial development:** one hydrant shall be installed at 300 foot intervals.
 - c. Or as required by Appendix C of the California Fire Code

15. ☒ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.
16. ☒ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.
17. ☒ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.
18. ☐ Existing access roads are sufficient.
19. ☒ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.
26 feet wide where there is a hydrant along the access road.
26 feet wide to allow for aerial apparatus for the three story building.
20. ☒ Access road turning radius for fire apparatus is as follows (show all three on plans):
- a. 20 feet 1 inch inside turning radius (inside rear wheel)
 - b. 36 feet 3 inch curb to curb (outside front wheel)
 - c. 44 feet 6 inch outside radius (outside front bumper)
- Ensure turning radius requirements are met for all turns throughout the complex.
Show turning radius throughout the complex.
21. ☒ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.
22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1. Coordinate with the fire department to identify location of fire lanes and markings or signs.
- a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
 - b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
 - c. Access roads 32 feet in width or more: No fire lanes required.
24. ☒ Temporary or permanent fire department access roads shall be constructed in

accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.

24. ☒ Locked gates installed across fire department access roads:
Knox devices on all gated entries.
- a. Manual gates with a chain lock require a Knox Padlock, Model #3770, to be installed on them; or a Knox Box, Model 3200 Series, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.
 - b. Electric gates shall be equipped with an electric Knox Key Switch, Model 3502, at the gate location.
 - c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
 - d. At no time shall the width of the fire department access road be reduced below 20-feet wide through or at any gates along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
25. ☒ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department. Knox Box for building containing the office and fitness center and lounge.
26. ☒ All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.

Size of Address Numbers:

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

27. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood. ***A separate permit is required for the Type I hood.*** Contact the fire department for submittal information.
28. ☐ All commercial cooking appliances creating grease laden vapors shall have a K-Class fire extinguisher within 30-feet of cooking appliances in accordance with the most currently adopted edition of the CFC.
29. ☐ ***A separate permit is required*** for all hazardous material and/or flammable and combustible liquids, gases, solids, etc., over the exempt amounts set forth in the latest adopted edition of the California Fire Code.



City of Hanford

Department of Public Works

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Utilities Division Comments

PROJECT: SPR# 18-35 – Centennial West Apartments – Centennial Dr.

General:

1. That all work within the public street right-of-way shall be under the control of a General Engineering Contractor, licensed for that purpose. Contractor shall verify all conditions in the field prior to commencing construction.
2. That locations of existing water, sanitary sewer and storm drain mains in the vicinity of the project site will be marked by Public Works Department staff based upon the city's best available records. Contractor shall provide city with a minimum of 48 hours prior notice when requesting location of existing utilities at (559) 585-2564. The City of Hanford is not a member of Underground Service Alert (U.S.A.).
3. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition.

Water:

1. That the developer shall provide an accurate fixture unit count and size water services in accordance with the requirements of the Uniform Plumbing Code, latest edition.
2. That the developer shall furnish and install any new water service assemblies required for the project including water meters and meter boxes for both domestic and landscape uses. If existing services are utilized, fixture counts to ensure adequate size of service is required. All new services shall come off Centennial Drive and shall be bored.
3. That the developer shall furnish and install new water service assemblies as required to serve the project for purposes of fire suppression, domestic consumption, and landscape irrigation purposes, including meters and backflow or detector/check devices as applicable, all in accordance with City Standards.
4. That the developer shall furnish and install an onsite fire suppression pipeline system in accordance with Fire Department requirements, which shall have two points of connection to the public water system, as follows: Fire service connections shall be made to the existing public water main located within Centennial Drive and shall be bored.
5. That the developer shall furnish and install appropriate cross connection/backflow prevention assemblies for all services provided, including fire service lines.
6. That all backflow prevention assemblies shall be tested and approved prior to being placed in service by a certified technician, with a copy of test results being provided to the City Utility Division.

Mike Cosenza
UTILITIES SUPERINTENDENT (559) 585-2564

02/04/19
DATE

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)



City of Hanford

Department of Public Works

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7. That all existing water wells be abandoned in conformance with State of California Department of Health Services Standards.

Sewer:

1. That the developer shall size sewer service lateral(s) to serve the project site in accordance with requirements of the Uniform Plumbing Code, latest edition. (Minimum six-inch lateral size.) All new services shall come off Centennial Drive and shall be bored.
2. That the developer shall furnish and install a floor drain inside any newly constructed Trash Enclosure.

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)

Mike Cosenza
UTILITIES SUPERINTENDENT (559) 585-2564

02/04/19
DATE



City of Hanford

Department of Public Works

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Engineering Division Comments

PROJECT: SPR# 18-35 – Centennial West Apartments – Centennial Dr.

General Requirements:

1. That the development shall comply with all applicable City of Hanford Standard and Specification requirements. Any deviation from said Standards and Specifications must be approved by the City Engineer prior to construction.
2. That an Encroachment Permit for all work located within the public street right-of-way shall be obtained from the Public Works Department prior to start of work. For additional information regarding Encroachment Permit requirements, contact the City Engineering Division at (559) 585-2558.
3. That the development is subject to a \$4,400.00 Grading Plan Review fee in accordance with City Resolution No. 10-31 R, or any revisions thereof. Grading Plan Review fee shall be paid prior to issuance of building permits.
4. That the development is subject to Engineering Plan Review and Inspection fee based on the cost of improvements required to be constructed within the public street right of way, in accordance with City Resolution No. 92-58-R, or any revisions thereof. Subject fees shall be payable prior to approval of improvement plans.
3. That all financial and other arrangements for planning, engineering, scheduling, installation of and/or relocation/ undergrounding of electric, gas, telecommunications, or other privately owned utilities are the sole responsibility of the developer. The developer is advised that significant project delays may result if utility issues are not resolved prior to start of construction.

Map and Plan Requirements:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" X 36" size sheets for all required improvements. The plans shall be prepared by a licensed civil engineer, and shall include a site plan showing all on-site and off-site improvements, including but not limited to, sanitary sewer, storm drainage, and water system infrastructure, refuse enclosure locations, public street & parking lot improvements, landscape & irrigation systems and all other improvements as required by the project conditions of approval and the City of Hanford Standards and Specifications. Plans must be approved by the City of Hanford and any other affected agencies before issuance of building permits.
2. That prior to beginning any construction, or within twenty (20) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division four (4) bond copies of the approved set of construction plans, and two (2) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division

Joshua Tullsen
ASSISTANT ENGINEER (559) 585-2582

02/04/19
DATE

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)



City of Hanford

Department of Public Works

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one (1) reproducible and one (1) bond copy of the approved set of improvement
construction plans revised to reflect all field revisions and marked "RECORD DRAWING".

Drainage Requirements:

1. That the developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the State Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. Contact the SWRCB at www.swrcb.ca.gov for further information.
2. That track-out of soil, gravel, or other construction-related materials on to public streets is prohibited.
3. That a drainage/site improvement plan for development be prepared by a license civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to approved plan.
4. That site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)

Joshua Tullsen
ASSISTANT ENGINEER (559) 585-2582

02/04/19
DATE



City of Hanford

Department of Public Works

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Curb, Gutter and Sidewalk Requirements:

1. That the existing concrete curbs, gutters and Sidewalk located along the Centennial project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs, gutters and sidewalk installed in conformance with City Standards CO-11 and CO-15. The locations of any such curbs, gutters and sidewalks required to be reconstructed shall be shown on the engineered site improvement plans.

Parking Lot Requirements:

1. That the design and construction of the parking lot improvements shall conform to City Standards GE-29 and GE-32.
2. That the driveway providing access to the trash enclosure be constructed to comply with City Std. requirements for structural capacity to handle the trash trucks

DEVELOPMENT IMPACT FEES:

1. That development is subject to the following impact fees in accordance with city ordinances no. 90-09, 90-10 and 98-14, or any revisions thereof. Impact fee calculations are based upon square footage of structures as shown on site plan. If changes are made to structure thereby increasing or decreasing structure floor areas, then impact fees will likewise change to reflect actual field conditions. Fees listed below reflect rates effective January 1, 2018. All fees are payable prior to issuance of building permits. (156 Multi-Family Units – Site Area: 6.95 Acres).
- A. That the development is subject to a **\$347,902.46 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.
- B. That the development is subject to a **\$252,216.12 Water System Impact Fee** in accordance with City Resolution No. 98-54-R or any revisions thereof.
- C. That the development is subject to a **\$368,479.80 Wastewater System Impact Fee** in accordance with City Resolution No. 98-55-R or any revisions thereof.
- D. That the development is subject to a **\$68,491.89 Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revisions thereof.
- E. That the development is subject to a **\$75,017.28 Fire Protection Impact Fee** in accordance with City Resolution No. 98-52-R or any revisions thereof.
- F. That the development is subject to a **\$47,243.04 Police Protection Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

Joshua Tullsen
ASSISTANT ENGINEER (559) 585-2582

02/04/19
DATE

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)



City of Hanford
Department of Public Works

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- G. That the development is subject to a **\$24,849.24 Refuse and Recycling Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.
- H. That the development is subject to a **\$435,670.56 Park Impact Fee** in accordance with City Resolution No. 05-64-R or any revisions thereof.
- I. That the development is subject to a **\$6,672.07 12th Ave Sanitary Sewer Area of Benefit Fee** in accordance with City Resolution No. 92-25-R or any revisions thereof.

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)

Joshua Tullsen
ASSISTANT ENGINEER (559) 585-2582

02/04/19
DATE



City of Hanford

Department of Public Works

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

Refuse Division Comments

PROJECT: SPR# 18-35 – Centennial West Apartments – Centennial Dr.

General Requirements:

1. That five (5) 10' x 30' inside clear dimension masonry block refuse enclosure with 6' high perimeter walls shall be constructed in accordance with City Std. GE-35, modified to include installation of 12" x 12" interior concrete curbs and 10' wide/6" thick concrete apron. If enclosure will be used to service restaurants then a separate grease bin container area shall be constructed in accordance with City standard GE- 41. The refuse enclosure shall have gates of chain-link fencing with earth-tone color vinyl slats or other approved gate materials. The enclosure shall be architecturally compatible with surrounding buildings, and the location of the enclosure shall be approved by both the Public Works and Community Development Departments.
2. That nothing other than the city refuse bins shall be stored or kept in refuse enclosures.
3. That refuse enclosure gates shall be securely closed except when in use.
1. That refuse enclosures shall not be located adjacent to combustible construction or beneath windows or non-protected eaves.
2. That the applicant shall participate in all available waste recycling & reuse programs including the new requirement for food waste separate bin service (if applicable).
3. That all onsite vehicle drive aisles and parking lot areas subject to refuse truck use for trash enclosure access shall be constructed in accordance with City Standard GE-32 Industrial Parking Lot pavement requirements to provide an adequate pavement structure section for refuse truck use.

Attachment: Resolution No. 2019-01 (Variance No. 2018-04)

Jason Ridgeway
REFUSE SUPERINTENDENT (559) 585-2569

02/02/19
DATE



Project Summary:

Area = 6.95 Acres
Density = 22.45 U/Ac
No. of Units = 156

Number of Buildings = 8 (2/3 Story Apartments)
Number of Bldg Types = 5
Number of Floor Plans = 5
Address/Location: APN No's: 011-020-033, 034, 035

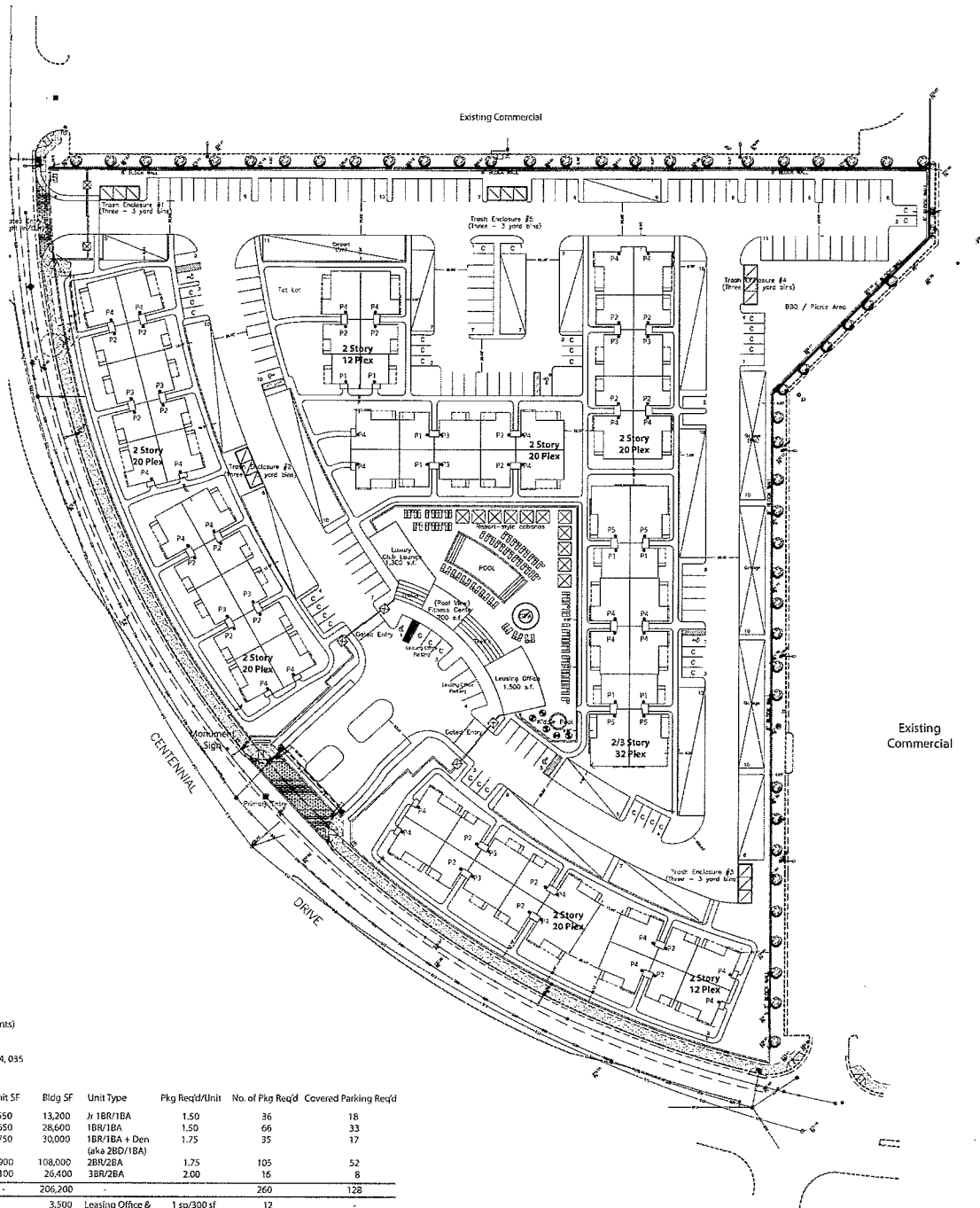
Apartments:

Mix %	Unit Mix	Total BR's	Unit SF	Bldg SF	Unit Type	Pkg Req'd/Unit	No. of Pkg Req'd	Covered Parking Req'd
10%	P1 = 24	24	550	13,200	Jr 1BR/1BA	1.50	36	18
28%	P2 = 44	44	650	28,600	1BR/1BA	1.50	66	33
13%	P3 = 20	40	750	30,000	1BR/1BA + Den (aka 2BR/1BA)	1.75	35	17
39%	P4 = 60	120	900	108,000	2BR/2BA	1.75	105	52
10%	P5 = 8	24	1100	26,400	3BR/2BA	2.00	16	8
Sub-Total	100%	156	252	206,200			260	128
Miscellaneous:				3,500	Leasing Office & Club Lounge/Fitness Garages for rent	1 sp/300 sf	12	-
TOTAL	156 Apartments	209,700 sf					302	128

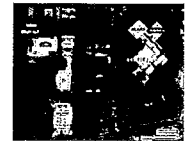
Parking Provided:

Surface Parking = 112 Standard Parking stalls
34 Compact-Car Parking stalls
Covered Parking = 128 stalls
Garage Parking = 30 stalls
TOTAL = 304 stalls provided

Note: Per City of Hanford, Refuse Repts and Sd's - Bin capacity is calculated on 4 apartment units per one yard of bin capacity on 15' floor yard bins provided.



Vicinity Map



City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
SUE SORENSEN

VICE MAYOR
JOHN DRAXLER

COUNCIL MEMBERS
MARTIN DEVINE
FRANCISCO RAMIREZ
ART BRIENO

CITY MANAGER
DARRELL PYLE

CITY ATTORNEY
ROBERT M. DOWD

DATE: February 7, 2019

PROJECT: Site Plan Review 2018-35 Rev. 1 (502-1029)

APPLICANT: Centennial-Hanford Center West, LLC

LOCATION: E. of Centennial Drive, S. of Lacey Blvd
(APNs 011-020-033, -034, and -035)

PROPOSAL: Construct a 156-unit multi-family residential development

ZONING: R-H High-Density Residential

SITE PLAN REVIEW COMMITTEE REVIEW DATE: August 8, 2019

Enclosed for your review are the comments and decisions of the Site Plan Review Committee. Please review all comments, since they may impact your project:

- ☐ **RESUBMIT:** Major changes to your plans are required prior to accepting construction drawings for a building permit. A meeting with the Site Plan Review Committee is not required.
- ☐ **MEETING REQUIRED:** During site plan review, concerns were identified, schedule a meeting with the following prior to resubmittal:

- ☐ Planning
☐ Fire
☐ Solid Waste
☐ Wastewater

- ☐ Building
☐ Engineering
☐ Police
☐ Parks and Recreation

☒ **REVISE AND PROCEED**

- ☒ Approved subject to the following and the attached conditions of approval.
☒ Submit plans for a building permit between the hours of 8:00 a.m. and 4:00 p.m.
☒ Your Plans must be reviewed by:

- ☐ City Council
☐ Parking and Traffic Commission
☐ Other: _____
- ☒ Planning Commission CUP
☐ Parks and Recreation Commission

Signed,

Gabrielle de Silva Myers

Gabrielle Myers, Associate Planner
Community Development Department

February 7, 2019
DATE

EXPIRATION

A site plan approval shall expire one (1) year from its approval date, unless a building permit application has been submitted or the use has commenced. Prior to expiration, the Community Development Director may extend the permit expiration date by one (1) year if there is substantial evidence that the applicant is diligently pursuing building permit approval or commencement of the use (Hanford Municipal Code Section 17.72.070).

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.070). **Exemption No. 2019-05**

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

- ☒ PLANNING
- ☒ BUILDING
- ☒ ENGINEERING
- ☒ SOLID WASTE
- ☒ WASTEWATER
- ☐ POLICE
- ☒ FIRE
- ☐ PARKS AND RECREATION

DEFENSE AND INDEMNIFICATION PROVISION

That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project

APPLICANT'S STATEMENT (Must be signed prior to issuance of a building permit)

I have reviewed a copy of the Site Plan Review Approval No. 2018-35 and I understand that the proposed construction and/or land use is dependent upon the fulfillment of the conditions of approval and construction of all required public improvements prior to use, inauguration or occupancy, unless other arrangements are approved.

Applicant or Authorized Representative

Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: August 8, 2018

SITE PLAN NUMBER: 2018-35 (502-1029)

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

General Plan Designation: High-Density Residential

Zoning: R-H High-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

Required Entitlements:

1. Variance

PLANNING DIVISION

Contact Associate Planner Gabrielle de Silva: (559) 585-2578
 concerning questions that you may have on the conditions listed below:

- ☒ That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.
- ☒ That all approved proposals of the applicant be conditions of development, if not mentioned herein.
- ☒ That the site be developed according to the approved site plan, titled Site Plan Review No. 2018-35 with minor modifications to be approved by the Community Development Department.
- ☒ That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this Site Plan Review shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

Special Requirements:

- ☒ That the project is subject to approval of a variance, in order to allow parking to encroach into the rear-yard setback.
- ☒ That a parcel map waiver be recorded in order to merge the properties into one.
- ☒ That all conditions of Variance No. 2018-04 shall also apply.
- ☒ That all conditions of the Mitigation Monitoring and Reporting Program adopted for the projects shall apply.

Cultural Resources:

- ☒ That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.

Building Setback Areas (17.14.070)

- ☒ That the appropriate setbacks be maintained, as follows for a two-story structure:
- ☒ Front: 15 feet from the front lot line for livable buildings space and 20 feet for other non-livable building space – along Centennial Drive
 - ☒ Rear: 25 feet (for structures over one-story) – along the eastern property line
 - ☒ Interior Side: 5 feet – along the northern property line
 - ☐ Street Side: 10 feet *measured from easement*

Distances between Structures: (Section 17.14.080)

- ☒ That the minimum distance between structures shall be 10 feet, except as provided by the building code.

Height of Structures (Section 17.14.090)

- ☒ That the maximum structure height shall be 35 feet.

Usable Open Space (Section 17.14.150)

- ☐ That lots with four or less dwelling units shall provide for a usable open space area of a minimum 300 square feet per dwelling unit. The open space shall be a minimum of 15 feet side.
- ☒ That lots with five or more dwelling units shall provide for a usable open space area equal to five percent of the lot area. Where multiple lots that together make up a single development site, the required open space may be combined into common open space areas that are accessible to all residents of the site – the community building, fitness center, pool area, and park satisfies this requirement.

Off Street Parking: (Section 17.54).

- ☒ That the applicant shall provide 265 parking stalls on site (minimum), 309 are shown on the approved site plan. Per the Hanford Municipal Code Section 17.54.040, parking shall be provided, as follows:

Unit Type	Parking Space Requirement	Measuring unit	# of Stalls Required	Total Covered
1-bedroom unit	1.5 spaces; 50% covered	88	132	66
2-bedroom unit	1.75 spaces; 50% covered	60	105	52.5
3-bedroom unit	2 spaces; 50% covered	8	16	16
Community building	1 space per 300 sq. ft.	3,500 sq. ft.	12	0
Total		156 units	265 stalls	135 covered

- ☒ That a minimum of 135 stalls shall be covered parking stalls.
- ☒ That the standard parking space shall not be less than 18.5 feet in length and nine feet in width, exclusive of aisles and access drives (Section 17.54.110 A).
- ☒ That the maximum number of compact-car parking spaces is limited to 30 percent of the total parking spaces required. A compact parking space shall not be less than 16 feet in length and 8 feet in width, and **marked for compact cars** (Section 17.54.110 B. and C).
- ☒ That there shall be no more than four compact spaces adjacent to each other.
- ☒ That parking for bicycles and low-emission vehicles shall be provided in accordance with the latest adopted version of the California Building Code (Section 17.54.190).
- ☒ That the required parking spaces may not be provided within any front, side, or rear building setback area, unless Variance No. 2018-04 is granted by the Planning Commission. If Variance No. 2018-04 is granted, parking may be located four feet from the rear-property line.

Signage: (Section 17.56).

- ☒ That any/all signs proposed for this development shall be subject to the requirements and standards prescribed in Chapter 17.56 of the Hanford Municipal Code. **A separate application is required.**

☒ **R-H zones with five or more residences per site**

☒ Building Signs

- ☒ 1 sign per street frontage maximum
- ☒ 30 sq. ft. maximum size per sign
- ☒ Placement a minimum five feet below roofline
- ☒ External illumination only

☒ Freestanding signs

- ☒ 1 sign per site maximum
- ☒ 20 sq. ft. maximum size
- ☒ 6 feet high maximum
- ☒ External illumination only

Fencing and Walls: (Section 17.50.110 and 17.50.120).

- ☒ That fences and walls in the R-H zone district shall be constructed or installed in accordance with the following:
 - ☒ Along a rear lot line not exceeding seven feet in height
 - ☒ Along an interior side lot line not exceeding seven feet in height beginning at 10 feet from the front lot line.
- ☒ That any proposed fencing on the site be maintained in good repair.
- ☒ That no fence or wall shall be placed within the public right-of-way.
- ☒ That a masonry fence exceeding three (3) feet in height shall require engineered footings and a building permit. All other fencing exceeding seven (7) feet in height shall require engineered post footings and a building permit.
- ☒ That no hedge, shrub, fence, or wall exceeding the three (3) feet in height, or four (4) feet in height if the upper one (1) foot is fifty (50) percent or more open shall be planted, placed, or maintained within the twenty-five (25) feet corner sight triangle of a corner lot, or along a front or street side property line where the hedge, shrub, fence, or wall creates a traffic or pedestrian hazard as determined by the Community Development Director.

Landscaping: (Section 17.52.060).

- ☒ General Design Standards: the following features shall be incorporated into the design of the proposed landscape and shown on the required landscape plans:
 - ☒ Publicly maintained landscape areas shall be separated from privately maintained landscape areas with, at a minimum, a four (4) inch wide concrete mow strip.
 - ☒ Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas.
 - ☒ Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six (6) inch high and six (6) inch wide concrete curb.
 - ☒ Concrete mow strips, when used, shall be a minimum of four (4) inches in width.
 - ☒ Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas.
 - ☒ Trees and shrubs shall be planted and maintained in a manner that protects the basic rights of adjacent property owners, particularly the right to solar access.
 - ☒ Trees planted within five (5) feet of sidewalks or curbs shall have an eighteen (18) inch by ten (10) foot long linear root barrier placed at each edge of the sidewalk or face of curb, centered on the tree.

- ☒ Plant materials. Plant materials shall be selected and installed in accordance with the following requirements:
 - ☒ The size of ten (10) percent of the trees to be planted shall be twenty-four (24) inch box or larger. The remaining trees shall be sized fifteen (15) gallons or larger.
 - ☒ The size of seventy (70) percent of plants and shrubs shall be at five (5) gallon or larger. The remaining plants and shrubs shall be sized one (1) gallon or larger.
 - ☒ The size of groundcover at planting shall be one (1) gallon or larger.
 - ☒ Groundcover shall be designed to have one hundred (100) percent coverage within two (2) years.
 - ☒ Drought tolerant plant material and climate appropriate species shall be emphasized in the design.
- ☒ That the landscaped area shall be planted with live and healthy plant materials suitable for screening/or ornamenting the site. Landscaped areas shall be watered by automatic systems and designed and developed in accordance with Chapter 12.08 and the most recent State Model Water Efficient Landscaped Ordinance.
- ☒ That no fence, hedge, or shrub shall be installed, planted, or maintained along a street frontage, which creates a traffic or pedestrian hazard.
- ☒ That all building setback areas and open space areas required which are visible from the public right-of-way shall be landscaped.

Trash Collection Areas (Section 17.50.090).

- ☒ That a suitable area shall be provided on-site for collection of trash and recyclable materials for all multi-family residential, mixed-use, commercial, office, and industrial uses. Refuse storage areas shall be adequately screened from view. The refuse area enclosure shall be designed to meet the minimum recommended dimensional standards as determined by the City Engineer.
- ☒ That all uses shall be in compliance with the provisions of Chapter 13.12 of the Municipal Code.
- ☒ That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA-certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
- ☒ That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
- ☒ That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

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

Rooftop Equipment (Section 17.50.100)

- ☒ That all elevator housing and mechanical equipment located on the roof of any building shall be screened from adjacent views and contained within a completely enclosed penthouse or portion of the same building having walls and roofs with construction and appearance similar to the building.

Outdoor Lighting Standards (Section 17.50.140)

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.
- ☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.
- ☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

- ☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:
 - ☒ Standard window and door awnings
 - ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

- ☒ That the appropriate dust-control practices of the San Joaquin Valley Air Pollution Control District shall be implemented.
- ☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

BUILDING DIVISION
SPR 2018-035(502-1029) Centennial Apts
8-7-18

Centennial Drive

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

1. That building permits must be obtained from the City Building Division for each structure to include but not limited to: buildings, pools, fences, trash enclosures, signs and carports for any structural, plumbing, electrical or mechanical work being done.
2. That no building or structure shall be used or occupied, and no change in the existing occupancy classification of building or structure or portion thereof shall be made until the building official has approved the change and issued a Certificate of Occupancy.
3. That detailed dimensioned plans be provided to the Building Division for each structure prior to obtaining construction permits. Each structure will require a separate submittal and permit.
4. That each structure will require plans and calculations signed by an architect or engineer licensed to practice in the State of California. Submittal shall consist of as applicable:
 - 4.1 1 copy of the City of Hanford Permit Application form
 - 4.2 6 complete sets of Drawings, unless noted, including:
 - 4.2.1 Grading Plan (Civil Drawings, for reference)
 - 4.2.2 Site Plan
 - 4.2.3 Architectural Drawings
 - 4.2.4 Structural Drawings
 - 4.2.5 Electrical Drawings
 - 4.2.6 Mechanical Drawings
 - 4.2.7 Plumbing Drawings
 - 4.2.8 Landscape Plan (for reference)
 - 4.2.9 Planning Dept. "Conditions of Approval" or "Resolution" printed on the drawings and part of the drawing submittal
 - 4.2.10 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.

****** Each structure will be considered a separate submittal. Grading, Landscaping, Signage and all Fire permits are separate submittals as well and require separate applications and submittals as applicable.******

- 4.3 2 complete sets of documentation, unless noted, including:
 - 4.3.1 Architectural Specifications
 - 4.3.2 Structural Calculations
 - 4.3.3 Electrical Calculations, if not included on the drawings
 - 4.3.4 Mechanical Calculations, if not included on the drawings
 - 4.3.5 Plumbing Calculations, if not included on the drawings
 - 4.3.6 Energy Calculations, if not included on the drawings
 - 4.3.7 CalGreen Compliance, if not included on plans
 - 4.3.8 **Compliance with the City of Hanford Landscape Ordinance**
 - 4.3.9 A minimum of 2 sets shall be stamped and wet signed by an Architect or Engineer licensed in the State of California.
5. That the site, as well as the buildings, shall be made accessible and usable by the disabled in accordance with the California Building Code, Chapter 11B.

6. That a school impact fee of \$3.79 (or revision thereof) for each square foot of new building area be paid when building permits are issued.
7. That all special inspection reports be submitted to the Building Division prior to final inspection.
8. That all construction shall conform to the Most Current Edition (2016) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen.
9. That Kings County Impact Fees shall apply at current rates.
10. That the tenant, lessee, and/or owner are responsible for compliance with the Americans with Disabilities Act. By federal law your facility must be made accessible to the highest degree possible.
11. That the applicant provide a complete set of AS-BUILT drawings on CD, in "tif" format, to the Building Division prior to Final Inspection.
12. That block walls and trash enclosures require separate submittals/permits through the Building Dept.
13. Addresses will be assigned at the time of permit application

Hanford Fire Department

Contact Fire Chief Chris Ekk @ 559-585-2545 or cekk@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review

Date: August 8, 2018

Project #: 2018-35 (502-1029) Centennial and 12th Ave. Multi-Family Homes

General Instructions

1. Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances.
2. All fire protection systems must be installed and operational prior to occupying the building.
3. All permits shall be issued and fees paid prior to scheduling inspections with the Fire Department. To schedule appointments for inspections, please email at grocha@cityofhanfordca.com and dbodiroga@cityofhanfordca.com
4. Scope of work shall be clearly stated on all plans submitted for permit.
5. All Deferred Submittals shall be listed on the building plan Title Page. All deferred submittals are required to be submitted within 30-days of building permit issuance.

The following comments are applicable if checked:

1. ☐ No comments.
2. ☒ This project must comply with latest applicable codes.
3. ☒ Project must meet minimum fire flow requirements per the table in Appendix B & C of the 2016 California Fire Code.
4. ☒ If a new fire hydrant flow test is required, contact the fire department for submittal requirements.
5. ☒ Based on the occupancy classification, an automatic sprinkler system is required for this project. ***A separate fire department permit is required.*** Contact the fire department for submittal process.
 - ☐ NFPA 13 System per CFC 903.3.1.1
 - ☒ NFPA 13R System per CFC 903.3.1.2 (Group R occupancies)
 - ☐ NFPA 13D System per CFC 903.3.1.3 (one and two-family dwellings, Group R-3, and townhouses)
6. ☒ For automatic sprinkler systems, ***a separate permit must be submitted*** for the underground system supplying the sprinkler system. Contact the fire department for submittal information.

Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)

7. ☒ **Fire Riser Room:** All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements: Fire riser room for each building.
- At least one man door shall be provided - only exterior door(s) are allowed,
 - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
 - One-hour rated construction,
 - Fire sprinkler head coverage required,
 - Normal and emergency back-up lighting shall be installed inside the fire riser room,
 - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
 - For existing buildings: please contact the fire department for requirements.
8. ☒ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process.
9. ☒ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department. One hydrant per FDC in the complex within 50 feet. Number of FDCs will be determined. FDCs will be labeled with the address of the corresponding buildings.
10. ☒ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.
11. ☒ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.
12. ☐ No additional hydrants are necessary for this project.
13. ☒ Number of additional hydrants necessary for this project: 4-5 depending on number of FDCs needed.
14. ☒ Fire hydrant spacing shall be as follows:
- a. **Residential development:** one hydrant shall be installed at 500 foot intervals.
 - b. **Commercial development:** one hydrant shall be installed at 300 foot intervals.
 - c. Or as required by Appendix C of the California Fire Code

15. ☒ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.
16. ☒ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.
17. ☒ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.
18. ☐ Existing access roads are sufficient.
19. ☒ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.
26 feet wide where there is a hydrant along the access road.
26 feet wide to allow for aerial apparatus for the three story building.
20. ☒ Access road turning radius for fire apparatus is as follows (show all three on plans):
 - a. 20 feet 1 inch inside turning radius (inside rear wheel)
 - b. 36 feet 3 inch curb to curb (outside front wheel)
 - c. 44 feet 6 inch outside radius (outside front bumper)
 Ensure turning radius requirements are met for all turns throughout the complex.
Show turning radius throughout the complex.
21. ☒ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.
22. ☒ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1. Coordinate with the fire department to identify location of fire lanes and markings or signs.
 - a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
 - b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
 - c. Access roads 32 feet in width or more: No fire lanes required.
24. ☒ Temporary or permanent fire department access roads shall be constructed in

accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.

24. ☒ Locked gates installed across fire department access roads: Knox devices on all gated entries.
- a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.
 - b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.
 - c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
 - d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
25. ☒ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department. Knox Box for building containing the office and fitness center and lounge.
26. ☒ All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.
- Size of Address Numbers:
- | | |
|---|------------------|
| ○ Downtown area (existing buildings): | 4-inch numbers, |
| ○ Buildings 20-ft. or less from the street: | 6-inch numbers, |
| ○ Buildings 21- to 40-ft. from the street: | 8 inch numbers, |
| ○ Buildings more than 40-ft. from street: | 12 inch numbers. |
27. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood. ***A separate permit is required for the Type I hood.*** Contact the fire department for submittal information.
28. ☐ All commercial cooking appliances creating grease laden vapors shall have a K-Class fire extinguisher within 30-feet of cooking appliances in accordance with the most currently adopted edition of the CFC.
29. ☐ ***A separate permit is required*** for all hazardous material and/or flammable and combustible liquids, gases, solids, etc., over the exempt amounts set forth in the latest adopted edition of the California Fire Code.



City of Hanford

Department of Public Works

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Utilities Division Comments

PROJECT: SPR# 18-35 – Centennial West Apartments – Centennial Dr.

General:

1. That all work within the public street right-of-way shall be under the control of a General Engineering Contractor, licensed for that purpose. Contractor shall verify all conditions in the field prior to commencing construction.
2. That locations of existing water, sanitary sewer and storm drain mains in the vicinity of the project site will be marked by Public Works Department staff based upon the city's best available records. Contractor shall provide city with a minimum of 48 hours prior notice when requesting location of existing utilities at (559) 585-2564. The City of Hanford is not a member of Underground Service Alert (U.S.A.).
3. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition.

Water:

1. That the developer shall provide an accurate fixture unit count and size water services in accordance with the requirements of the Uniform Plumbing Code, latest edition.
2. That the developer shall furnish and install any new water service assemblies required for the project including water meters and meter boxes for both domestic and landscape uses. If existing services are utilized, fixture counts to ensure adequate size of service is required. All new services shall come off Centennial Drive and shall be bored.
3. That the developer shall furnish and install new water service assemblies as required to serve the project for purposes of fire suppression, domestic consumption, and landscape irrigation purposes, including meters and backflow or detector/check devices as applicable, all in accordance with City Standards.
4. That the developer shall furnish and install an onsite fire suppression pipeline system in accordance with Fire Department requirements, which shall have two points of connection to the public water system, as follows: Fire service connections shall be made to the existing public water main located within Centennial Drive and shall be bored.
5. That the developer shall furnish and install appropriate cross connection/backflow prevention assemblies for all services provided, including fire service lines.
6. That all backflow prevention assemblies shall be tested and approved prior to being placed in service by a certified technician, with a copy of test results being provided to the City Utility Division.

Mike Cosenza
UTILITIES SUPERINTENDENT (559) 585-2564

02/04/19
DATE

Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)



City of Hanford

Department of Public Works

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7. That all existing water wells be abandoned in conformance with State of California Department of Health Services Standards.

Sewer:

1. That the developer shall size sewer service lateral(s) to serve the project site in accordance with requirements of the Uniform Plumbing Code, latest edition. (Minimum six-inch lateral size.). All new services shall come off Centennial Drive and shall be bored.
2. That the developer shall furnish and install a floor drain inside any newly constructed Trash Enclosure.

Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)

Mike Cosenza
UTILITIES SUPERINTENDENT (559) 585-2564

02/04/19
DATE



City of Hanford

Department of Public Works

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Engineering Division Comments

PROJECT: SPR# 18-35 – Centennial West Apartments – Centennial Dr.

General Requirements:

1. That the development shall comply with all applicable City of Hanford Standard and Specification requirements. Any deviation from said Standards and Specifications must be approved by the City Engineer prior to construction.
2. That an Encroachment Permit for all work located within the public street right-of-way shall be obtained from the Public Works Department prior to start of work. For additional information regarding Encroachment Permit requirements, contact the City Engineering Division at (559) 585-2558.
3. That the development is subject to a **\$4,400.00** Grading Plan Review fee in accordance with City Resolution No. 10-31 R, or any revisions thereof. Grading Plan Review fee shall be paid prior to issuance of building permits.
4. That the development is subject to Engineering Plan Review and Inspection fee based on the cost of improvements required to be constructed within the public street right of way, in accordance with City Resolution No. 92-58-R, or any revisions thereof. Subject fees shall be payable prior to approval of improvement plans.
3. That all financial and other arrangements for planning, engineering, scheduling, installation of and/or relocation/ undergrounding of electric, gas, telecommunications, or other privately owned utilities are the sole responsibility of the developer. The developer is advised that significant project delays may result if utility issues are not resolved prior to start of construction.

Map and Plan Requirements:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" X 36" size sheets for all required improvements. The plans shall be prepared by a licensed civil engineer, and shall include a site plan showing all on-site and off-site improvements, including but not limited to, sanitary sewer, storm drainage, and water system infrastructure, refuse enclosure locations, public street & parking lot improvements, landscape & irrigation systems and all other improvements as required by the project conditions of approval and the City of Hanford Standards and Specifications. Plans must be approved by the City of Hanford and any other affected agencies before issuance of building permits.
2. That prior to beginning any construction, or within twenty (20) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division four (4) bond copies of the approved set of construction plans, and two (2) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division

Joshua Tullsen
ASSISTANT ENGINEER (559) 585-2582

02/04/19
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Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)



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one (1) reproducible and one (1) bond copy of the approved set of improvement construction plans revised to reflect all field revisions and marked "RECORD DRAWING".

Drainage Requirements:

1. That the developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the State Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. Contact the SWRCB at www.swrcb.ca.gov for further information.
2. That track-out of soil, gravel, or other construction-related materials on to public streets is prohibited.
3. That a drainage/site improvement plan for development be prepared by a license civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to approved plan.
4. That site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.

Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)

Joshua Tullsen

ASSISTANT ENGINEER (559) 585-2582

02/04/19

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Curb, Gutter and Sidewalk Requirements:

1. That the existing concrete curbs, gutters and Sidewalk located along the Centennial project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs, gutters and sidewalk installed in conformance with City Standards CO-11 and CO-15. The locations of any such curbs, gutters and sidewalks required to be reconstructed shall be shown on the engineered site improvement plans.

Parking Lot Requirements:

1. That the design and construction of the parking lot improvements shall conform to City Standards GE-29 and GE-32.
2. That the driveway providing access to the trash enclosure be constructed to comply with City Std. requirements for structural capacity to handle the trash trucks

DEVELOPMENT IMPACT FEES:

1. That development is subject to the following impact fees in accordance with city ordinances no. 90-09, 90-10 and 98-14, or any revisions thereof. Impact fee calculations are based upon square footage of structures as shown on site plan. If changes are made to structure thereby increasing or decreasing structure floor areas, then impact fees will likewise change to reflect actual field conditions. Fees listed below reflect rates effective January 1, 2018. All fees are payable prior to issuance of building permits. **(156 Multi-Family Units – Site Area: 6.95 Acres).**
 - A. That the development is subject to a **\$347,902.46 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.
 - B. That the development is subject to a **\$252,216.12 Water System Impact Fee** in accordance with City Resolution No. 98-54-R or any revisions thereof.
 - C. That the development is subject to a **\$368,479.80 Wastewater System Impact Fee** in accordance with City Resolution No. 98-55-R or any revisions thereof.
 - D. That the development is subject to a **\$68,491.89 Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revisions thereof.
 - E. That the development is subject to a **\$75,017.28 Fire Protection Impact Fee** in accordance with City Resolution No. 98-52-R or any revisions thereof.
 - F. That the development is subject to a **\$47,243.04 Police Protection Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

Joshua Tullsen
ASSISTANT ENGINEER (559) 585-2582

02/04/19
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- G. That the development is subject to a **\$24,849.24 Refuse and Recycling Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.
- H. That the development is subject to a **\$435,670.56 Park Impact Fee** in accordance with City Resolution No. 05-64-R or any revisions thereof.
- I. That the development is subject to a **\$6,672.07 12th Ave Sanitary Sewer Area of Benefit Fee** in accordance with City Resolution No. 92-25-R or any revisions thereof.

Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)

Joshua Tullsen
ASSISTANT ENGINEER (559) 585-2582

02/04/19
DATE



City of Hanford

Department of Public Works

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Refuse Division Comments

PROJECT: SPR# 18-35 – Centennial West Apartments – Centennial Dr.

General Requirements:

1. That five (5) 10' x 30' inside clear dimension masonry block refuse enclosure with 6' high perimeter walls shall be constructed in accordance with City Std. GE-35, modified to include installation of 12" x 12" interior concrete curbs and 10' wide/6" thick concrete apron. If enclosure will be used to service restaurants then a separate grease bin container area shall be constructed in accordance with City standard GE- 41. The refuse enclosure shall have gates of chain-link fencing with earth-tone color vinyl slats or other approved gate materials. The enclosure shall be architecturally compatible with surrounding buildings, and the location of the enclosure shall be approved by both the Public Works and Community Development Departments.
2. That nothing other than the city refuse bins shall be stored or kept in refuse enclosures.
3. That refuse enclosure gates shall be securely closed except when in use.
1. That refuse enclosures shall not be located adjacent to combustible construction or beneath windows or non-protected eaves.
2. That the applicant shall participate in all available waste recycling & reuse programs **including the new requirement for food waste separate bin service (if applicable).**
3. That all onsite vehicle drive aisles and parking lot areas subject to refuse truck use for trash enclosure access shall be constructed in accordance with City Standard GE-32 Industrial Parking Lot pavement requirements to provide an adequate pavement structure section for refuse truck use.

Attachment: Attachment 2 - SPR 2018-35 Approval Letter (Variance No. 2018-04)

Jason Ridgeway
REFUSE SUPERINTENDENT (559) 585-2569

02/02/19
DATE

24-PLEX

SCALE: 1/8" = 1'-0"



FRONT / REAR



RIGHT / LEFT



FRONT / REAR



RIGHT / LEFT

PAYNTER
REALTY & INVESTMENT, INC.

24-PLEX
SCALE 1/8" = 1'-0"

CENTENNIAL PLACE
HAWTHORNE, CA

IDEA **ARC**

Attachment: Attachment 3 - Elevations (Variance No. 2018-04)

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on Tuesday, February 12, 2019 at 7:00 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

Variance No. 2018-04 is a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces and covered parking spaces within the rear-yard setback for a 156-unit multi-family residential complex in the R-H High-Density Residential zone district.

Location: The project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035).

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

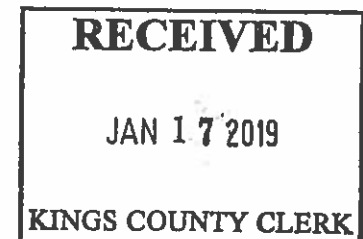
COMMENT PERIOD: January 18 – February 7, 2019 [20 day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by February 7, 2019 and/or to appear at the hearing described above to present testimony, in regard to the above-listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle Myers, at the above listed address.

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

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

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT



MITIGATED NEGATIVE DECLARATION NO. 2018-24**Project Title:** Variance No. 2018-04 **File Number:** VAR 2018-04(511-0094)**State Clearinghouse Number:** N/A**Lead Agency:** City of Hanford**Responsible Agency:** N/A**Applicant/Property Owner:** Centennial-Hanford Center West, LLC
17671 Irvine Blvd, Suite 204
Tustin, CA 92780**Project Description:** Variance No. 2018-04 is a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces within the rear-yard setback area for a 156-unit multi-family development.**LOCATION:** The project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035).**Attachments:**

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

Environmental Assessment: The Initial Study for the project is available for public review at the City of Hanford, Community Development Department, 317 N. Douty St., Hanford CA.**Declaration of No Significant Effect:** The City of Hanford has completed the preparation of an initial study for the project described above. The initial study did not identify any potentially significant environmental effects that would result from the proposed project. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

- (a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- (b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- (c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- (d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

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

Contact Person: Gabrielle Myers**Phone:** (559) 585-2578**Signature:****Date:** January 17, 2019

Review Period: January 18 – February 7, 2019 [20 day comment period]

Attachment: Attachment 4 - Environmental (Initial Study, MND, MMRP) (Variance No. 2018-04)

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2018-24

Prepared For

Centennial-Hanford Center West, LLC

Variance No. 2018-04

Prepared By

The City of Hanford

January 17, 2019

Attachment: Attachment 4 - Environmental (Initial Study, MND, MMRP) (Variance No. 2018-04)

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

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

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

- 1) The initial study show there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- 2) The Initial Study identified potentially significant effects, but:
 - a) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - b) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

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

PROJECT DESCRIPTION:

The project is a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces within the rear-yard setback area for a 156-unit multi-family development. The 156-unit multi-family development has been processed under Site Plan Review No. 2018-35. Approval of Variance No. 2018-04 is a requirement of development for Site Plan Review No. 2018-35. The variance and site plan application apply to the property located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035).

ENVIRONMENTAL IMPACTS

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

In addition, a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update. The project is being developed consistent with the land use designation that was evaluated in the 2017 General Plan EIR. The General Plan Update and EIR are herein incorporated by reference, including

Resolution 17-20-R. Other documents used in the preparation of this environmental assessment are listed as sources and also incorporated by reference.

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The variance is consistent with the General Plan. Staff has made the appropriate findings in accordance with Section 17.84 of the Hanford Municipal Code, in order to recommend approval of Variance No. 2018-04 to the Planning Commission.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for Variance No. 2018-04, in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND for the proposed Project is tiered from the 2035 General Plan Update Environmental Impact Report (EIR) (SCH No. 2015041024), certified by the City Council on April 15, 2017, for which a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update.

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

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

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

CONSULTATION

Pre-consultation was sent to the interested agencies on November 20, 2018
Responses were received from the following:

1. Shana Powers, Tachi Yokut Tribe, received November 26, 2018
2. Renee Creech, Hanford Joint Union High School District, received November 29, 2018
3. Gerry Mulligan, Hanford Elementary School District, received December 4, 2018
4. Brian Clements, San Joaquin Valley Air Pollution Control District, received December 6, 2018

SOURCES – hereunto annexed and incorporated by reference

2010 Urban Water Management Plan. (2011, June 11). *City of Hanford*

California Building Standards Code 2016 (Title 24, California Code Regulations). *Codes*.

City of Hanford 2035 General Plan Update (2017).

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

City of Hanford Storm Drainage Water Master Plan (1995, August)

City of Hanford Public Works Construction Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

County Important Farmland Data Information. Department of Ag (2012)

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

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

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

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

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

Final Regional Climate Action Plan (May 28, 2014)

Pre-Consultation Letters Received:

1. Shana Powers, Tachi Yokut Tribe, received November 26, 2018
2. Renee Creech, Hanford Joint Union High School District, received November 29, 2018
3. Gerry Mulligan, Hanford Elementary School District, received December 4, 2018
4. Brian Clements, San Joaquin Valley Air Pollution Control District, received December 6, 2018

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2018-24

1. Project Title: Variance No. 2018-04
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address: n/a
4. Contact Person/Phone Number: Gabrielle Myers
Community Development Department
(559) 585-2578
5. Project Location: The project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, -034, and -035).
6. Project Sponsor's Name/Address: Centennial-Hanford Center West, LLC
17671 Irvine Blvd, Suite 204
Tustin, CA 92780
7. General Plan Designation: High-Density Residential
8. Zoning: R-H High-Density Residential
9. Description of the Project: The project is a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces within the rear-yard setback area for a 156-unit multi-family development. The 156-unit multi-family development has been processed under Site Plan Review No. 2018-35.
10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	C-R	Regional Commercial	Commercial – under construction
East	C-R	Regional Commercial	Commercial
South	R-H	High-Density Residential	Vacant, Planned for 100-unit apartments
West	R-H	High-Density Residential	Vacant

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
n/a

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|--|
| ☒ Aesthetics | ☒ Agriculture Resources | ☒ Air Quality |
| ☐ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☒ Green House Gas Emissions | ☒ Hazards & Hazardous Materials | ☒ Hydrology/Water Quality |
| ☒ Land Use/Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population/Housing | ☒ Public Services | ☒ Recreation |
| ☒ Transportation/Traffic | ☒ Utilities/Service Systems | ☒ Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

FOR: CITY OF HANFORD


 Gabrielle Myers
 Associate Planner
 City of Hanford

DATE


 January 17, 2019

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

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

ENVIRONMENTAL SETTING:**SCENIC VISTAS AND CORRIDORS**

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

SCENIC HIGHWAYS

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

VISUAL CHARACTER

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
LIGHT AND GLARE The majority of the City includes existing sources of daytime glare and nighttime lighting and illumination. Significance Criteria The Project may result in significant impacts to aesthetics if it substantially affects the view of a scenic corridor, vista or view open to the public, causes substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences. Checklist Discussion: a) Less than Significant Impact – Views consist primarily of broad panoramas of agricultural land. Most of the land surrounding the northern and western part of the city is characterized by flat, dry valley grasslands scattered throughout, as well as grazing and other agricultural uses. The grasslands, grazing land, and large farms create open vistas at the northern and eastern edges of the City. The project is relatively situated in the middle, western portion of the City, within an existing developed area; therefore, the project would not have a significant effect on any scenic vista. b) Less than Significant Impact – There are no designated State Scenic Highways, as identified by the California Scenic Highway Mapping System within the City's General Plan Study area. There are also no rock outcroppings within the Study Area. The City does have an ordinance protecting trees in Chapter 12.12 Street Trees and Shrubs of the Municipal Code. The projects would be consistent with the tree ordinance. The projects would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway and impacts would be less than significant. c) Less than Significant Impact with Mitigation Incorporation– Several sections of the Hanford Municipal Code regulate development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. The development will be mitigated through appropriate development standards of the Hanford Municipal Code. (MM Aesthetics 1). Enhanced elevations have been provided for the project. The project shall be developed consistent with the submitted elevations (MM Aesthetics 2). d) Less than Significant Impact with Mitigation Incorporation– The development of the project area is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.39.030 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls (MM Aesthetics 3) Mitigation Measures: MM Aesthetics 1: That the project is subject to the appropriate development standards of the Hanford Municipal Code. MM Aesthetics 2: That the project be developed consistent with the submitted elevations. MM Aesthetics 3: That the project is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare. Conclusion: Impacts to aesthetics are anticipated to be less than significant with the incorporation of mitigation measures.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Agriculture and Forestry Resources:

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

Environmental Setting

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

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

**Table 4.2-1
Farmland Mapping and Monitoring Program**

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

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

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

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

Significance Criteria

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Checklist Discussion:				
a) No Impact – The project is located within an area listed as Vacant or Disturbed Land on the Department of Conservation website. Vacant or Disturbed Land includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges. Therefore, the project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural impacts. b) Less than significant impact - The project does not conflict with any agricultural zoning. The properties are not enrolled in a Williamson Act contract. c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. Therefore, there would be no impact. d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. Therefore, there would be no impact. e) Less than Significant Impact with Mitigation Measures – Approximately 0.41 acres west of the project site, there are existing agricultural activities taking place within Kings County's jurisdiction. Under Chapter 16.40.110 (Right to Farm) of the Hanford Municipal Code, adjacent uses to future development could result in "potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limit to, equipment and animal noise; farming activities conducted on a 24 hour a day, 7-days a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from agriculture operations." This acknowledgement establishes the right of adjacent landowners to continue to farm and therefore precludes indirect conversion of adjacent farmland, as a result of potentially incompatible land uses as a result of the project. A mitigation of the project will include, that a right-to-farm provision be recorded, in order to mitigate potential impacts to indirect conversion of adjacent farmland. (MM Agriculture 1).				
Mitigation Measures:				
MM Agriculture 1: That a right-to-farm provision be recorded to insure that future residents of the multi-family development are aware of adjacent agricultural uses and their right to continue to operate.				
Conclusion: The project is located on land which is considered vacant or disturbed and has no value as agricultural land. The impacts to existing agricultural activities are considered less than significant with the incorporation of a mitigation measure that a right to farm be recorded for the property.				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Air Quality:

Climatological/Topological Factors

The San Joaquin Valley's topography and meteorology provide ideal conditions for trapping air pollution for long periods of time and producing harmful levels of air pollutants, including ozone and particulate matter. Low precipitation levels, cloudless days, high temperatures, and light winds during the summer in the San Joaquin Valley are conducive to high ozone levels resulting from the photochemical reaction of oxides of nitrogen (NOX) and volatile organic compounds (VOC). Inversion layers in the atmosphere during the winter can trap emissions of directly emitted particulate matter less than 2.5 microns (MN2.5) and PM2.4 precursors (such as NOX and sulfur dioxide [SO2] within the San Joaquin Valley for several days, accumulating to unhealthy levels.

The region also houses the State's major arteries for goods and people movement, Interstate 5 to the west and State Route 99 through the Central Valley, thereby attracting a large volume of vehicular traffic. Another compounding factor is the region's historically high rate of population growth compared to other regions of California. Increased population typically results in an even greater increase in vehicle activity and more consumer product use, leading to increased emissions of air pollution, including NOX. In fact, mobile sources account for about 80% of the Valley's total NOX emissions inventory. Since NOX is a significant precursor for both ozone and PM2.5, reducing NOX from mobile sources is critical for progressing the Valley towards attainment of ozone and PM2.4 standards.

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

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

Hanford is located in the southern end of the San Joaquin Valley Air Basin.

San Joaquin Valley Air Basin

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The subtropical high-pressure cell is strongest during spring, summer, and fall and produces subsiding air, which can result in temperature inversions in the Valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversion (1,500 to 3,000 square feet).

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

Wind

Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and transporting the pollution to other locations. The region's topographic features restrict air movement and channel the air mass toward the southeastern end of the Valley. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east. A secondary, but significant, summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons.

San Joaquin Valley Air Basin Monitoring

The SJVAB consists of eight counties, from San Joaquin County to the north to Kern County in the South. The closest monitoring station to the Study Area is located at Hanford's South Irwin Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide.

The SJVAB is nonattainment for ozone (1 hour and 8 hour) and particulate matter. In accordance with the Federal Clean Air Act (FCAA), EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem.

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

Maximum Pollutant Levels at Hanford's South Irwin Street Monitoring Station

Pollutant	Time Avg.	2012 Max.	2013 Max.	2014 Max.	National Standards	State Standards
Ozone (O3)	1 hour	0.109 ppm	0.104 ppm	0.108 ppm	NA	0.009 ppm
Ozone (O3)	8 hour	0.094 ppm	0.098 ppm	0.0904 ppm	0.075 ppm	0.070 ppm
Carbon Monoxide (CO)	8 hour	0.033 ppm	*	*	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO2)	1 hour	0.056 ppm	0.058 ppm	0.050 ppm	100 ppm	0.18 ppm
Nitrogen Dioxide (NO2)	Annual Average	0.009 ppm	0.010 ppm	0.010 ppm	0.053 ppm	0.030 ppm
Particulates (PM 10)	24 hour	128.0 µg/m3	177.0 µg/m3	131.3 µg/m3	150 µg/m3	50 µg/m3
Particulates (PM 10)	Federal Annual Arithmetic Mean	40.3 µg/m3	50.3 µg/m3	47.8 µg/m3	NA µg/m3	20 µg/m3
Particulates (PM 2.5)	24 hour	64 µg/m3	128.7 µg/m3	96.7 µg/m3	35 µg/m3	NA

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Particulates (PM 10)	Federal Annual Arithmetic Mean	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3
Notes: NA = Not Applicable (there is no standard for this pollutant) * = There was insufficient data available to determine the value ppm = parts per million µg/m3 = microgram per cubic meter					
Attainment Status					
Air quality impacts from proposed projects within Hanford are controlled through policies and provisions of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In order to demonstrate that a project would not cause further air quality degradation in either of the SJVAPCD's plan to improve air quality within the air basin or federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for ozone and PM10. The SJVAPCD is required to submit a "Rate of Progress" document to ARB that demonstrates past and planned project toward reaching attainment for all criteria pollutants. The CCAA requires air pollution control districts with severe or extreme air quality problems to provide a 5% reduction in non-attainment emissions per year. The Air Quality Attainment Plans prepared for the SJV by the SJVAPCD complies with this requirement.					
Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, reduces, or controls air contaminants, except those specifically exempted by the SJVAPCD, are required to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010). Additionally, best available control technology is required on specific types of stationary equipment and are required to offset both stationary source emission increases along with increases in cargo carrier emissions if the specified threshold levels are exceeded (SJVAPCD Rule 2201, 4.7.1). Through this mechanism, all stationary sources within the Study Area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.					
Existing Air Quality					
Air pollutant emissions generated from projects constructed under the implementation of the General Plan would be required to adhere to SJVAPCD rules and regulations and therefore, would not exceed SJVAPCD thresholds.					
Odor					
The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown below along with a reasonable distance from the source within which, the degree of odors could possibly be significant. Information presented in the table will be used as a screening level of analysis for potential odor sources for new development as a result of implementation of the General Plan.					
Type of Facility	Distance				
Wastewater Treatment Facility	2 miles				
Sanitary Landfill	1 mile				
Transfer Station	1 mile				
Composting Facility	1 mile				
Petroleum Refinery	2 mile				
Asphalt Batch Plant	1 mile				
Chemical Manufacturing	1 mile				
Fiberglass Manufacturing	1 mile				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact		
Painting/Coating Operation (e.g., auto body shops)		1 mile				
Food Processing Facility		1 mile				
Feed Lot/Dairy		1 mile				
Rendering Plant		1 mile				
Asbestos						
New development's construction phase may cause asbestos to become airborne due to construction activities. In order to control naturally-occurring asbestos dust, new development can use some of the following control actions to reduce the release of airborne asbestos fibers:						
- Water wetting or road surfaces; - Rinse vehicles and equipment; - Wet loads of excavated materials; and - Cover loads of excavated materials						
Project Impacts						
<i>The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.</i>						
The SJVAB often exceeds the State and national ozone standards and if the new development as a result of the General Plan Update emits a substantial quantity of ozone precursors, it may contribute to an exceedance of the ozone standard. The SJVAB is also in nonattainment for State PM10 air quality standards and in nonattainment for State and federal PM2.5 air quality standards. Therefore, substantial project emissions may contribute to an exceedance for these pollutants.						
District Rule 2201, the New and Modified Stationary Source Review (NSR), is a major component of the SJVAPCD's attainment strategy, as it relates to growth. It applies to new and modified stationary sources of air pollution. The SJVAPCD's attainment plans demonstrate that project-specific emissions below the SJVAPCD's offset thresholds would have a less-than-significant impact on air quality. Thus the SJVAPCD concludes that use of the NSR Offset thresholds as the consistency in significance determinations within the environmental review process and is applicable to both stationary and non-stationary emission sources.						
Project Type	Pollutant/Precursor Emission (tons/year)					
	CO	NOX	ROG	SOX	PM10	PM2.5
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15
Short-term (construction) emissions						
Construction-related impacts are expected to be temporary in nature and can generally be reduced to a less-than-significant level through the use of mitigation measures and through compliance with applicable existing City, county, State and SJVAPCD regulations for reducing construction-related emissions. The SJVAPCD's Regulation VIII is applied to all construction sites and would constitute sufficient measures to reduce air quality impacts to a level considered less than significant.						
Long-term (operational) emissions						
Operational emissions are emitted from two main sources:						

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
1) small, distributed sources known as area sources and 2) Motor vehicles known as mobile sources. All new development and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including Rule 9510 (indirect source review) and Regulation VIII (Fugitive Dust Prohibitions). Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer Based Trip Reduction). Individual projects would require a project-level analysis to determine necessary mitigation strategies. As appropriate, the City of Hanford would require the implementation of the above-notated mitigation strategy intended to avoid or reduce the significant impacts identified. Short-term (construction) emissions Fugitive dust control rules: - Rule 8011 – Fugitive dust administrative requirements for control of fine particulate matter - Rule 8021 – Fugitive dust requirements for the control of fine particulate matter from construction, demolition, excavation, extraction, and earthmoving activities. - Rule 8071 – Fugitive dust requirements for the control of fine particulate matter from vehicle and/or requirement parking, shipping, receiving, transfer, fueling, and service areas one acre or larger Further, the new development should include the following local municipal code requirements: - Water sprays or chemical suppressants must be applied to all unpaved roads to control fugitive emissions - All access roads and parking areas must be covered with asphalt-concrete paving Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant. The following measures from the Guide for Assessing and Mitigation Air Quality Impacts are required to be implemented at construction sites for all new development built during the planning cycle of the General Plan Update: - All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. - All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. - With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demotion. - When materials are transported offsite, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained. - All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
- Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. - Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. Long-Term (operational) emissions Long-term emissions from new development are generated by mobile source (vehicle) emissions and area sources such as water heaters and lawn maintenance equipment. Future development projects in the City of Hanford would be subject to the SJVAPCD's Indirect Source Review (ISR) program. The purpose of the SJVAPCD's ISR Program is to reduce emissions of NOX and PM10 from new development projects. Further, all new developments and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including the ISR rule and Regulation VIII. Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer based trip reduction). <i>The project would not expose sensitive receptors to substantial pollutant concentrations.</i> Sensitive receptors are those individuals who are sensitive to air pollution, which may include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The Air District considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. The six criteria pollutants include ozone, CO, NO2, SO2, particulate matter, and Pb. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats. The SJVAPCD has determined that any project would perform an ambient air quality analysis when construction activities or operational activities exceed the 100 pound per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Exempt small development projects include: - Residential projects with 50 dwelling units or less - Commercial projects with 2,000 square feet or less - Light industrial projects with 25,000 square feet or less - Heavy Industrial projects with 100,000 square feet or less - Medical Office projects with 20,000 square feet or less - General Office projects with 39,000 square feet or less - Educational projects with 9,000 square feet or less - Government projects with 10,000 square feet or less - Recreational projects with 20,000 square feet or less - Transportation or Transit projects with construction exhaust emissions of 2 tons of NOX or PM10 or less Pre-Consultation Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on December 6, 2018. A copy of the pre-consultation letter is attached to this initial study. Comments were provided, as follows: "The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above reference project consisting of a request to construct 1 156-unit multi-family residential complex with a clubhouse, fitness center, pool, and leasing office (Project). The variance is a request to deviate from the standards of the Hanford Municipal Code in				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
order to permit required parking spaces and covered parking spaces within the rear-yard setback for a multi-family development. The project site is located east of Centennial Drive, south of Lacey Boulevard, in Hanford, CA (APNs 011-020-033, -034, and -035).				
1. <u>Significance Impact for Annual Criteria Pollutants Emissions</u> – The Project specific annual emissions of critical pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.				
2. <u>District Rule 9510 (Indirect Source Review)</u> – District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for the project level approval from the public agency. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.				
3. <u>District Rule 4002 (National emissions Standards for Hazardous Air Pollutants)</u> – In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.				
4. <u>Regulation VIII (Fugitive PM10 Prohibitions)</u> – The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – <i>Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities</i>. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10.htm				
5. <u>Other District Rules and Regulations</u> – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District Rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback; Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules and regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the Project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888 or e-mail SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.				
6. <u>Potential Air Quality Improvement Measures</u> – the District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: http://www.valleyair.org/cegaconnected/aqimeasures.aspx. a) <u>Cleaner Off-Road Construction Equipment</u> – This measure is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier II emission standards. This can be				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards. b) <u>Improve Walkability Design</u> – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments. c) <u>Improve Destination Accessibility</u> – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT. d) <u>Increase Transit Accessibility</u> – This measure is to locate the project with high-density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduces VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features: - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development) - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations - Neighborhood designed for walking and cycling The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please call Georgia Stewart at (559)230-5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20181317. <u>Staff Analysis:</u> 3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants): The Project is not subject to District Rule 4002, as there are not existing structures on site to be renovated, demolished, or removed. The site is vacant. 6. Potential Air Quality Improvement Measures – b. <u>Improve Walkability Design</u>: The Project is conditioned to require sidewalks to improve the walkability design; c. <u>Improve Designation Accessibility</u>: The Project is located with high accessibility to many commercial locations, including restaurants and retail, thus the location of the project increases the potential for pedestrians to walk and bike to these destinations and therefore reduced VMT; d. <u>Increase Transit Accessibility</u> – The Project is located within a ¼ mile of a planned bus stop. Checklist Discussion a) Less than Significant with Mitigation Incorporation- The project does not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. The development is subject to the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
SJVAPCD Indirect Source Review (Rule 9510) since more than 50 residential units are proposed in the project area. The applicant would be required to obtain permits demonstrating compliance with Rule 9510 or payment of mitigation fees to the SJVAPCD. The Project will be subject to Regulation VIII (Fugitive PM10 Prohibitions). The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan (MMA1) b) Less than Significant with Mitigation Incorporation - The project would not obstruct implementation of an Air Quality Plan; however, temporary air quality impacts could result from construction activities. Effective dust control must be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents. The project would not create a significant impact over the current levels of ozone and PM10 or result in a violation of any applicable air quality standards. The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan (MMA2). The project is not anticipated to conflict with the attainments plans adopted by the SJVUAPCD. With these mitigation measures, the project will have a less than significant impact. c) Less than Significant Impact with Mitigation Incorporation – The San Joaquin Valley is a region that is already at non-attainment for air quality. The project does not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. The development is subject to the SJVAPCD Indirect Source Review (Rule 9510), as more than 50 residential units are proposed in the project area. The applicant would be required to obtain permits demonstrating compliance with Rule 9510 or payment of mitigation fees to the SJVAPCD. The project would not obstruct implementation of an air quality plan; however, temporary air quality impacts could result from construction activities. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents (MMA3). The project would not create a significant impact over the current levels of ozone and PM10 or result in a violation of any applicable air quality standards. The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan. The project is not anticipated to conflict with the attainments plans adopted by the SJVUAPCD. With these mitigation measures, the project will have a less than significant impact. d) Less than Significant Impact - There are no known pollutant concentrations that would be generated by the future development of a high-density residential project that would expose sensitive receptors to substantial pollutant concentrations. There are not known pollutant concentrations to be emitted from the project, the project impact is considered less than significant e) Less than Significant Impact – The variance applies to the development of a 156-unit multi-family residential project. No objectionable odors are anticipated to occur as part of the project. Mitigation Measures: MM Air Quality 1: That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD. MM Air Quality 2: The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan. MM Air Quality 3: That the project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of the rules and regulations of the SJVUAPCD.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), San Joaquin Valley Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) http://www.arb.ca.agc ;				
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
Environmental Setting Natural Communities The natural communities tracked by the California Natural Diversity Database in the Study Area and surrounding vicinity include Valley Sacaton Grassland and Valley Sink Scrub. Valley Sacaton Grassland is mid-height to three feet tussock-forming grassland dominated by alkali sacaton. The community is fine textured and poorly drained on usually alkaline soils with generally a seasonally high water table or are overflowed during winter flooding. This community was formerly extensive in the Tulare Lake Basin.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; however, much has been severely degraded. Less than 1% of the Central Valley's riparian vegetation is in a natural, high-quality condition. Riparian woodlands in the study area are located on the west side of 12th Avenue between Houston and Iona Avenues, and along the west side of 13th Avenue, north of Iona Avenue. They are 30 and 14 acres in size, respectively. Valley oak woodland provides habitat components such as food, cover, nesting sites, and dispersal habitat for a wide variety of wildlife. The large oak trees present in this vegetation community provide nesting opportunities for many birds of prey. Typical wildlife species in this vegetation community include California ground squirrel, western fence lizard, western scrub jay, California quail, northern flicker, northern mockingbird, mourning dove, American kestrel, and red-tailed hawk. Vegetation within the City of Hanford consists primarily of agricultural crops with little remaining non-agricultural vegetation. Agricultural crops consist of orchard, vineyard, annual dryland and irrigated grain crops, irrigated row and field crops, and some rice production. A good portion of the study area consists of urban development, but an almost equal portion of the study area is agricultural development. Waters/Wetlands Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford. Wildlife Corridors Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another. Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity. Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas. Standards of Significance The project would have a significant effect on biological resources if it would: 1. Interfere substantially with the movement of any resident or migratory fish or wildlife species. 2. Substantially diminish habitat for fish, wildlife or plants. 3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species.				

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

- a) Less than significant impact – the conversion to urban development was evaluated under the General Plan EIR for which a Statement of Overriding Considerations was certified. The project is being developed consistent with the General Plan designation for the area, High-Density Residential. No new impacts would occur that were not already analyzed in the General Plan.
- b) No Impact – the site does not contain any riparian habitat or other sensitive natural community.
- c) No Impact – the site is not identified as a federally protected wetland.
- d) Less than significant impact - The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. There is not natural habitat remains within the project area.
- e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological resources.
- f) Less than Significant Impact – the project pertains to land that has no value as natural habitat; therefore, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017)

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Ethnographic Setting

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The Yokuts subsistence economy emphasized fishing; hunting waterfowl; and collecting shellfish, roots, and seeds. Tules were abundant in the sloughs and their prodigious use in constructing shelters, boats, and as a food source reflected their significance in Yokuts life. The dead were buried in a cemetery separate from the village with head facing west or northwest. Cremation was most common for the occasional individual who died away from home or in the event that the deceased was a shaman or medicine man. Among the Tachi, anyone of higher social status was cremated. The 1833 epidemic, brought south from Oregon by a party of trappers, decimated an estimated 75% of California's native people. Entire communities were wiped out, leaving few native people to consult during the early 1900s when anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt to reconstruct the lifeways of the native people before White contact. In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore. By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work. Pioneer Settlement Period Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese sheepherder's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region. In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels. Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials. National Register of Historic Places Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places. Hanford Carnegie Library The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area. Kings County Courthouse The 1986 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978. Taoist Temple The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco. While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future. National Register of Historic Places – Eligible Resources There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following: 2) Clark Center for Japanese and Art and Culture, 15770 10th Avenue 3) Temple Theater, 514 Visalia Street 4) Fox Theater 5) Kings Art Center, 605 N. Douty Street 6) Hanford Civic Auditorium, 400 N. Douty Street 7) Hanford Veteran's Memorial Building Paleontological Resources A paleontological resources report was not prepared for the General Plan, as there are recent paleontological resources reports for areas within the vicinity. The geology of the area includes the Modesto Formation, Tulare Lakebeds, and Quaternary alluvium. Between overlies sediments of the late-Pleistocene to early-Holocene Modesto Formation. From Hanford south to approximately Delano, Tulare Lakebed deposits are exposed at or near the surface. Consultation Meeting On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, on a different project in order to establish conditions, which would apply to all projects in the City of Hanford, which required an initial study. In order to address the concerns of the Tachi Yokut Tribe, the City requires the following mitigation measure for all projects which require an initial study: 1) That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment. The following mitigation measures have been placed on the project to address impacts to Cultural Resources. 1. That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
2. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue. Thresholds of significance The project would have a significant impact on cultural resources if it would: 1) Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 2) Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5; 3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or 4) Disturb any human remains, including those interred outside of formal cemeteries Significance Criteria The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site. Checklist Discussion 1) Less than Significant Impact - The project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource. 2) Less than Significant Impact with Mitigation Measures – Due to the consultation meeting, which took place between the City and the Tachi Yokut tribe on January 17, 2017, per the request of the Tachi Yokut Tribe, the following condition shall apply to all projects which require an initial study: - That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. - That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue. 3) Less than Significant Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature. 4) See B. Mitigation Measures MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. MM Cultural Resources 2: That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue. Conclusion: The incorporation of mitigation measures requested from the Tachi Yokut Tribe on January 17, 2017 will reduce the impacts of development on Cultural Resources. Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b).				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
Environmental Setting				
Geology The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl). The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased. Soil The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sand loam, sandy substratum, 6) Kimberlina saline alkali-Garces complex 7) Nord fine sandy loam, 8) Nord fine sandy loam, saline alkali, 9) Nord complex, 10) Wasco sandy loam (0-5% slopes), and 11) Whitewolf coarse sandy loam. Each of these soil types is not subject to annual flooding or ponding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Seismicity The greatest potential for seismic activity in the City is posed by the San Andreas Fault, which is located approximately 46.5 miles southwest of the western boundary of the Study Area. The White Wolf Fault, located near Arvin and Bakersfield to the southwest in Kern County, which has the potential to cause seismic hazards for the County to a much lesser degree than the San Andreas Fault. Fault Rapture Kings County doesn't have any major fault system within its boundaries. Strong Seismic Ground Shaking Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV, Kings County is within Zone III, which equates to the potential to experience 0.3 meters/second squared ground acceleration, which would result in very strong to sever perceived shaking and moderate to heavy potential. Liquefaction Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft. to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable. Soil Erosion Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties. The soil in the City and surrounding study area is generally sandy loams, fine sandy loams, and loams. The area's erodibility factor ranges from 0.19 to 0.38 depending on the soil type and percentage of organic matter. Based on this range, the soils in the study area have medium susceptibility to sheet and rill erosion by rainfall. Lateral Spreading (Landslides) Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. Lateral spreading also refers to landslides that commonly form on gentle slopes that have rapid, fluid-like movement. Lateral spreading generally occurs on 0.3 to 5% slopes underlain by loose sand and shallow groundwater. Subsidence Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused my three distinct water-related causes: 1) compression of layers of clay and slit within an aquifer, 2) oxidation and drainage of organic soils, 3) dissolution and collapse of susceptible rocks. Subsidence is occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydro compaction of moisture-deficient deposits above the water table. Collapsible Soil Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils. Expansive Soil Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low. Septic Systems The City does not have septic requirements for septic systems within the City. Significance Criteria The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation. Checklist Discussion a) Less than Significant Impact with Mitigation Incorporation - i. No Impact - No portion of the project area is located within an earthquake fault zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault. ii. Less than Significant Impact with Mitigation Measures – Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level. iii. Less than Significant Impact with Mitigation Measures – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event, coupled with a concurrent seismic event, may create a condition where liquefaction could occur. Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level. iv. Less than Significant with Mitigation Measures – the entire City is located within an area of low landslide incidence but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the development of the project. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides. b) Less than Significant Impact with Mitigation Measures – development would result in construction-related ground disturbance as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact. (MMG1) c) Less than Significant Impact with Mitigation Measures: in order to ensure a structure would not be located on soil that is unstable, or that would become unstable as a result of the project, the City requires the following as mitigation: 1.) That copies of a preliminary soils investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans; 2) that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Departments prior to acceptance of the development improvements or issuance of building permits, whichever occurs first; 3) That				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits. d) Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low. e) No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed. Mitigation Measures: MM Geology 1: That the physical development of the apartment complex comply with the applicable General Plan policies, as well as the California Building Code. MM Geology 2: That a geotechnical and soil studies be prepared for the development of the multi-family apartment units. MM Geology 3: that the physical development of the apartment complex comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process. MM Geology 4: That copies of a preliminary soils investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans; MM Geology 5: that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Departments prior to acceptance of the development improvements or issuance of building permits, whichever occurs first; MM Geology 6: That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits. Conclusion The project will not result in significant impacts to geophysical conditions with mitigation measures in place, therefore the impact is considered less than significant, cumulatively. Source(s): General Plan and General Plan EIR (2017);				
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
Environmental Setting Kings County and the City of Hanford Climate change regulations require the City to take action to reduce emissions under its jurisdiction and influence. The				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
countywide Regional Climate Action Plan (CAP) is a separate action through KCAG that was adopted by the City on May 27, 2014. The Kings County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the San Joaquin Valley Blueprint are also incorporate policy into the General Plan. this strategy of integrating regional planning documents help Hanford identify land use, transportation, and related policy measures and investments that could reduce GHGs from passenger cars and light-duty trucks, as part of the development of a SCS in compliance with Senate Bill 375. Commercial and residential space heating and cooling comprise a large share of direct energy use in Kings County. Other major energy users include agricultural production and industrial facilities. In Kings County, automobiles and commercial vehicles are the largest energy consumers in the transportation sector. Global Climate Change Climate change is a change in the average weather of the Earth that may be measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historic records of temperature changes occurring in the past, such as during previous ice ages. The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG needed to stabilize global temperatures and climate change impacts. The IPCC predicted that global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius to 6.4 degrees C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios. Increased Temperatures and Extreme Heat events Climate change is expected to lead to an increase in ambient average air temperatures with greater increases expected in summer than in winter months. Larger temperature increases are anticipated in inland communities, as compared to the CA coast. The potential health impacts from sustained and significantly higher than average temperatures include heat stroke, heat exhaustion, and the exacerbation of existing medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Increased temperatures also pose a risk to human health when coupled with high concentrations of ground-level ozone and other air pollutants, which may lead to increased rates of asthma and other pulmonary diseases. Other impacts related to increased temperatures and heat waves include: - Increased urban "heat island" effect – urban heat islands are especially dangerous because they are both hotter during the day and do not cool down at night, increasing the risk of heat-related illness - Reduced freezing events –reduced freezes could lead to increase incidence of disease as vectors and pathogens do not die off. In addition, fewer events of freezing would impact CA's food production and indirectly the food supply in Kings County. - Increased energy demand for air conditioning and refrigeration Greenhouse Gases Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. Of the radiation reflected back toward space, GHG's will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth's surface would be about 61 degrees cooler. This phenomenon is known as the greenhouse effect. Many scientists believe that emissions from human activities – such as electricity generation, vehicle emissions, and farming and forestry practices have elevated GHGs in the atmosphere beyond naturally-occurring concentrations, contributing to global climate change. The six primary GHGs are: - Carbon dioxide (CO₂), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned - Methane (CH₄), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
incomplete fossil fuel combustion. - Nitrous oxide (N₂O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning - Hydrofluorocarbons (HFCs), primarily used as refrigerants - Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes - Sulfur hexafluoride (SF₆), primarily used in electrical transmission and distribution systems There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions. Significance Criteria The project would have a significant impact on GHG emissions if it would: - Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or - Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs Checklist Discussion a. Less than Significant Impact - The project complies with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level. b. Less than Significant Impact – The project is consistent with the policies of the General Plan, which consists of numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meet 10 of the 12 Smart Growth Principles, cited in the San Joaquin Valley Blueprint. Conclusion The project is consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level. Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan				
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Setting

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

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

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

Brownfields

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

Airport Hazards

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

Emergency Response

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

Significance Criteria

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The project may result in significant hazards if it does any one of the following:

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

Checklist Discussion

- a) **Less than Significant Impact with Mitigation** – the new development would be required to comply with applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would ensure impacts related to transport, use and disposal of hazardous materials would be less than significant.
- b) See a.
- c) **Less than Significant Impact**- there is not school within a ¼ mile radius of the project site. The General Plan restricts land uses around schools, such as industrial uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites.
- d) **No Impact** – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5
- e) **No Impact** -The project site is not located within two miles of a public airport/airstrip therefore there is no impact.
- f) **No Impact** -The project site is not located within two miles of a private airport/airstrip therefore there is no impact.
- g) **Less than Significant Impact** - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development. This plan is consistent with the policy of the General Plan, therefore, impacts are considered less than significant.
- h) **Less than Significant Impact**– the City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires, therefore, the impact is considered less than significant.

Mitigation Measures:

MM Hazards 1: The development proposed must comply with applicable federal, state, and local regulations related to hazardous materials.

Conclusion

The impact from hazards and hazardous materials are expected to be less than significant.

Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☒
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
Environmental Setting Climate The City is located in the southwest portion of the Central Valley of CA and the City's climate is semi-arid. Semi-arid climates in CA tend to have precipitation patterns closer to Mediterranean climates with wet winters. The Central Valley has greater temperature extremes than coastal areas because it is less affected by the moderating influence of the Pacific Ocean. Most of the rainfall in Hanford occurs in the winter months as the Gulf Stream shifts southward from northern latitudes in the wintertime. However, because of the inland location and "rainshadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The rainshadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches. Surface Water Resources Tulare Lake Basin The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board. South Valley Floor Watershed The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%. Local Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford. Surface Water Quality There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments. Groundwater Resources Regional The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, and Tulare Lake Subbasin. Local The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection. Groundwater Quality Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. The City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide. The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Floodplains Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City. Significance Criteria The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system. Checklist Discussion a) Less than Significant Impact with Mitigation Measures – - Construction: potential impacts on water quality arise from erosion and sedimentation are expected to be localized and temporary during construction of new development. All new development that disturbs more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs. - Operation: New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in that runoff to the maximum extent practical. The City Building Division would review and approve grading plans and site development requirements for the new development. b) Less than Significant Impact – The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable groundwater management act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. c) See a. d) Less than Significant Impact with Mitigation Measures – with the approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, new development operations would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. e) Less than Significant Impact with Mitigation Measures and impact fee payment – In accordance with Site Plan No. 2018-35 for the site, the developer shall 1. Comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; 2. A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
being constructed to the approved plan; 3. The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans. f) See a. g) No Impact. – The project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact. h) See g. i) See g. j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunamis. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgrade from aboveground water storage tanks. Mitigation Measures: Conclusion: MM Hydrology 1: All new development that disturb more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs. MM Hydrology 2: New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements. MM Hydrology 3: New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards. MM Hydrology 4: New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical. MM Hydrology 5: The developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; MM Hydrology 6: A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan; MM Hydrology 7: The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans. Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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hydrology and water quality are considered less than significant.

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

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Environmental Setting

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

The City has processed an associated site plan review for the development of the 156-unit multi-family development, under Site Plan Review No. 2018-35. The site plan review contains development approval conditions, which are also a condition of development for the variance application.

Significance Criteria

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

Checklist Discussion

- a) Less than significant impact – the project proposes a reduced setback for parking and parking structures in the R-H High-Density Residential zone district for a 156-unit multi-family residential development on a vacant lot. The project site is vacant and will not physically divide an established community.
- b) **Less than significant with mitigation incorporation-** The project will conflict with the Hanford Municipal Code Section 17.14.xxx, by proposing parking and parking structures (carports) within the required 25-ft. rear-yard setback. In accordance with the Hanford Municipal Code Section 17.84050, a variance may be approved if the necessary findings can be made by the reviewing authority. The appropriate findings cited in Section 17.84 of the Hanford Municipal Code are able to be supported by staff and the variance is able to be recommended for approval. With the approval of the variance, the project will not conflict applicable policy in the Hanford Municipal Code.
- c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Mitigation Measures

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
MM Land Use 1: That approval of the variance is required, in order to develop the site, as proposed under Site Plan Review No. 2018-35.				
Conclusion The project is being developed consistent with the General Plan, specifically the Land Use Element and will not have significant impacts to Land Use and Planning with the approval of Variance No. 2018-04.				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
Environmental Setting Oil and Gas The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.				
Sand and Gravel The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.				
Significance Criteria The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.				
Checklist Discussion a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City. b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.				
Conclusion There will be no impact to mineral resources.				
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas, but aircraft and rail activities are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources.

Highways and Roadways

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

Railroad

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

As of early 2014, the CA High Speed Rail Authority has been moving forward on an alignment for the HST that would run through the far easterly portion of the planning area.

Airport

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

Stationary Noise Sources

Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawn maintenance equipment.

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

- Del Monte Foods

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
- Penny-Newman Milling Company - Kings Waste and Recycling Authority Solid Waste Disposal Site - Agricultural production - Kings Speedway				
Significance Criteria				
Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.				
Checklist Discussion				
a) Less than Significant with Mitigation Incorporation – the project would not result in exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies. Short-term noise-related impacts would be temporary in nature, require compliance with applicable regulations, and policies of the General Plan further ensure that construction-related impacts would be attenuated to the greatest extent feasible. b) Less than Significant - Ground vibration generated by common construction equipment would be 75 VdB or less at a distance of 100 feet or more. Given that the physical development of the parcel would be located on a vacant parcel in a moderately developed area, the nearest offsite structures to the new development site would be located in excess of 100 ft. from construction activities. As a result, predicted vibration levels at the nearest offsite structures would not exceed vibration levels greater than 75 VdB. c) Less than Significant – full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. d) Less than Significant with Mitigation Incorporation - A temporary increase in ambient noise would occur in association with construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, construction would be limited to the hours of 7 a.m. to 10 p.m. e) Less than Significant Impact - The project is approximately 2.5 miles away from airport and will not be impacted by the public airport. f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.				
Conclusion				
The project would create temporary construction noise, but the impact of noise will be mitigated to a point that is considered less than significant with required conditions of the development of the property.				
Mitigation Measures:				
MM Noise 1: Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.				
MM Noise 2: Construction is limited to the hours of 7 a.m. to 10 p.m.				
Source: 2017 General Plan Update, 2017 General Plan Update EIR				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

Population

The estimated population on January 1, 2013, was 55,122. It is estimated that the General Plan Update could result in a population increase of 47,367 people in 2035 for an estimated total population of 102,489.

Housing

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

Employment

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

Jobs-Housing Balance

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

Significance Criteria

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

Checklist Discussion

- a) Less than significant impact – The project variance applies to a 156-unit multi-family project. The 156 units has the potential to induce population growth in the area by approximately 485 persons (based 156 units multiplied by the average household size, 3.11 persons per unit). This project is considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth.
- b) No Impact - The project will not result in displacement of housing. The property is currently vacant.
- c) No Impact - The project will not result in displacement of people.

Conclusion

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

Source: 2017 General Plan Update, 2017 General Plan Update EIR

XIV. PUBLIC SERVICES --

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

Environmental Setting

The City of Hanford currently has two fire stations located within the north central and south central portions of the Study Area. These two stations protect approximately 16.5 square miles, Station 1 is located at 350 W. Grangeville Blvd and covers the city limits north of SR 198 and station 2 is located at 10533 Houston Avenue and covers the city limits south of SR 198. In addition, two properties have been purchased for future fire stations. The City currently owns sites at Centennial Drive and Berkshire Lane and Florinda Street and 9 ¼ Avenue, which have been planned for future fire stations. The Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. The HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management.

Police Protection

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

Schools

The City currently includes six elementary school districts and one high school district within the Study Area. These districts do not include the religiously affiliated private schools or charter schools located in the study area. The Hanford Elementary School District consists of 11 elementary and junior high schools that are all located in the study area.

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

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

Parks

See Environmental Setting for Recreation.

Other Public Services

Library Services

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Pre-Consultation Received: Gerry Mulligan with the Hanford Elementary School District provided the following pre-consultation comment on November 29, 2018: "I received the project review – pre-consultation notice for Site Plan Review No. 2018-35 and Variance No. 2018-04. The children living in the proposed project area in grades K-6 would be in the Simas Elementary School area of attendance and children in grades 7-8 would be in the Woodrow Wilson Junior High School area of attendance. Student enrollment at current Hanford Elementary School District Schools is over capacity. The District must build additional schools if new residential development continues. The District currently has no future school sites. While we do approve Site Plan Review No. 2018-35 and Variance No. 2018-04, we respectfully request the City of Hanford to consider schools in the approval of future development." Staff Analysis: The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy, which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. Further, a) Notwithstanding Section 65858, or Division 13 (commencing with Section 21000) of the Public Resources Code, or any other provision of state or local law, the following provisions shall be the exclusive methods of considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property or any change of governmental organization or reorganization, as defined in Section 56021 or 56073: (1) Section 17620 of the Education Code. (2) Chapter 4.7 (commencing with <u>Section 65970</u>) of Division 1 of Title 7. (b) The provisions of this chapter are hereby deemed to provide full and complete school facilities mitigation and, notwithstanding Section 65858, or Division 13 (commencing with <u>Section 21000</u>) of the Public Resources Code, or any other provision of state or local law, a state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization, as defined in Section 56021 or 56073, on the basis that school facilities are inadequate. Significance Criteria The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services. Checklist Discussion a) (FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – the increase in population as a result of the project will increase demands on the HFD to provide fire protection and emergency services. The development is subject to Fire Impact fees, in order to mitigate the effect of the project on Fire services. b) (POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – the increase in population as a result of the project will increase demands on the HPD to provide law enforcement services. The development is subject to Police Impact fees, in order to mitigate the effect of the project on Police services. c) (SCHOOLS) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – the increase in population, as a result of the physical project will increase demands on schools to provide education services. The development is subject to School Impact fees. d) (PARKS) Less than Significant Impact with Mitigation Measures – the increase in population as a result of the project will increase demands on recreation. The development is subject to a park impact fee. e) (OTHER) Less than significant impact – Libraries – there is not a requirement or standard for the number or size of a library based on a city's population. Policies encourage residents to utilize the library's resources.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Therefore, a significant impact is not anticipated.

Mitigation Measures:

MM Public Services 1: That the project will be subject to Fire Impact Fees.

MM Public Services 2: That the project will be subject to Police Impact Fees.

MM Public Services 3: That the project will be subject to School Impact Fees.

MM Public Services 4: That the project will be subject to Park Impact Fees.

Conclusion

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

Sources: 2017 General Plan and General Plan Update; City Ordinances No. 90-09, 90-10, and 98-14

XV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☒	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

Environmental Setting

School Parks

All school sites have limited public access since their primary purpose is to support the educational mission of the school districts that control their use. There are 16 school sites within the City. The school facilities include athletic fields, conference rooms, gymnasiums, auditoriums, and swimming pools, which are open to the public after hours, during the summer, and on weekends for recreational use.

Indoor facilities

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

City of Hanford Parkland Standard

Combining the City's 188 acres of parkland and 100 acres of school parks, the City has a total of 288 acres of developed parkland that go toward meeting the parkland standard. This does not include regional parks outside the planning area, greenways, private parks, or indoor recreation facilities. Based on the 2013 estimated population of 55,860 for the City of Hanford, the Study Area has approximately 5.2 acres of parkland for every 1,000 residents in the City.

Significance Criteria

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Checklist Criteria				
a) Less than Significant Impact with Mitigation Measures – The City would be able to utilize the Quimby Act and AB 1600 as a funding mechanism for parkland acquisition along with the General Plan Update and Park Master Plan for guidance and priorities. As permitted in the Quimby Act, local jurisdictions can require the dedication of land for parks and or the payment of in-lieu fees for purchase of parkland. The physical development of the project site is subject to park impact fees, based on a building area. b) Less than Significant Impact – the multi-family development project includes a recreational element for use by residents. The recreational space includes a club lounge, fitness center, and outdoor pool.				
Mitigation Measures				
MM Recreation 1: That the development is subject to the payment of park in-lieu fees.				
Conclusion: The project would have a less than significant impact on recreation with the incorporation of mitigation measures.				
Source: 2017 General Plan, 2017 General Plan EIR				
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☒	☐	☐
Environmental Setting				
Existing Functional Roadway Classification System				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
State Freeways and Highways There are two State Facilities serving the Study Area, namely SR-198 and -43. Arterial Roads Hanford's arterial street pattern is generally one-mile spacing between the existing arterials. Collector Streets Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards. Local Streets Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network. Existing Intersections All of the study intersections are operating at acceptable levels of LOS. Existing Roadway Segments Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS. Bicycle Facilities The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travel ways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street. Mass Transit Kings Area Rural Transit Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City and Avenal. KART Dial-A-Ride Service Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal. Park-and-Ride lots Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43. KART-Vanpool Program KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Rail Service Amtrak Passenger Service Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle. High Speed Rail In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.24 billion was allocated to California High Speed Rail. 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 8th Avenues. Freight Service Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system. Pre-Consultation: The District has concern for the safe passage of students walking to school and would want to be sure safe sidewalks are a part of this project. At this time, students living in this development would be walking to Sierra Pacific. Staff Response: Sidewalks have been made a condition of approval of the project, ensuring safe passages of students walking to school. Significance Criteria The project may result in significant transportation/circulation impact if it does the following: 1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards. 2. Creates traffic conditions which expose people to traffic hazards. 3. Substantially interferes or prevents emergency access to the site or surrounding properties. 4. Conflicts with adopted policies or plans for alternative transportation. Checklist Discussion a) Less than Significant Impact – The Public Works Engineering Division and Building Division requires the following, in order to ensure effective circulation of the project and existing area: 1. That the property frontage along Centennial Way shall be improved as a Major Collector Street in conformance with City Standards ST-17 and ST-23, with attached 4' 6" wide concrete sidewalks, constructed in accordance with City Standard CO-15; 2. That the project entrances along Centennial Drive may be located, as shown on Site Plan Review No. 2018-35. The drive approach shall be constructed to City Standard. 3. The development is subject to a Transportation Impact Mitigation Fee;				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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4. That parking for bicycles and low-emission vehicles shall be provided, in accordance with the latest adopted version of the California Building Code.

- b) See a.
- c) Less than Significant - The proposed project will not create a change in air traffic patterns nor increase traffic levels or change in location that result in substantial safety risks. The project is located approximately 2.5 miles northwest from the nearest municipal airport.
- d) Less than Significant Impact- the development of the site as a 156-unit multi-family development has been evaluated under Site Plan Review No. 2017-35. The Public Works Engineering Division has ensured the project will not feature any hazardous design elements.
- e) Less than Significant Impact –The project can be adequately be accessed by emergency services.
- f) See a.

Mitigation Measures

MM Traffic 1: That the property frontage along Centennial Way shall be improved as a Major Collector Street in conformance with City Standards ST-17 and ST-23, with attached 4' 6" wide concrete sidewalks, constructed in accordance with City Standard CO-15;

MM Traffic 2: That the project entrances along Centennial Drive may be located, as shown on Site Plan Review No. 2018-35. The drive approach shall be constructed to City Standard.

MM Traffic 3. The development is subject to a Transportation Impact Mitigation Fee.

MM Traffic 4: That parking for bicycles and low-emission vehicles shall be provided, in accordance with the latest adopted version of the California Building Code.

Conclusion

The development has been evaluated to ensure adequate and effective circulation of the site. Mitigation measures will reduce the impact of the project on traffic and transportation.

Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code; City Resolution No. 98-56-R

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
new or expanded entitlements needed?				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☐

Environmental Setting

Wastewater

The City's wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the entire City of Hanford (City). The wastewater system consists of a treatment plant and 21 sanitary sewer lift stations located throughout the City. The treatment facility has a capacity of 8.0 million gallons per day and is located south of Houston Avenue and east of 11th Avenue.

While the City is constantly working to improve and provide adequate services to the population demand, the Irwin Street trunk main has become a priority issue for the City's wastewater system. The Irwin Street trunk main is located south of the Downtown East Precise Plan area and may eventually be undergoing capacity issues. Sections of the trunk line are in poor condition, with adverse grades, inadequate pipe sizing, and near full capacity.

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

Water Supply

The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin.

The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2 million gallon storage tank at Grangeville and Centennial Drive facility and 1 million gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer.

The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years.

Storm Water Drainage

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding. There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company. The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins. The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities. Solid Waste Disposal The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals. Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills. The landfills at the Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day. The City has instituted a green waste collection mixed recycle collection program for single-family residential customers. Dry Utilities Gas and Electric Service The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines. Communication Systems AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access. Thresholds of Significance The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities. Checklist Discussion a) Less than significant - the City's Wastewater Treatment Facility is currently up-to-date with all wastewater treatment requirements set forth by the Central Valley Regional Water Quality Control Board. The City's WWTF would continue to comply with the requirements set forth by the Central Valley Regional Water Quality Control Board, as required by law. b) Less than Significant - Under the General Plan Update it was determined that planned improvements and				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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expansion development through various goals and policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth for the foreseeable future.

- c) Less than Significant – The project is a request to change the designation on a portion of a parcel from office to high-density residential. There are no concrete plans being proposed for the development of the parcel into office and high-density residential. At the time of development, the project would be reviewed by the Public Works Department to ensure stormwater drainage is adequately addressed.
- d) **Less than Significant with Mitigation Measures** - Future population growth in the area would create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tulare Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2035. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update.
- e) No Impact. The project will not require a determination by a wastewater agency.
- f) **Less than Significant impact with Mitigation Measures (Payment of Impact Fees)** – the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility. The development is subject to a Refuse and Recycling Impact Fee.
- g) **Less than Significant impact with Mitigation Measures** – that the project site be required to comply with all statutes and regulations related to solid waste

Mitigation Measure:

MM Utilities 1: That the development would be required to implement water conservation measures.

MM Utilities 2: That the development is subject to Refuse and Recycling Impact Fees.

MM Utilities 3: That the future of the project site be required to comply with all statutes and regulations related to solid waste.

Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with mitigation incorporation.

Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
a) Less than Significant - Based on the analysis provided in the initial study, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals. b) Less than Significant with Mitigation Incorporation- Based on the analysis provided, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects. c) Less than Significant with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.				

Gabrielle Myers
 Gabrielle Myers
 Associate Planner

1-17-2019
 Date
 January 17, 2019

This section addresses the project's potential to contribute to cumulative impacts in the region, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.

Cumulative Setting

The cumulative setting for the proposed project area includes previously-approved project, Site Plan Review No. 2017-16, proposing the development of 100 multi-family units, and Vesting Tentative Tract 915/Planned Unit Development No. 2018-01, proposing the development of 66 single-family residences.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - Impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and the previously-approved past projects.

Agriculture and Forest Resources

Less than Significant- the proposed project and previously-approved projects are not in an area designated as prime farmland. Therefore, impacts to agriculture are not cumulatively considerable. A right to farm disclosure must be recorded on properties within one mile of agricultural operations, which are permitted in the County to mitigate the effect of the projects on existing agricultural operations.

Air Quality

Less than Significant with Mitigation Incorporation -The projects will not create or result in any significant air quality impacts. Effects to air quality from this project and the previously-approved projects will be mitigated through compliance with the regulations set forth through the San Joaquin Valley Air Pollution Control District, including compliance with District Rule 9510.

Biological Resources

Less than Significant – the project area and surrounding project area contains no natural and undisturbed areas that may be considered habitat.

Cultural Resources

Less than Significant with Mitigation Incorporation – through consultation with the Tachi Yokut Tribe on previous projects, it is anticipated the project and surrounding project area may contain culturally-sensitive materials. The effect of this project and future development of previously-approved plans have been mitigated to reduce impacts to sensitive cultural resources. The proposed project is also mitigated with the same measures to reduce impacts to sensitive cultural resources.

Geology and Soils

Less than Impact with Mitigation Measures - The effect of this project and future development of the previously-approved plans on geology and soils would be mitigated by compliance with the CBC, a geotechnical and soil studies, and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – the projects (planned and future) would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO₂ eq by 2020, the construction-related GHG emissions of the project would be considered less than significant.

The operational emission from the projects (planned and future) would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant.

Hazards and Hazardous Materials

Less than Significant – The projects (proposed and planned) are not expected to have a significant impact as a result of hazards or hazardous materials, as the project area plans office and residential land uses, which typically do not generate/use hazardous materials.

Hydrology/Water Quality

Less than Significant with Mitigation Incorporation – this project and past projects have been developed in accordance with City requirements specific to hydrology and water quality. Mitigations have been required on a project by project basis.

Land Use Planning and Population

Less than Significant -The projects are being developed consistent with the General Plan policy. Existing projects in the area have been developed consistent with the General Plan. This project requires approval of the variance, in order to mitigate the impact to Land Use Planning. With approval of the variance, the project will have a less than significant impact.

Mineral Resources

No Impact - there are no known mineral resources in the City.

Noise

Less than Significant with Mitigation Incorporation- this project and future existing projects within the area are required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise would be mitigated through the limitation of hours construction is permitted (between 7 a.m. and 10 p.m.).

Population and Housing

Less than Significant - The future development of residences has the potential to impact population and induce growth into the area, which is considered an implementation of the General Plan.

Public Services

Less than Significant with Payment of Impact Fees to Mitigate Effect -The projects (both planned and future) are subject to impact fees for Police, Fire, Schools, and Recreation, in order to reduce impacts to public service.

Recreation

Less than Significant with Payment of Impact Fees to Mitigate Effect - development of residences will impact recreation facilities, however, the impact will be mitigated through the payment of park impact fees or the dedication of park space by the developer.

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect – Traffic improvements in the area will result in a LOS D or above in year 2035, with the proposed future develop of the project site and surrounding planned projects. The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The projects will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required.

Utilities and Service Systems

Less than Significant with Mitigation Incorporation – Impacts to utilities and services are considered less than significant with compliance with existing State and local water conservation measures. This project and future projects in the area have been accounted for and can be served by the City's utilities and service systems.

Hanford Elementary School District

November 29, 2018



714 N. White Street
P.O. Box 1067
Hanford, CA 93232
(559) 585-3600

Superintendent
Joy C. Gabler

Governing Board
Robert "Bobby" Garcia
Jeff Garner
Lupe Hernandez
Timothy L. Revious
Greg Strickland

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

Dear Ms. de Silva,

I received the project review – pre-consultation notice for **Site Plan Review No. 2018-35 and Variance No. 2018-04**. The children living in the proposed project area in grades K – 6 would be in the Simas Elementary School area of attendance and children in grades 7 - 8 would be in the Woodrow Wilson Junior High School area of attendance.

Student enrollment at current Hanford Elementary School District schools is over capacity. The District must build additional schools if new residential development continues. The District currently has no future school sites. While we do approve, **Site Plan Review No. 2018-35 and Variance No. 2018-04**, we respectfully request the City of Hanford to consider schools in the approval of future development.

If you have questions, please don't hesitate to call me at (559) 585-3628.

Sincerely,

Gerry Mulligan,
Director of Facilities and District Operations

GM:jb

Attachment: Attachment 4 - Environmental (Initial Study, MND, MMRP) (Variance No. 2018-04)

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET



MAYOR
DAVID G. AYERS
VICE MAYOR
SUE SORENSEN
COUNCIL MEMBERS
MARTIN DEVINE
DIANE SHARP
JUSTIN MENDES
CITY MANAGER
DARREL L. PYLE
CITY ATTORNEY
ROBERT M. DOWD

November 20, 2018

PROJECT REVIEW – PRE-CONSULTATION NOTICE

For: Site Plan Review No. 2018-35 and Variance No. 2018-04

The Community Development Department of the City of Hanford is requesting your comments regarding Site Plan Review No. 2018-35 and Variance No. 2018-04:

Project Description:

- o Site Plan Review No. 2018-35 is a request to construct a 156-unit multi-family residential complex with a clubhouse, fitness center, pool, and leasing office.
- o Variance No. 2018-04 is a request to deviate from the standards of the Hanford Municipal Code Section 17.14.130, in order to permit required parking spaces and covered parking spaces within the rear-yard setback for a multi-family development.

Project Location

The project is located east of Centennial Drive, south of Lacey Boulevard (APN 011-020-033, 011-020-034, and 011-020-035).

The proposal is being forwarded to the responsible and interested agencies and individuals for early consultation. The City is in the process of preparing an Initial Study to identify what, if any, significant impacts need to be analyzed in conjunction with this project. Any assistance you can give in this effort would be appreciated.

It is requested that your comments, if any, be transmitted to this office by **Thursday, December 20, 2018** at 5:00 p.m. Comments can be mailed to 317 N. Douty Street, Hanford, CA 93230 or emailed to gmyers@cityofhanfordca.com. If you have any questions or concerns regarding this project, please call Gabrielle Myers at (559)585-2578.

Sincerely,

Gabrielle Myers

Gabrielle Myers, Associate Planner

RECEIVED

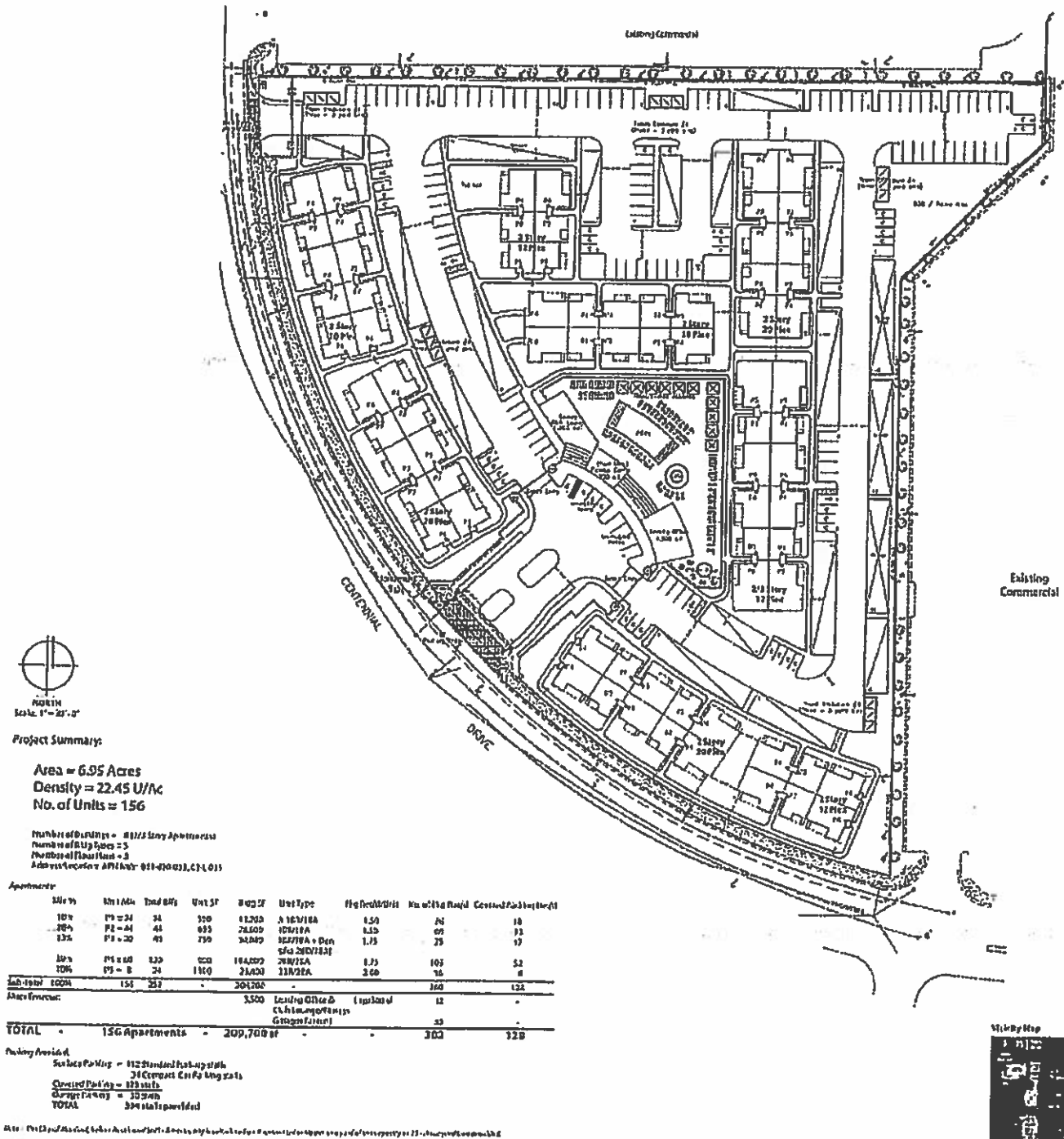
NOV 27 2018

FISCAL SERVICES

I ☒ do ☐ do not have comments regarding this Project

See attached letter Hanford Elementary School District
Signature Agency Date

Site Plan Review No. 2018-35



Gabrielle Myers

From: Creech, Renee <rcreech@hjuhsd.k12.ca.us>
Sent: Thursday, November 29, 2018 1:16 PM
To: Gabrielle Myers
Subject: Plan Review 2018-035
Attachments: 1108_001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Gabrielle,

We do have a comment on this project. The District has concern for the safe passage of students walking to school and would want to be sure safe sidewalks are a part of this project. At this time, students living in this development would be walking to Sierra Pacific.

Thank you,
 Renee

----- Forwarded message -----

From: District Office <canon@hjuhsd.k12.ca.us>
Date: Thu, Nov 29, 2018 at 1:12 PM
Subject: Attached Image
To: Renee Creech <rcreech@hjuhsd.k12.ca.us>

--

Renee Creech
 Director of Business
 Hanford Joint Union High School District
 823 W. Lacey Blvd.
 Hanford, CA 93230
 559-583-5901 ext. 3112
 559-583-5931 fax
rcreech@hjuhsd.k12.ca.us

Attachment: Attachment 4 - Environmental (Initial Study, MND, MMRP) (Variance No. 2018-04)



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



December 6, 2018

Gabrielle Myers
City of Hanford
319 N Douty Street
Hanford, CA 93230

Project: Site Plan Review No. 2018-35 and Variance No. 2018-04

District CEQA Reference No: 20181317

Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the above referenced project consisting of a request to construct a 156-unit multi-family residential complex with a clubhouse, fitness center, pool, and leasing office (Project). The variance is a request to deviate from the standards of the Hanford Municipal Code in order to permit required parking spaces and covered parking spaces within the rear-yard setback for a multi-family development. The project site is located east of Centennial Drive, south of Lacey Boulevard, in Hanford, CA. (APNs: 011-020-033, -.34 and -035). The District offers the following comments:

1. **Significance Impact for Annual Criteria Pollutants Emissions** – The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.
2. **District Rule 9510 (Indirect Source Review)** - District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project is subject to District Rule 9510 if it equals or exceeds 50 residential dwelling units and has or will receive a project-level discretionary approval from a public agency.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (861) 392-5500 FAX: (861) 392-5585

Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for the project level approval from the public agency. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.
4. Regulation VIII (Fugitive PM10 Prohibitions) - The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm
5. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the Project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888 or e-mail SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.
6. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: <http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.
 - a. Cleaner Off-Road Construction Equipment – This measure is to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner

than the Tier II emission standards. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.

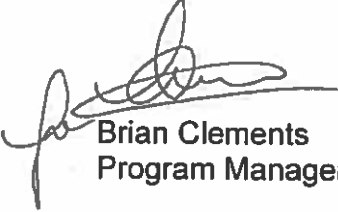
- b. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- c. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
- d. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling

The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please call Georgia Stewart at (559)

230- 5937 or e-mail Georgia.Stewart@valleyair.org. When calling or emailing the District, please reference District CEQA number 20181317.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: gs

Variance No. 2018-04
Mitigation Measures
Mitigated Negative Declaration 2018-24

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project may potentially substantially degrade the existing visual character or quality of the site and its surroundings?	That the project is subject to the appropriate development standards of the Hanford Municipal Code.	Developer to provide; City to require on site plan and building permits
MM Aesthetics 2	The project could potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That development is subject to the applicable provisions of the Hanford Municipal Code, such as section 17.50.140 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare	Developer to provide; City to require on site plan and building permits
AGRICULTURE			
MM Agriculture 1.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	That a right-to-farm provision be recorded to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	City to require; Developer to disclose
AIR QUALITY			
MM Air Quality 1:	Project could potentially conflict with or obstruct implementation of the	That the development of the site is subject to the SJVAPCD Indirect Source Review (Rule 9510), since more than 50 residential units are proposed in the project area. The applicant is required to obtain permits	Developer to file application with San Joaquin

	applicable air quality plan? The project could 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?	demonstrating compliance with Rule 9510 or required to pay mitigation fees to the SJVAPCD.	Valley Air Pollution Control District
MM Air Quality 2	Project could potentially conflict with or obstruct implementation of the applicable air quality plan? The project could 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?	That the project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 3	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project would be required to utilize effective dust control measures on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the significance	1) That a Burial Treatment Plan be entered into by the applicant/property owner prior to any earth disturbing activities. 2) That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist	Developer to coordinate with the Tachi Yokut

	of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.	Tribe
GEOLOGY AND SOILS			
MM Geology 1:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction.	That the physical development of the project site comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2:	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - landslides.	That a geotechnical and soil studies be prepared for the project.	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project site shall comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
MM Geology 4-6	That the project could be located on a geological unit or soil that is unstable	- That copies of a preliminary soil investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the	

	or that would become unstable as a result of the project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?	development improvement plans. - that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Department prior to acceptance of the development improvements or issuance of building permits, whichever occurs first - That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed, in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The development proposed must comply with applicable federal, state, and local regulations related to hazardous materials.	Developer
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. Otherwise substantially degrade water quality?	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	Developer
MM Hydrology 5-7	The project could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	MM Hydrology 5: The developer shall comply with all applicable State of California requirements pursuant to the National Pollutant Discharge Elimination System (NPDES). If applicable to the project, a Notice of Intent for the development shall be electronically filed by the developer and accepted by the state Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be required by the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. The applicant shall contact the SWRCB at www.swrch.ca.gov for further information; MM Hydrology 6: A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to	Developer

		the approved plan; MM Hydrology 7: The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.	
LAND USE AND PLANNING			
MM Land Use 1:	That the project may conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	That approval of the variance is required, in order to develop the site, as proposed under Site Plan Review No. 2018-35.	City to process variance
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2:	The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the	Construction is limited to the hours between 7:00 a.m. and 10 p.m.	Developer; Police to enforce

	project?		
PUBLIC FACILITIES			
MM Public Facilities 1:	The project may 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. (Fire)	The project will be subject to Fire Impact Fees.	Developer to pay
MM Public Facilities 2	The project may 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. (Police)	The project will be subject to Police Impact Fees.	Developer to pay
MM Public Facilities 3	The project may 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. (School)	That the project will be subject to School Impact Fees	Developer to pay
MM Public Facilities 4	The project may result in substantial adverse physical impacts associated with the	That the project will be subject to Park Impact Fees	Developer to pay

	provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Park)		
RECREATION			
MM Recreation 1	The project could potentially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? That the project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	That the project is subject to Park Impact Fees	Developer to pay
TRANSPORTATION AND TRAFFICE			
MM Traffic 1-4	The project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and	MM Traffic 1: That the property frontage along Centennial Way shall be improved as a Major Collector Street in conformance with City Standards ST-17 and ST-23, with attached 4' 6" wide concrete sidewalks, constructed in accordance with City Standard CO-15; MM Traffic 2: That the project entrances along Centennial Drive may be located, as shown on Site Plan Review No. 2018-35. The drive approach shall be constructed to City Standard.	

	relevant components of the circulation system. The project could conflict with an applicable congestion management program. The project could conflict with adopted policies, plans, or programs supporting alternative transportation.	MM Traffic 3. The development is subject to a Transportation Impact Mitigation Fee. MM Traffic 4: That parking for bicycles and low-emission vehicles shall be provided, in accordance with the latest adopted version of the California Building Code.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	The project site would be required to implement water conservation measures	Developer
MM Utilities 2 and 4:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees.	Developer to pay and provide
MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future development is required to comply with all statutes and regulations related to solid waste.	Developer

