

Local Agency Formation Commission OF KINGS COUNTY

CITY MEMBERS

Sid Palmerin

Alvaro Preciado

Patricia Matthews, Alternate

COUNTY MEMBERS

Joe Neves

Doug Verboon

Richard Valle, Alternate

PUBLIC MEMBERS

Martin Devine

Vacant, Alternate

Chuck Kinney, Executive Officer, (559) 852-2674

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development Agency at (559) 852- 2680 by 4:00 p.m. on the Monday prior to this meeting.

Agenda backup information and any public records provided to the Commission after the posting of the agenda for this meeting will be available for public review at the Kings County Community Development Agency, 1400 W. Lacey Blvd., Hanford, CA 93230.

REVISED AGENDA

**SPECIAL MEETING DATE AND TIME:
Wednesday, April 17, 2024 at 1:00 P.M.**

The Local Agency Formation Commission of Kings County Special Meeting will be held in the Administration Building Multi-Purpose Room, located at: 1400 West Lacey Boulevard, Administration Building No. 1, Hanford, California.

The meeting can be attended on the Internet by clicking this link:

https://teams.microsoft.com/l/meetup-join/19%3ameeting_NDFiZGEyOGQtMmJlZC00MmMwLThtINTMtZDM1MmI1ZTU2MGRm%40thread.v2/0?context=%7b%22Tid%22%3a%22ea07fe1d-0ddd-4719-8e13-4c06b670648f%22%2c%22Oid%22%3a%2279da282d-de9f-4a66-9d52-446e0593ee49%22%7d

Meeting ID: 241 598 031 799

Passcode: LVAkn7

Members of the public attending via Microsoft Teams will have the opportunity to provide public comment during the meeting. Remote Microsoft Teams participation for members of the public is provided for convenience only. In the event that the Microsoft Teams connection malfunctions or becomes unavailable for any reason, the Local Agency Formation Commission reserves the right to conduct the meeting without remote access. *Microsoft Teams will be available for access at 12:55 p.m.*

Members of the public who wish to comment may submit written comments on any matter within LAFCO's subject matter jurisdiction, regardless of whether it is on the agenda for Commission consideration or action, and those comments will be entered into the administrative record of the meeting. To submit written comments by U.S. Mail or email for inclusion in the meeting record, they must be received by the Secretary of LAFCO no later than 8:00 a.m. on the morning of the noticed meeting. To submit written comments by email, please forward them to Chanda.Jackson@co.kings.ca.us. To submit such comments by U.S. Mail, please forward them to: Kings LAFCO, 1400 W. Lacey Blvd. Building #6, Hanford, CA 93230.

I. CALL MEETING TO ORDER – Chairman

A. Unscheduled Appearances:

Any person may address the Commission on any subject matter within the jurisdiction or responsibility of the Commission at the beginning of the meeting; or may elect to address the Commission on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Commission. Unscheduled comments will be limited to five minutes.

B. Approval of March 27, 2024 Minutes

II. OLD BUSINESS

None

III. NEW BUSINESS

A. Sphere of Influence No. 23-02 (City of Hanford)

- 1) Executive Officer's Report
- 2) Public Hearing
- 3) Consideration of LAFCO Resolution No. 24-01

B. LAFCO Case No. 24-01 (City of Hanford Annexation No. 157)

- 1) Executive Officer's Report
- 2) Public Hearing
- 3) Consideration of LAFCO Resolution No. 24-02

C. LAFCO Budget FY 2024-2025

- 1) Executive Officer's Report
- 2) Public Hearing
- 3) Continue Hearing to May 22, 2024

IV. LEGISLATION

None

V. MISCELLANEOUS

- A. Correspondence –
- B. Items from the Commission -
- C. Staff Comments –

VII. ADJOURNMENT

- A. Next Scheduled Meeting – May 22, 2024 at 1:00 p.m.

LOCAL AGENCY FORMATION COMMISSION MINUTES

CITY MEMBERS

Sid Palmerin

Alvaro Preciado

Patricia Matthews - Alternate

COUNTY MEMBERS

Joe Neves – Chair

Doug Verboon – Vice Chair

Richard Valle - Alternate

PUBLIC MEMBERS

Martin Devine - Alternate

CALL TO ORDER: A special meeting of the Local Agency Formation Commission of Kings County was called to order by Chairman Joe Neves, at 1:00 p.m., on March 27, 2024, in the Hanford Civic Auditorium, located at 400 N. Douty Street, in Hanford, California.

COMMISSIONERS PRESENT:

Joe Neves, Doug Verboon, Sid Palmerin,
Alvaro Preciado, Martin Devine

COMMISSIONERS ABSENT:

None

STAFF PRESENT:

Chuck Kinney – Executive Officer
Alex Hernandez – Assistant Executive Officer

VISITORS PRESENT:

None

UNSCHEDULED APPEARANCES:

None

APPROVAL OF MINUTES:

A motion was made and seconded (Verboon/Devine) to approve the minutes of the December 6, 2023 meeting. Motion carried unanimously with five in favor.

OLD BUSINESS:

None

NEW BUSINESS

A. 2024 CALAFCO Staff Workshop – Mr. Kinney summarized a request to allow staff to attend the 2024 CALAFCO Staff Workshop. Historically, the Executive Officer and one LAFCO Staff member attend each year's CALAFCO Staff Workshop to keep up to speed and informed on the latest LAFCO processing changes and best management practices. LAFCO continues to contract with the Kings County Community Development Agency (CDA) for staff to serve as LAFCO staff. This year the Executive Officer is also requesting that in addition to himself and the one staff member to attend the workshop he would like legal counsel to be afforded the opportunity to attend as well so that he can be informed on the latest LAFCO processes and practices. Mr. Kinney stated this CALAFCO Staff Workshop is the only planned training remaining in this fiscal year, so there is sufficient funding available in the current budget and there should be an end of the year balance of approximately \$613. Mr. Kinney recommended the LAFCO Commission authorize Alex Hernandez, Zachary Adams, and himself to attend the 2024 CALAFCO Staff Workshop and to also reschedule the regularly scheduled Kings LAFCO meeting of April 24, 2024 to instead be on April 17, 2024 at 1:00 PM.

A motion was made and seconded (Verboon/Palmerin) to authorize the Executive Officer, one LAFCO Staff member, and LAFCO legal counsel to attend the 2024 CALAFCO Staff Workshop as well as reschedule the next LAFCO meeting to April 17, 2024 at 1:00 p.m. Motion carried unanimously with five in favor.

B. LAFCO Preliminary Budget FY 2024-2025 – Mr. Kinney provided an overview of the agenda item. He stated LAFCO is required to hold two public hearings prior to adoption of the LAFCO Budget. Historically, the LAFCO Executive Officer has provided a Preliminary LAFCO budget to the Commission in March and requests that the LAFCO Commission set budget hearings for meetings in April and May. State law requires that the LAFCO Budget be adopted by the end of May each year. Mr. Kinney recommended that the LAFCO Commission set the first Public Hearing for the LAFCO FY 2024/2025 Budget on April 17, 2024 and the second being held during the May meeting.

A motion was made and seconded (Verboon/Devine) to approve the LAFCO Preliminary Budget FY 2024-2025 and set the Public Hearings for April and May. Motion carried unanimously with five in favor.

C. LAFCO Commission Public Member – Mr. Kinney provided an overview of the matter. He stated on March 29, 2023, LAFCO staff was made aware of the passing of Dan Chin (Public Member) whose term was set to expire in May of 2027. The vacancy was posted September 20, 2023. He stated LAFCO staff has received one application for the Public Member from Martin Devine. Mr. Devine currently serves as the Public Member Alternate. Mr. Kinney recommended the LAFCO Commission consider appointing Martin Devine as Public Member and declare the Public Member Alternate vacant.

A motion was made and seconded (Palmerin/Verboon) to appoint Martin Devine as Public Member and to open recruitment for Public Member Alternate.

LEGISLATION

None

MISCELLANEOUS

A. Correspondence – None

B. Items from the Commission – Commissioner Preciado shared updates on Bravo Farms and current updates involving highway construction. He also asked for updates on bridge construction along Highway 41. Chairman Neves provided updates on the matter. Commissioner Palmerin provided information on a new gas station opening in Corcoran. Commissioner Devine and Commissioner Verboon spoke on community improvements being completed and public reception of projects. Chairman Neves asked if all 700 Forms had been completed and submitted. Mr. Kinney stated he will have Chanda Jackson, Clerk to the Commission, reach out to Commissioners regarding their forms.

C. Staff Comments – Mr. Kinney provided an overview of upcoming items for next meeting including the FY 24-25 Budget Public Hearing, a Sphere of Influence Amendment, and Neves Annexation as well as the recording and completion of Hanford Island Annexation No. 4. Mr. Kinney also noted the next meeting will be held in the City Council chambers as the construction updates to the Board of Supervisors' chambers are not expected to be completed until the middle of May. Chairman Neves asked Mr. Kinney to confirm public hearing noticing and location.

ADJOURNMENT – With no further business before the Commission, the meeting was adjourned at 1:17 p.m.

A. A special meeting is scheduled for April 17, 2024 at 1:00 p.m.

Respectfully submitted,

**LOCAL AGENCY FORMATION COMMISSION
OF KINGS COUNTY**



Chuck Kinney, Executive Officer

Local Agency Formation Commission OF KINGS COUNTY

MAILING ADDRESS:
1400 W. LACEY BLVD. BLDG 6, HANFORD, CA 93230
(559) 852-2670, FAX: (559) 584-8989

STAFF REPORT April 17, 2024

EXECUTIVE OFFICER'S REPORT

CITY OF HANFORD – Sphere of Influence Amendment 23-02

I. INTRODUCTION:

In 2007 a Municipal Service Review was prepared for all four cities and four unincorporated communities within Kings County. As part of that review the Primary Sphere of Influence (SOI) for each location was updated to remove all parcels not designated for urban development. The updated SOI's became effective on January 1, 2008.

The City of Hanford has submitted an application (LAFCO Case No. 24-01 – Neves Annexation) to annex APN's 009-020-021, 023, 024, 025, 026, 046, 047, and 009-030-009, 010, 011 into the City of Hanford. The subject parcels are 153.61 acres and are contiguous to the City boundary. The site is located on the southwest and northwest corners of Fargo Avenue and the 12th Avenue intersection.

A sphere of influence amendment must first be adopted by the Commission before the proposed annexation may be considered. This SOI amendment proposes to include the land needed for the annexation mentioned above plus additional lands. The additional lands to be included in the SOI boundary will encompass land south of Flint Avenue and East of 13th Avenue which include APN's 009-020-002 through 058 and also A portion of Sections 28 and 33, Township 18 South, Range 22 East, Mount Diablo Base and Meridian together with lands controlled by the State of California for the purposes of State Highways generally described as that area of land north of the Highway 198 East Bound on ramp, east of Highway 43 and South of the roundabout at Lacey Blvd. which include APN's 014-260-077, 016-070-042 and 016-070-037.

II. SPHERE OF INFLUENCE ANALYSIS AND FINDINGS:

A sphere of influence is defined by Government Code Section 56076 as "...a plan for the probable physical boundaries and service area of a local agency, as determined by the Commission". Section 56425(e) requires the LAFCO Commission to consider:

- 1) The present and planned land uses in the area, including agricultural and open space lands;
- 2) The present and probable need for public facilities and services in the area;
- 3) The present capacity of public facilities and adequacy of public services which the agency provides or is authorized to provide; and

- 4) The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.
- 5) For an update of a sphere of influence of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, that occurs pursuant to subdivision (g) on or after July 1, 2012, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.

A. Present and Planned Uses in the Area

- 1) The land proposed for annexation in LAFCO Case No. 24-01 – Neves has been utilized for agricultural operations and residential purposes. The proposed annexation site contains the following general plan and zoning designations.

Kings County Zoning: Limited Agriculture (AL-10) and Rural Residential (RR)

Kings County General Plan: Limited Agriculture (AL-10) and Very Low Density Residential (VLD)

City of Hanford Prezone: High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L-5)

City of Hanford General Plan: High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L)

The current proposed use of this land is for the development of single-family residential and multifamily residential developments.

- 2) The additional lands proposed for inclusion into the Primary Sphere of Influence for the City of Hanford are currently under agricultural operations and commercial development which contain the following general plan and zoning designations.

Kings County Zoning: Limited Agriculture (AL-10), Light Industrial (IL), Highway Commercial (CH)

Kings County General Plan: Limited Agriculture (AL-10), Light Industrial (IL), Transportation Commercial (CT)

City of Hanford General Plan: Low Density Residential (R-L) and Highway Commercial (CH)

The current use of this land is the cultivation and farming of crops, a gas station with convenience store and an auction yard.

B. Present and Probable Need for Public Facilities and Services

Limited public services, such as sheriff and fire, are currently provided to the sights listed above by the County. All future development within the proposed areas will require City services such as water, sewer, and storm drainage and a connection to these services can efficiently be added as shown in the attached (Exhibit “A”) Hanford Area Municipal Service Review and Sphere of Influence Update.

C. Present Capacity of Public Facilities and Adequacy of Public Services

The City has planned for future growth to occur as outlined in their 2035 General Plan. In addition, the Hanford Area Municipal Service Review (MSR) and Sphere of Influence Update (see attached Exhibit “A”) provides analysis on the present and planned capacity of public facilities and the adequacy of public services.

D. Evidence of Any Social or Economic Communities of Interest

This is not applicable to the proposed sphere of influence amendment. A social or economic community of interest does not exist in the area.

E. Disadvantaged Unincorporated Communities

Disadvantaged Unincorporated Communities already exist within the current Primary Sphere of Influence. No additional DUC’s have been identified in the vicinity. The project sites are comprised of mostly agricultural land.

III. ENVIRONMENTAL ASSESSMENT:

Inclusion of the proposed territory described as LAFCO Case No. 24-01 – Neves into the City’s Primary Sphere of Influence was reviewed by the City with the preparation of an Mitigated Negative Declaration (MND) for the project. The City approved the MND on August 17, 2021 through the adoption of Ordinance 21-2.

Inclusion of the proposed area described as additional lands proposed (described above) for inclusion into the City’s Primary Sphere of Influence was reviewed by the City and is affirmed by the General Plan EIR, certified on April 24, 2017, and the footprint for development will not change from that contemplated in the City's General Plan, and no land use designations are being changed, and no new construction activity will result from adopting the Sphere of Influence Expansion.

The proposed sphere amendment is considered within the scope of the 2035 Hanford General Plan, EIR, and adopted Statement of Overriding Considerations. No additional impacts are associated with the proposed SOI amendment beyond those identified in the EIR. LAFCO, as a Responsible Agency, may rely upon Hanford’s MND and EIR for this action.

IV. RECOMMENDATIONS:

The Executive Officer recommends that:

1. The Commission make the following determinations:
 - a) It is a Responsible Agency under the California Environmental Quality Act Guidelines, Section 15096, and finds that:

- 1) The approved MND for the Neves project area has made the findings as required by Section 15074, and identified mitigation measures which are required pursuant to the Mitigation Monitoring and Reporting Program; and
 - 2) The City of Hanford, in accordance with Section 15093, adopted a “Statement of Overriding Consideration.” The City of Hanford found that specific overriding economic, legal, social and environmental, and other benefits of the project outweigh the significant impact on the environment; and
- b) The Sphere of Influence Amendment is determined exempt from the *California Environmental Quality Act (CEQA)* under the General Rule Exemption, Public Resources Code Section 15061(b)(3) of the CEQA Guidelines.
 - c) The City of Hanford’s 2035 General Plan designated the areas of land to be included within the Primary Sphere of Influence as Low Density Single Family (RLD), Medium Density Residential (RMD), High Density Residential (RHD), and Highway Commercial (CH).
 - d) The required considerations for Sphere of Influence amendments mandated by Government Code Section 56425(e) have been met as set forth in the attached resolution.
2. The Commission approve the sphere of influence amendment for the City of Hanford by adopting LAFCO Resolution 24-01

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
TRAVIS PADEN

VICE-MAYOR
MARK KAIRIS

COUNCIL MEMBERS
LOU MARTINEZ
KALISH MORROW
DIANE SHARP

CITY MANAGER
MARIO CIFUENTEZ II

CITY ATTORNEY
ROBERT M. DOWD

January 11, 2024

Kings County Local Agency Formation Commission

c/o Executive Officer: Chuck Kinney

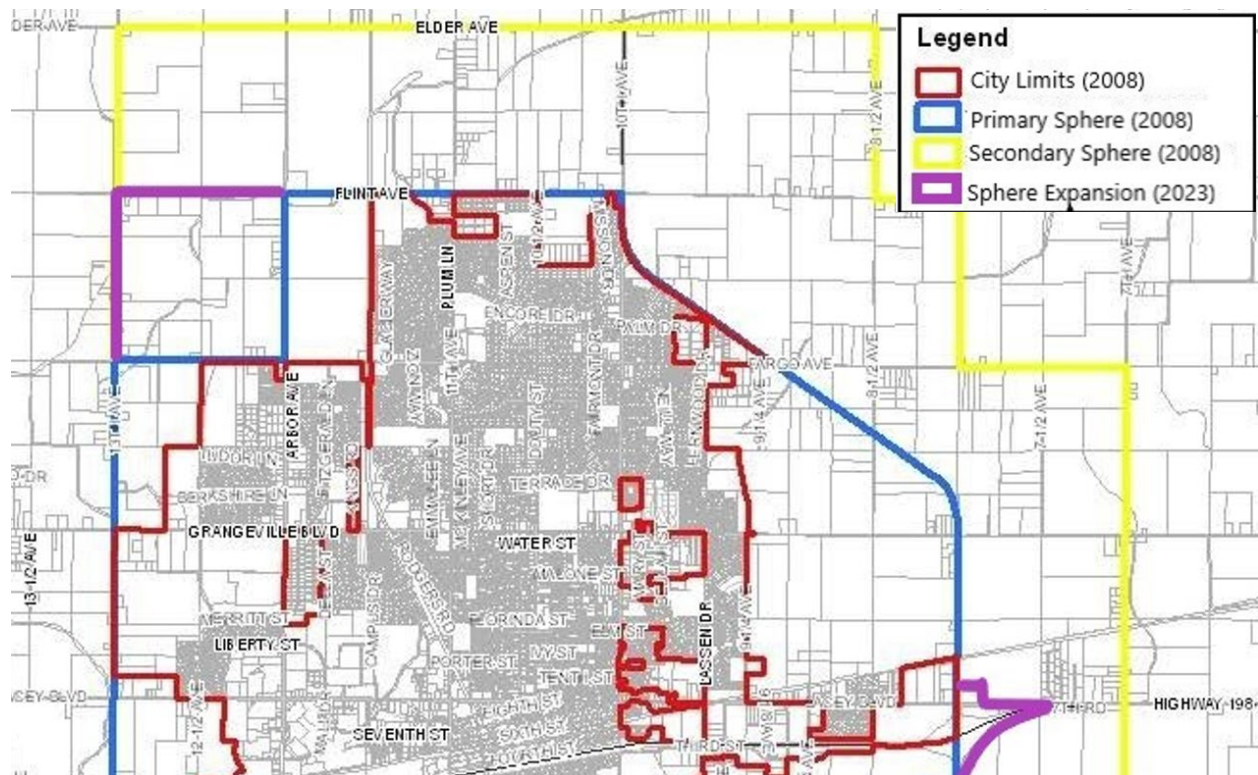
1400 W. Lacey Boulevard
Hanford, CA 93230

RE: Sphere of Influence Expansion Request, Clarification of Expansion Request (Phase I)

The City of Hanford filed a request to expand the Sphere of Influence with Kings County on November 16, 2023. Following discussions, regarding the maps submitted, issue was raised that the maps submitted do not match each other.

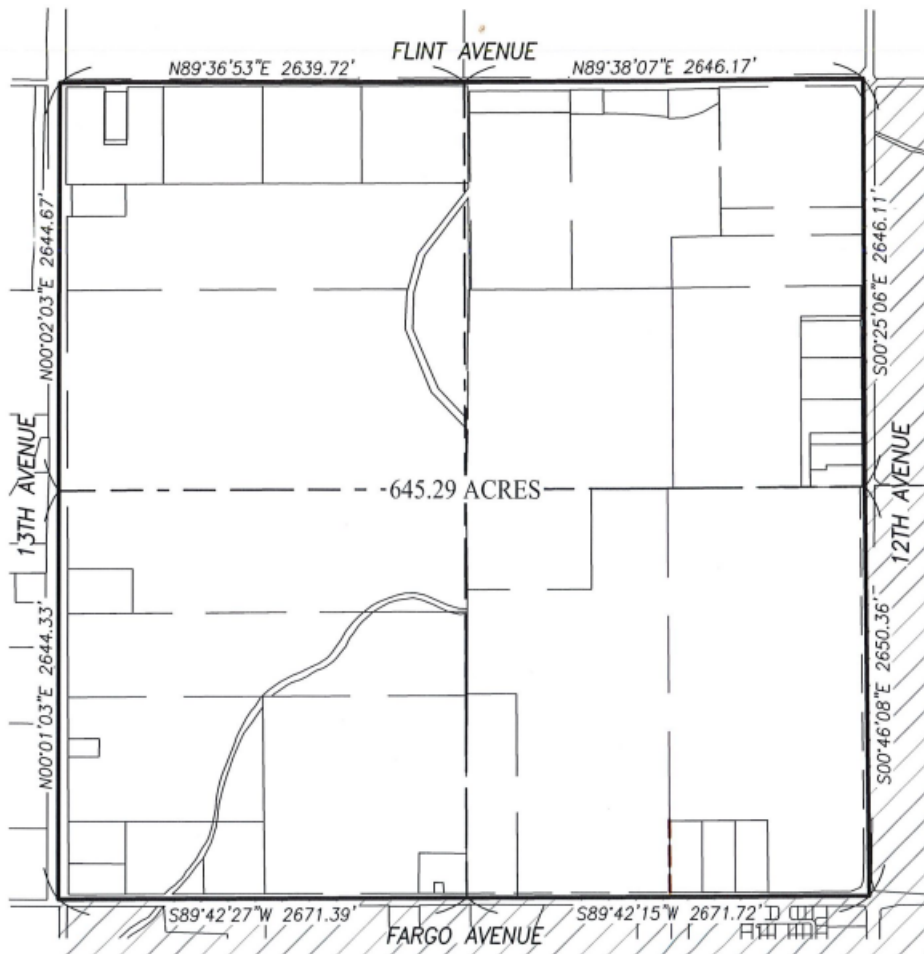
To clarify, the City of Hanford intends the following:

The City of Hanford, over time, will pursue a three-phase Sphere of Influence Expansion. At this time, the City of Hanford is applying for Phase I, which encompasses two areas, shown in purple against the existing Sphere of Influence (2008) as follows:



Area A1 of Phase I is located north of Fargo Avenue, south of Flint Avenue, between 12th and 13th Avenues.

EXHIBIT "A-1"



SCALE: 1"=1000'
0 500 1000



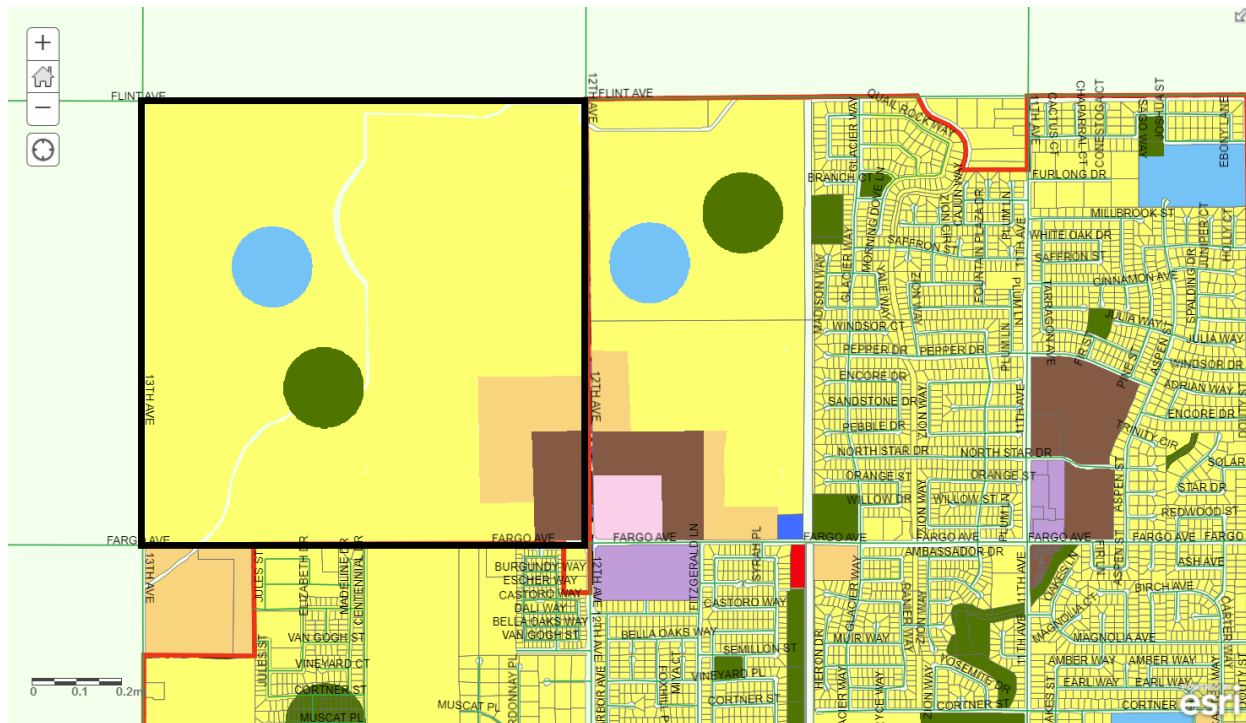
JOB NO. 230183

LEGEND

////// CURRENT CITY OF HANFORD
SPHERE OF INFLUENCE

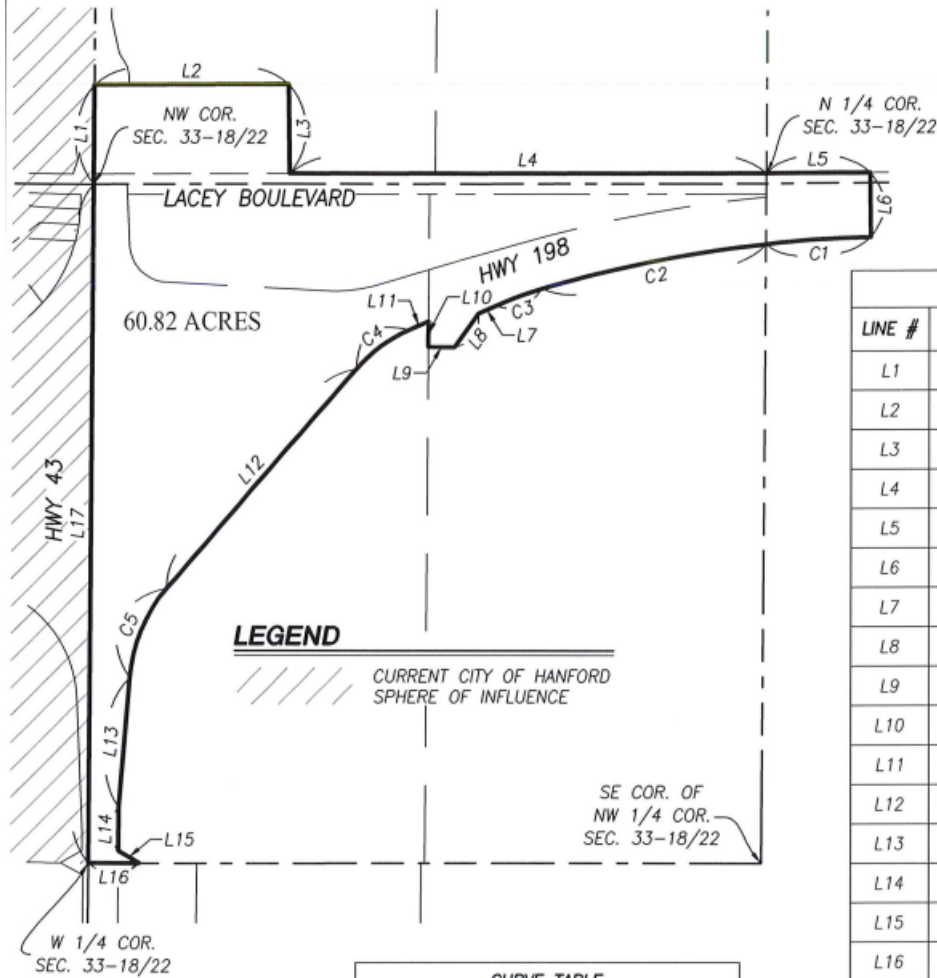


Per the General Plan, Area A-1 of Phase I is designated as a combination of Low-, Medium- and High-Density Residential, with “floating” future educational and open space designations.



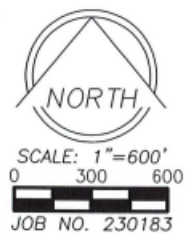
Area B-1 of Phase I is located east of CA-43, and encompasses the 198/43 interchange, as well as certain parcels directly abutting Lacey Boulevard.

EXHIBIT "B-1"

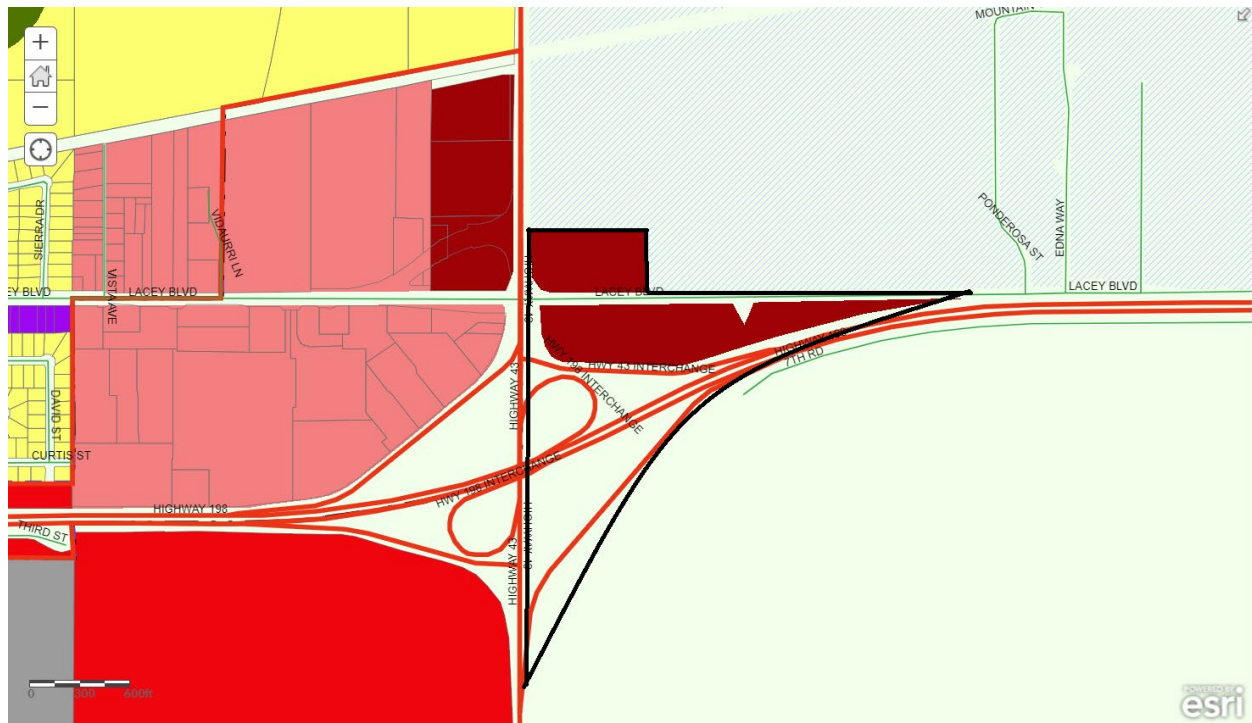


| LINE TABLE | | |
|------------|----------|-------------|
| LINE # | LENGTH | DIRECTION |
| L1 | 387.15' | N00°21'59"E |
| L2 | 775.31' | N89°48'36"E |
| L3 | 347.15' | S00°45'50"E |
| L4 | 1869.50' | N89°46'36"E |
| L5 | 422.00' | N89°48'36"E |
| L6 | 252.48' | S00°37'25"E |
| L7 | 71.19' | S65°49'18"W |
| L8 | 162.48' | S35°49'18"W |
| L9 | 103.05' | N89°38'36"W |
| L10 | 100.72' | N00°21'24"E |
| L11 | 83.02' | S65°49'18"W |
| L12 | 1134.01' | S41°08'29"W |
| L13 | 504.76' | S04°44'49"W |
| L14 | 168.85' | S00°21'00"W |
| L15 | 94.77' | S59°39'00"E |
| L16 | 199.08' | S89°58'25"W |
| L17 | 2638.24' | N00°21'00"E |

| CURVE TABLE | | | |
|-------------|---------|----------|-----------|
| CURVE # | LENGTH | RADIUS | DELTA |
| C1 | 426.74' | 4879.00' | 5°00'41" |
| C2 | 896.55' | 4879.00' | 10°31'43" |
| C3 | 196.22' | 1470.00' | 7°38'53" |
| C4 | 259.30' | 602.00' | 24°40'49" |
| C5 | 382.39' | 602.00' | 36°23'40" |



Per the General Plan, outside of the right-of-way areas, Area B-1 of Phase I is designated as a Highway Commercial.



The two areas, A-1 and B-1, make up the entirety of Phase I of the Sphere of Influence Expansion request.

Later applications for Phase II and III will be submitted as deemed necessary by the City of Hanford. Phase II generally includes the Area of Interest, shown in the City of Hanford General Plan. Phase III generally includes the southeast Hanford Home Gardens area.

Please let me know if you have any questions or require additional information. Thank you!

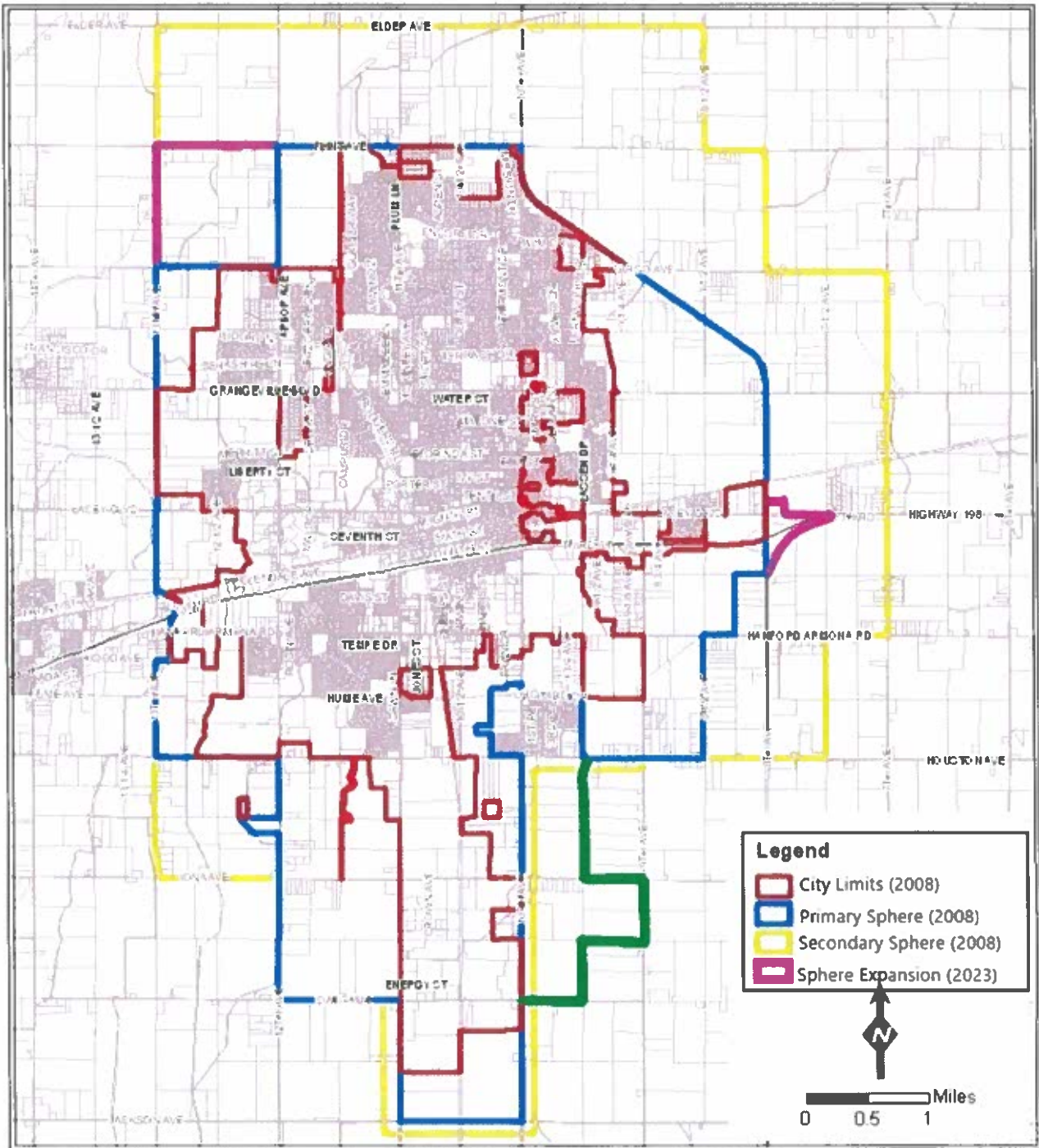
Sincerely,

Gabrielle Myers

Gabrielle Myers
Senior Planner
City of Hanford



Exhibit C CITY OF HANFORD 2008 SPHERE OF INFLUENCE



 Phase III on hold

Exhibit "A"

DRAFT

HANFORD AREA MUNICIPAL SERVICE REVIEW AND SPHERE OF INFLUENCE UPDATE

Prepared for:

Local Agency Formation Commission of Kings County
1400 West Lacy Boulevard
Hanford, CA 93230
Contact Person: Greg Gatzka, Executive Officer
Phone: (559) 675-7821

Consultant:



901 East Main Street
Visalia, CA 93292
Contact: Steve Brandt, Project Manager
Phone: (559) 733-0440

March 2021

Cover Photo Credit: Main Street Hanford's Website

LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY

Commissioners

Joe Neves, Chair, Kings County

Doug Verboon, Vice Chair, Kings County

Sid Palmerin, City of Corcoran

Francisco Ramirez, City of Hanford

Dan Chin, Public Member at Large

Richard Valle, County Alternate

vacant -Public Member Alternative

Alvaro Preciado - City Alternate

Staff

Greg Gatzka, Executive Officer

Chuck Kinney, Assistant Executive Officer

Legal Counsel

Diane Freeman, LAFCo Counsel

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SECTION 1 - INTRODUCTION

1.1 - Municipal Service Review Purpose

The Municipal Service Review (MSR) is a comprehensive assessment of the ability of existing local government agencies to effectively and efficiently provide municipal services to residents and users. The form and content of an MSR is specified by requirements in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act) and in the State of California's Local Agency Formation Commission (LAFCo) MSR Guidelines, published in August 2003.

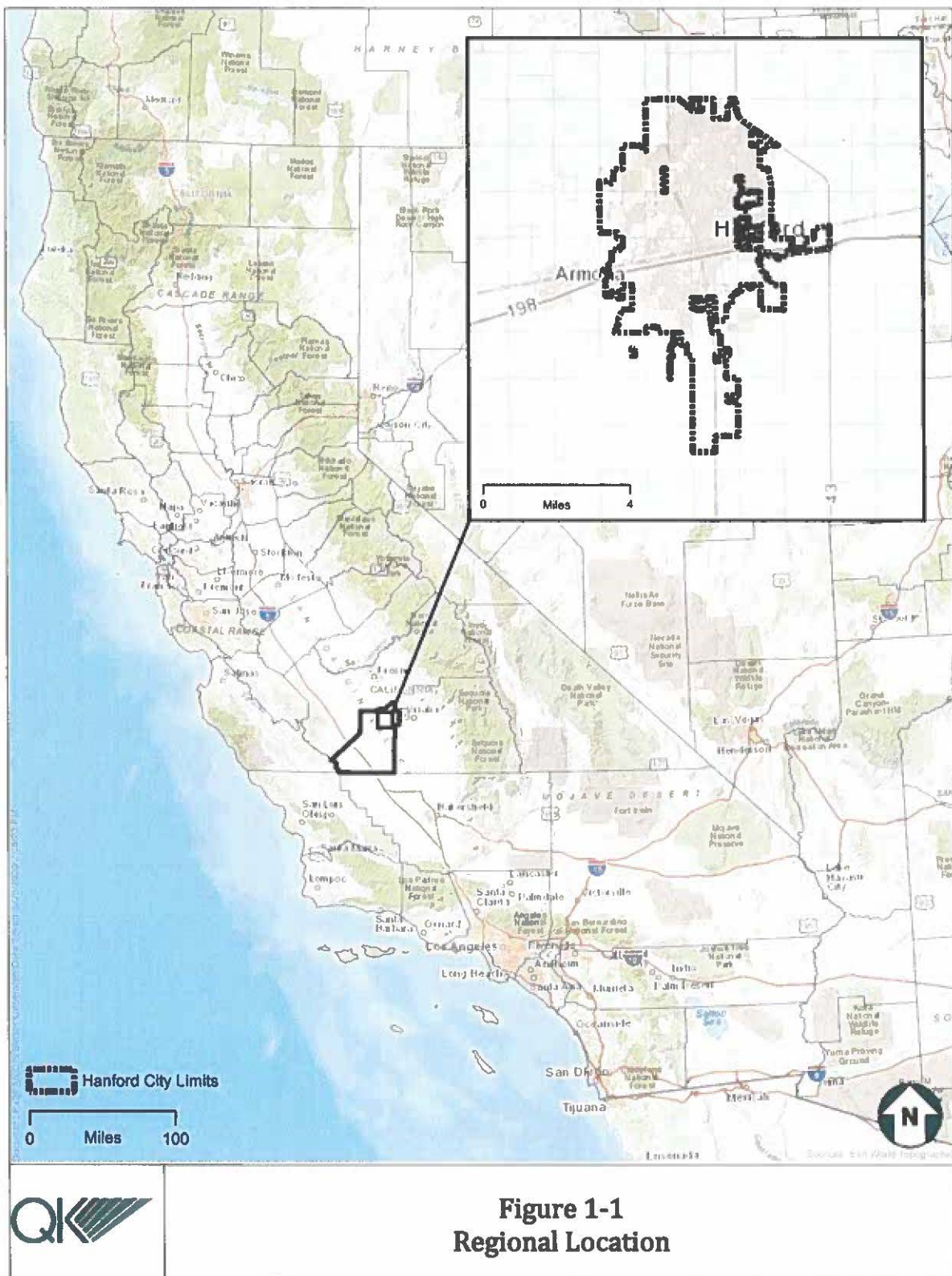
The CKH Act requires all LAFCOs, including the Local Agency Formation Commission of Kings County (Kings LAFCo), to prepare an MSR for each of its incorporated cities and its special districts. The fundamental role of LAFCo is to implement the CKH Act, which was adopted into State law to encourage the logical, efficient, and most appropriate formation of local municipalities, service areas, and special districts. MSRs are to be completed every five years, and must be completed prior to, or in conjunction with, an update of a city or special district Sphere of Influence (SOI).

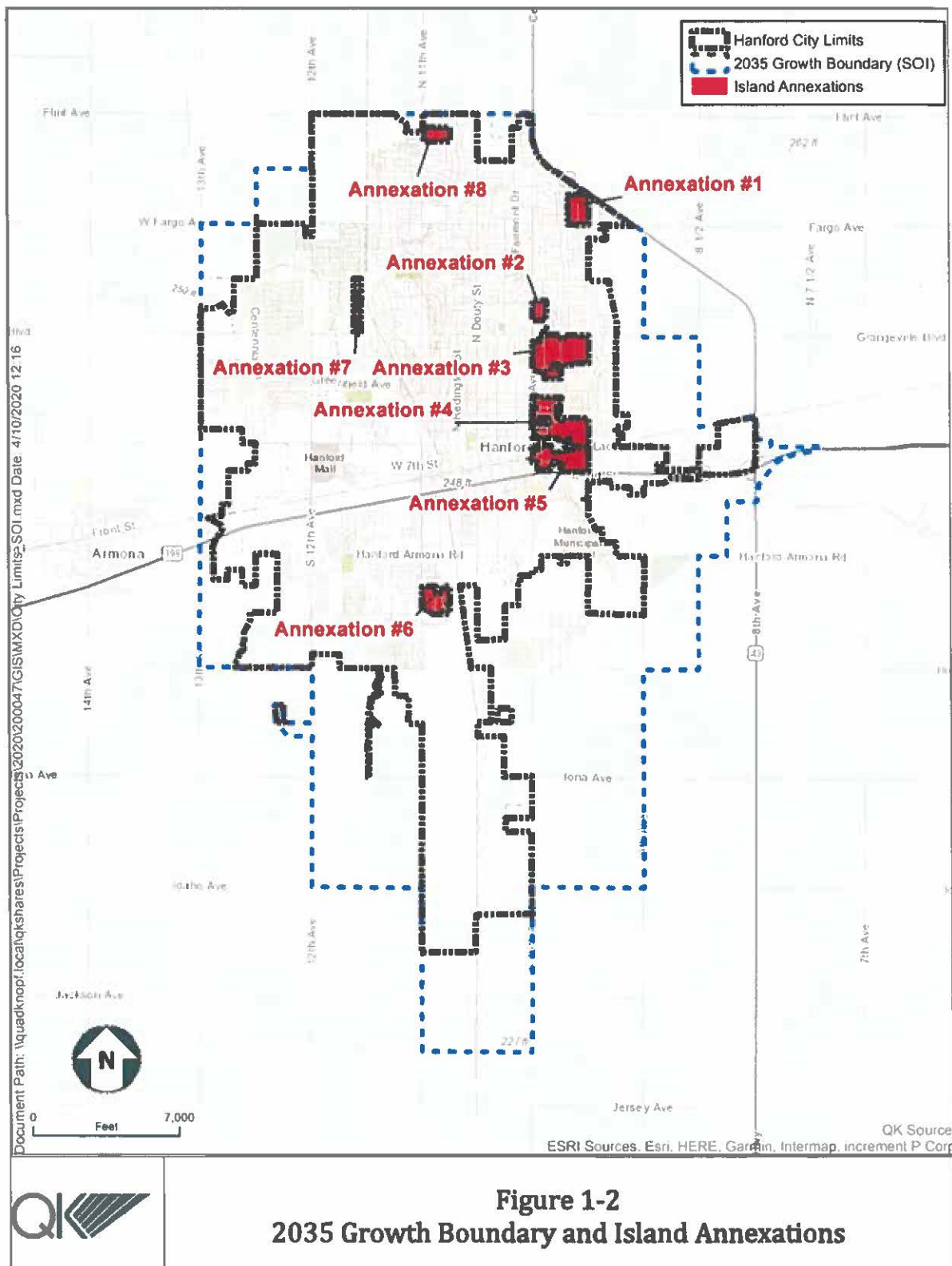
This MSR was initiated by Kings LAFCo in the beginning of 2020 and is intended to provide Kings LAFCo with the necessary and relevant information related to the operations and management of the municipal service providers within the City of Hanford's (the City or Hanford) proposed SOI update. The City of Hanford is the County seat of Kings County located in the San Joaquin Valley of California (Figure 1-1).

Kings LAFCo desires to review the local governing landscape of Hanford for service delivery and make recommendations that promote orderly growth and development while preserving surrounding agricultural and open space lands. In addition, the report will review the City of Hanford's request to amend its SOI and determine the feasibility of annexing eight County islands (Figure 1-2).

The City of Hanford last had a Municipal Service Review (MSR) and Sphere of Influence (SOI) Update conducted by Kings LAFCo in 2007. Since that time, the City has adopted a new General Plan. Given that there have been land use policy changes in its new General Plan, the City is requesting that Kings LAFCo adopt a new MSR and amend the SOI consistent with its new General Plan, specifically so that the SOI is coterminous with the City's 2035 Growth Boundary (Figure 1-2).

The City is also looking to annex neighborhood communities located within the unincorporated County areas that are completely surrounded by the City. The premise and guidance given by State law and local rules are that county islands should generally be annexed into a city so they may receive more efficient delivery of services, as a city is usually more equipped to provide urban level services than the county or other entity.





To facilitate the annexation of county islands to contiguous cities, the State legislature has adopted specific provisions in the Government Code that require LAFCo annexation approval and waiver of protest proceedings if LAFCo makes certain findings and determinations. Those determination are as follows:

Government Code Section 56375

(a)(4) A commission shall not disapprove an annexation to a city, initiated by resolution, of contiguous territory that the commission finds any of the following:

(A) Surrounded or substantially surrounded by the city to which the annexation is proposed or by that city and a county boundary or the Pacific Ocean if the territory to be annexed is substantially developed or developing, is not prime agricultural land as defined in Section 56064, is designated for urban growth by the general plan of the annexing city, and is not within the sphere of influence of another city.

(B) Located within an urban service area that has been delineated and adopted by a commission, which is not prime agricultural land, as defined by Section 56064, and is designated for urban growth by the general plan of the annexing city.

(C) An annexation or reorganization of unincorporated islands meeting the requirements of Section 56375.3.

Government Code Section 56375.3

(a) In addition to those powers enumerated in Section 56375, a commission shall approve, after notice and hearing, the change of organization or reorganization of a city, and waive protest proceedings pursuant to Part 4 (commencing with Section 57000) entirely, if all of the following are true:

(1) The change of organization or reorganization is initiated on or after January 1, 2000.

(2) The change of organization or reorganization is proposed by resolution adopted by the affected city.

(3) The commission finds that the territory contained in the change of organization or reorganization proposal meets all the requirements set forth in subdivision (b).

(b) Subdivision (a) applies to territory that meets all the following requirements:

(1) It does not exceed 150 acres in area, and that area constitutes the entire island.

(2) The territory constitutes an entire unincorporated island located within the limits of a city, or constitutes a reorganization containing several individual unincorporated islands.

(3) It is surrounded in either of the following ways:

(A) Surrounded, or substantially surrounded, by the city to which annexation is proposed or by the city and a county boundary or the Pacific Ocean.

(B) Surrounded by the city to which annexation is proposed and adjacent cities.

(4) It is substantially developed or developing. The finding required by this paragraph shall be based upon one or more factors, including, but not limited to, any of the following factors:

(A) The availability of public utility services.

(B) The presence of public improvements.

(C) The presence of physical improvements upon the parcel or parcels within the area.

(5) It is not prime agricultural land, as defined by Section 56064.

(6) It will benefit from the change of organization or reorganization or is receiving benefits from the annexing city.

(7) This subdivision does not apply to any unincorporated island within a city that is a gated community where services are currently provided by a community services district.

1.2 - MSR Preparation, Review and Adoption Process

The process of developing the MSR began with the collection of planning documents, budgetary documents, and other records by QK, a consulting firm hired by the City of Hanford. QK also assisted the City in the preparation of its General Plan Update.

After review by the City, an administrative draft was presented to LAFCo staff for their review. Edits required by LAFCo staff and Counsel were made to LAFCo staff's satisfaction prior to public release of the draft MSR.

A hearing was scheduled by Kings LAFCo on [REDACTED], 2021, where comments from the public were heard and adoption of the MSR, including its Determinations and Recommendations, could be considered. After input and comment from the public, the Commission approved the MSR on [REDACTED], 2021.

1.3 - Required Topic Areas of Analysis

This MSR contains analysis and conclusions, referred to as Determinations, regarding six topic areas, as set forth in the CKH Act. These areas of analysis focus on the essential

operational and management aspects of the City of Hanford, and together constitute a complete review of Hanford's ability of to meet the service demands of its residents and businesses. The six topic areas used for analysis in this MSR are:

1. Growth and Population Projections
2. Disadvantaged Unincorporated Communities
3. Present and Planned Capacity of Public Facilities and Adequacy of Public Services, Including Infrastructure Needs and Deficiencies
4. Financial Ability to Provide Services
5. Status of, and Opportunities for, Shared Facilities
6. Accountability for Community Service Needs, Including Governmental Structure and Operational Efficiencies

An explanation of the specific operational and management aspects considered in each of these topic areas is provided below.

1. Growth and Population Projections

Service efficiency is linked to a service provider's ability to plan for the future needs of a city while also meeting existing service demands. This section reviews projected service demands and needs based upon existing and anticipated growth patterns and population projections. This is found in Section 2 – Growth and Population Projections.

2. The Location and Characteristics of any Disadvantaged Unincorporated Communities Within or Contiguous to the Sphere of Influence

Unincorporated disadvantaged communities, as defined by Water Code Section 79505.5, may lack basic infrastructure, such as water, sewer, or fire protection, because they may have been overlooked due to their socioeconomic status. To promote equality and environmental justice in accordance with adopted local policy and Senate Bill 244, adopted in 2011, the proximity of any disadvantaged community to existing service providers is analyzed and discussed in order to determine if the community should be included in the SOI of the City. This is found in Section 3 – Disadvantaged Unincorporated Communities.

3. Present and Planned Capacity of Public Facilities and Adequacy of Public Services, Including Infrastructure Needs or Deficiencies

Infrastructure can be evaluated in terms of condition, capacity, availability, quality and relationship to operational, capital improvement, and finance planning. This section assesses the adequacy and quality of the service providers' physical infrastructure and analyzes whether or not sufficient infrastructure and capital are in place (or planned for) to accommodate planned future growth and expansions. This is found in Section 4.

4. Financial Ability to Provide Services

This section analyzes the financial structure and health of the City with respect to the provision of services. Included in this analysis is the consideration of rates, service operations, and the like, as well as other factors affecting the City's financial health and stability, including factors affecting the financing of needed infrastructure improvements and services. Compliance with existing State requirements relative to financial reporting and management is also discussed. This is found in Section 4.

5. Status of, and Opportunities for, Shared Facilities

Practices and opportunities that may help to reduce or eliminate unnecessary costs are examined in this section. Occurrences of facility sharing are listed and assessed for efficiency, and potential sharing opportunities that would serve to better deliver services are discussed. This is found in Section 4.

6. Accountability for Community Service Needs, Including Governmental Structure and Operational Efficiencies

This section addresses the adequacy and appropriateness of the agency's existing boundaries and sphere of influence and evaluates the ability of the City to meet their service demands under their existing government structure. Also included in this section is an evaluation of compliance by the agency with public meeting and records laws. This is found in Section 4.

1.4 - LAFCo Powers

LAFCo has the power to determine the SOI for the City of Hanford. An SOI is a plan for the probable physical boundaries and service area of a local agency. It is represented by a boundary line on a map. The boundary line shows the territory that is expected to eventually be within the agency's boundary, as determined by LAFCo. It is by this method that LAFCo makes policy statements about its intent for the future probable boundaries of a city. If LAFCo chooses to not adopt an SOI for a city or district, meaning that it chooses to adopt a "zero" sphere, then it is making the policy statement that its plan is for that agency to eventually be consolidated into the city or another district. The preparation of an MSR is required prior to the amendment of a city or district's SOI.

1.5 - Key Considerations and Goals

The MSR will use the following goals to evaluate the potential government structure options for the Hanford area:

- 1. Efficient provision of municipal services.** The ultimate goal of the preferred governance structure should be an efficient operating structure and stable fiscal basis required to effectively provide municipal services to the City of Hanford.

2. **Adequate revenue sources.** The ability to provide municipal services at adequate levels hinges upon stable revenue streams linked to the services for which the revenues are being collected.
3. **Proactive approach to governance structure.** Government agency reorganization proposals (e.g., municipal incorporations, major annexations, etc.) are necessarily complex procedures requiring substantial effort on the part of proponents, LAFCo and the affected agencies. These reorganizations are often more complex when contemplated on a reactive basis rather than a proactive basis. An understanding of a long-range approach to reorganization will assist in evaluating specific proposals to determine if they will bring the community closer to the desired result.
4. **Avoidance of intergovernmental conflicts, competition, or issues.** Conflicts between local jurisdictions over control and other impacts across jurisdictions and competition for resources (e.g., fiscal revenue generators) often consume resources and weaken incentives to cooperate on important regional issues like transit service, water quantity and quality, air quality, and habitat conservation.
5. **Local preference.** There is often more than one feasible government structure that can potentially provide local municipal services. The residents and businesses of the community must have the opportunity to participate in choosing the method, especially since a governmental structure change will likely require some sort of election process for it to be implemented. Local preference also may include agreements made between local agencies regarding where and how growth and development may occur within a region. These agreements have been identified within CKH as important for consideration during the MSR and SOI update process. The Commission “shall give great weight to the agreement to the extent that *it is consistent with [LAFCO] commission policies...* (emphasis added)” (Government Code §56425(b)).

1.6 - Services Provided

The City of Hanford is empowered as a general law city, governed by State law and local ordinances, to provide specific municipal services within its boundaries. The City of Hanford has several divisions, covering many municipal services, including Police, Fire, Emergency Response, Water, Wastewater, Flood Control/Drainage, Solid Waste, Street Maintenance, Street Lighting, and Parks and Recreation Maintenance. Some of the aforementioned services are provided to communities outside of the City's jurisdiction.

There are three communities within a one-mile buffer of the City of Hanford's Sphere of Influence. Armona Census Designated Place (Armona) is located approximately 0.95 miles west of the City of Hanford's SOI and contains approximately 3,795 residents. The Armona Community Service District (CSD) provides water, wastewater, solid waste collection, limited flood control services, limited street maintenance, and street lighting services. Armona also receives law enforcement, fire, and emergency services from Kings County (Kings County). Home Garden Census Designated Place (Home Garden) is located approximately 0.35 miles southeast of the City and contains approximately 1,643 residents.

Home Garden CSD only provides water supply and distribution services. Home Garden CSD also receives law enforcement, fire and emergency service, flood control, street maintenance, and street lighting from Kings County. In addition, wastewater collection and disposal services are provided by the City of Hanford (Kings County). According to the Kings County Planning Department, the Census Designated Place of Grangeville (Grangeville) does not have a community service district or a public utilities district to provide municipal services. It is located approximately 0.85 miles west of the City and contains about 586 residents. The majority of services are provided by Kings County and water and wastewater services are provided by private wells and septic systems.

The 2018 American Community Survey estimated approximately 56,910 residents in the City of Hanford. The nearby communities' population is approximately is Home Garden with 1,643 residents, Grangeville with 586 residents, and Armona with 3,795 residents. The total population of these unincorporated residential communities is approximately 5,438 residents (American Community Survey, 2018).

The matrix in Table 1-1 specifies the services that the City provides. The matrix also includes two nearby community service districts that also provide some of the same services.

Table 1-1
Current, Authorized and Latent Powers Matrix

| Municipal Service Type | City of Hanford | Armona Community Service District | Home Garden Community Service District |
|----------------------------------|------------------------|--|---|
| Law Enforcement | City | County | County |
| Fire and Emergency Service | City | County | County |
| Water Supply | City | District | District |
| Water Distribution | City | District | District |
| Wastewater Collection | City | District | City |
| Wastewater Disposal | City | District | City |
| Solid Waste Collection | City | District | District |
| Flood Control/Drainage | City | District (limited) | County |
| Street Maintenance | City | District (limited) | County |
| Street Lighting | City | District | County |
| Parks and Recreation Maintenance | City | District | N/A |

Source: City of Hanford 2035 General Plan, Armona 2035 Community Plan, Home Garden Community Plan

**Table 1-2
Island Annexation Service Providers**

| Municipal Service Type | Island Annexation | | | | | | | |
|----------------------------------|--------------------------|----------|----------|----------|----------|----------|----------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Law Enforcement | County | County | County | County | County | County | County | County |
| Fire and Emergency Service | County | County | County | County | County | County | County | County |
| Water Supply | Private | City | City | City | City | City | City | Private |
| Water Distribution | Private | City | City | City | City | City | City | Private |
| Wastewater Collection | Private | City | City | City | City | City | City | Private |
| Wastewater Disposal | Private | City | City | City | City | City | City | Private |
| Solid Waste Collection* | County | County | County | County | County | County | County | County |
| Flood Control/Drainage | County | County | County | County | County | County | County | County |
| Street Maintenance | County | County | County | County | County | County | County | County |
| Street Lighting | County | County | County | County | County | County | County | County |
| Parks and Recreation Maintenance | County | County | County | County | County | County | County | County |

Source: 2017 Water System Master Plan, 2017 Sewer System Master Plan, 2017 Storm Drain Master Plan City of Hanford, and 2035 City of Hanford General Plan

* Solid waste collection in the County islands is currently optional.

SECTION 2 - GROWTH AND POPULATION PROJECTIONS

2.1 - Introduction

The purpose of this section is to evaluate service demand based on existing and anticipated growth patterns and population projections. The MSR Guidelines call for LAFCo to determine historic and projected growth and absorption patterns in relationship to a service provider's boundaries and SOI. In addition, LAFCo is tasked with evaluating the impact and compatibility of such growth on and with land use plans, services, local government structures and growth patterns.

2.2 - History of Hanford

The City of Hanford started as a Chinese sheepherder's simple camp along the Southern Pacific Railway line from Goshen to Coalinga. The settlement was named for James Madison Hanford, auditor of the railroad, who also took lively interest in the sale of town lots. The sale of lots began on January 17, 1877. The settlement grew to a town and eventually the trading center of the area.

Through the early years, a series of devastating fires hampered the growth of the town. In 1887, the fire that destroyed most of the downtown spurred talk of incorporation, but the idea of additional taxes prevented any action. Then in June 1891, another fire destroyed the downtown business district once again. An election was held to determine whether the town should incorporate. The vote was 127 to 47, in favor of incorporation. On August 12, 1891, the City of Hanford was born. When Kings County was formed in 1893, Hanford became the County seat.

After the incorporation, Hanford continued to grow into a thriving town. For many years Hanford had the only opera house between the Los Angeles and San Francisco areas. In 1945, the first paid Fire Department was established, and the City Planning Commission was created. In 1950 the City Manager/City Council form of government was established.

Many of the historic buildings in the downtown area came to become underutilized. To combat that, the City Council established a Historic District. As a result of many activities in downtown Hanford, the restoration and rehabilitation program, and the cooperation between private citizens and City officials, in 1985 Hanford won the Helen Putnam Award for Excellence awarded by the League of California Cities. In 1986, American City and County Magazine chose Hanford as one of ten cities in the United States to receive its Award of Merit. Most recently, Rohm and Haas Paint Quality Institute of Philadelphia, Pennsylvania named the City as one of the country's "Prettiest Painted Places in America" (City of Hanford, 2009).

The last Municipal Services Review and Sphere of Influence Update for the City of Hanford was conducted in 2007. Per the Review, the Sphere of Influence was updated. The Sphere of Influence was reduced in three areas and expanded in one area. The current Sphere of Influence is shown in Figure 1-2 above.

2.3 - Planning and Growth Projections

The City of Hanford General Plan was adopted in 2017 by the Hanford City Council to provide land use development decision-making guidance and to provide a planning framework for the development of more detailed implementation plans and measures. A map depicting these planned land use patterns is shown in Figure 2-1.

After reviewing historical growth rates and projected growth trends available in 2014, a Citizens Advisory Committee determined that the General Plan Update would assume Hanford's average annual population growth rate would be 2.1 percent, which would result in an assumed population of 90,000 persons in the year 2035.

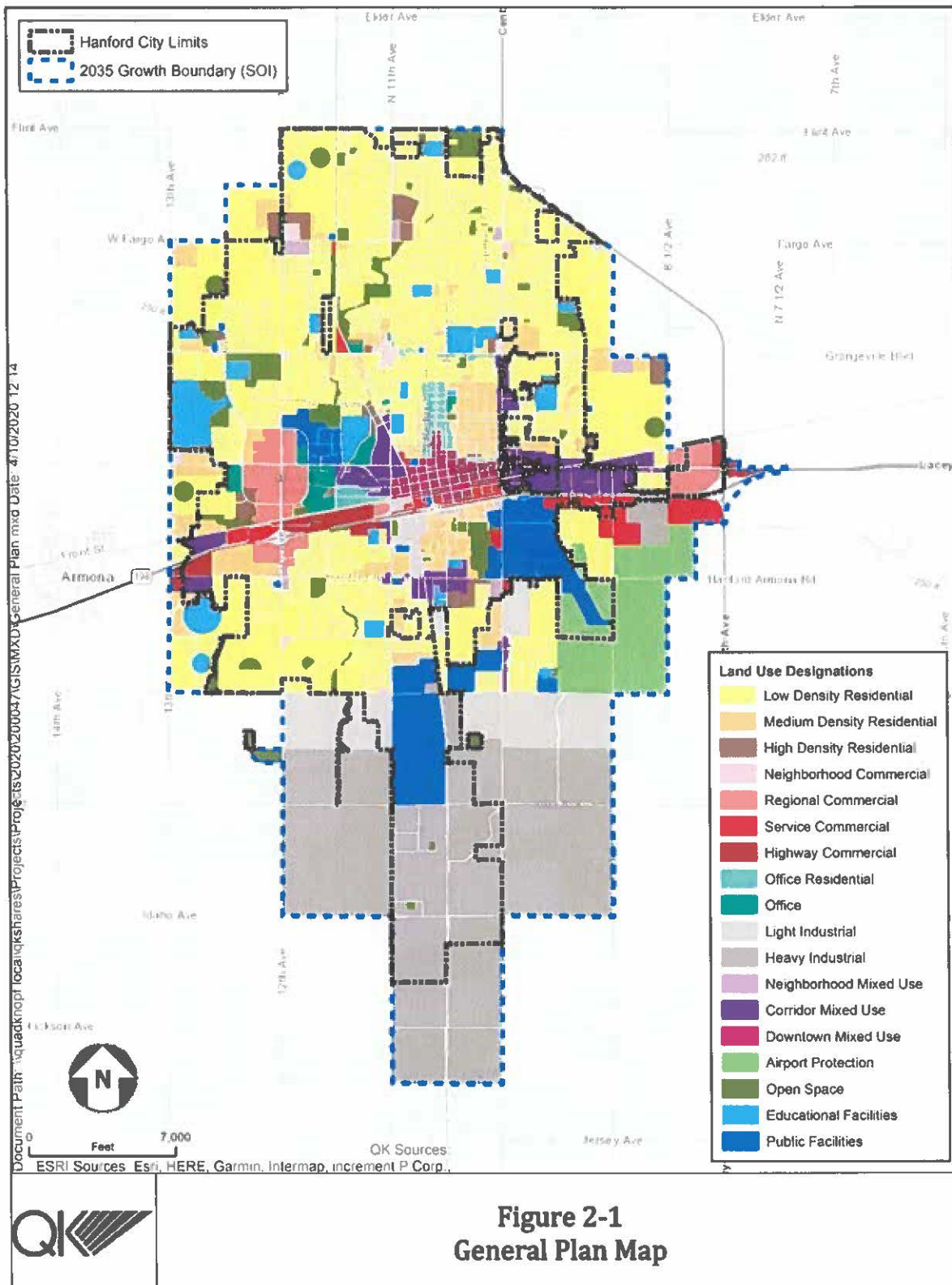
Despite the General Plan's projected growth rate of 2.1 percent, the actual annual growth rates from 2010 to 2019 have not been 2.1 percent. This can be seen below in Table 2-1. If the City starts to grow according to the General Plan, at a rate of 2.1 percent, starting in 2019, the estimated population of 2035 will be approximately 80,000.

The population estimates in the General Plan were generated utilizing historic growth rates and projected growth trends. There is currently available information that would allow for these estimates to be updated accordingly. In Table 2-1, population estimates have been updated to account for the more recent population information available.

Based on these updated figures, it is apparent that the infrastructure planning for the City would be able to support population growth beyond the 2035 horizon if current trends remain constant. The infrastructure plans described in the City's Master Plans accounted for a 2.1 percent population increase, per the General Plan. However, anomalies or unforeseen events may occur between now and 2035 that may spike growth in the City. To prepare for this, the population estimates utilized by the City in their Infrastructure Master Plans should be monitored to ensure that they are not being outpaced by the City's population growth.

Table 2-1
City of Hanford Growth Estimates

| Forecast Year | Population Estimate | % Annual Growth | Forecast Year | Population Estimate | % Annual Growth |
|----------------------|----------------------------|------------------------|----------------------|----------------------------|------------------------|
| 2010 Census | 53,967 | | 2019 | 57,703 | 1.4% |
| 2011 (ACS) | 53,891 | -.14% | 2020 | 58,915 | 2.1% |
| 2012 (ACS) | 54,205 | .58% | 2021 | 60,152 | 2.1% |
| 2013 (ACS) | 54,461 | .47% | 2022 | 61,415 | 2.1% |
| 2014(ACS) | 54,523 | .11% | 2023 | 62,705 | 2.1% |
| 2015 (ACS) | 54,790 | .49% | 2024 | 64,022 | 2.1% |
| 2016 (ACS) | 54,912 | .22% | 2025 | 65,366 | 2.1% |
| 2017 (ACS) | 55,599 | 1.25% | 2026 | 66,739 | 2.1% |
| 2018 (ACS) | 56,910 | 2.3% | 2027 | 68,140 | 2.1% |
| | | | 2035 | 80,465 | 2.1% |



Based on the actual data currently available and supplemented using the 2.1 percent annual growth rate, the population in 2035 would be approximately 80,000 residents, which is about 10,000 less than the population forecast within the General Plan. For infrastructure planning purposes, the estimates would be acceptable as the infrastructure would be able to accommodate growth beyond the planning horizon date of 2035.

2.3.1 - COUNTY ISLANDS

As shown in Figure 1-2, there are eight County islands within the bounds of city limits. It is in the best interest of the City to consider annexation of these islands to reduce inefficiencies and deficiencies of services provided. Population estimates were derived for each County island to estimate the demand for service. To calculate the estimated population, an aerial interpretation of residential structures was conducted. Then the amount of residential structures was multiplied by the City of Hanford's estimated person per household (3.04 persons) to produce an estimated population.

County Island #1

This island consists of 12 large residential properties. 11 out of 12 parcels are developed with residential structures. The existing land use for this island is rural residential, with parcels ranging in size from approximately 1.7 to 2.7 acres. The planned land use for these properties is Low Density Residential. The estimated population is 33 people.

County Island #2

The island consists of 48 parcels, one of which has a commercial use and one is vacant. There are 49 residential structures within this island area. The existing land uses are commercial and urban residential. The parcels sizes range from 0.07 to 0.87 acres, with an average size of 0.26 acres. The planned land use for these properties is Medium Density Residential. The estimated population is 149 people.

County Island #3

The island consists of 119 parcels. There are 102 residential structures within the island area. County island #3 is one of the larger annexation areas being proposed at over 100 acres. Parcel size consists of parcels within the range 0.09 to 5.85 acres, with an average of 0.75-acres. The existing land use is primarily urban residential and rural residential. In addition, there are some commercial uses and school facilities. The planned land uses are Low Density Residential, Mixed-Use Corridor, Open Space, and Educational Facilities. The estimated population is 310 people.

County Island #4

This island is one of the three larger islands totaling approximately 90 acres. This island consists of 172 parcels, 122 residential parcels, and 125 residential structures. The approximate average parcel size for this island is 0.46 acres. There are a few large parcels that are several acres large. The largest being 14 acres. The large parcels are primarily

vacant. The existing land use is urban residential with rural residential, commercial, and vacant land. The island is mainly urban with dense development and towards the southeast the parcels are larger with more vacant land. The planned land uses are Low Density, Medium Density Residential, Open Space, and Mixed-Use Corridor. The estimated population is 380 people.

County Island #5

The island is unique for the fact that the City's General Plan designated the entire island as Mixed-Use Corridor. The island consists of 45 parcels, 20 residential parcels, and 22 residential structures. The estimated average parcel size is 1.21 acres. The parcel size ranges from 0.09 to 16.85 acres. There are two vacant parcels that are larger than 10 acres. The existing land use is primarily urban residential, in addition to commercial and vacant parcels. As mentioned previously the entire island is designated as Mixed Use. The estimated population is 69 people.

County Island #6

The island consists of 77 total parcels, 63 residential parcels and 72 residential structures. The estimated average parcel size 0.38 acres. The parcel sizes range from 0.11 to 5.12 acres. The annexation area is split fairly evenly between Medium Density Residential and Low Density Residential. The annexation area is primarily urban with a few parcels that are vacant. The estimated population is 219 people.

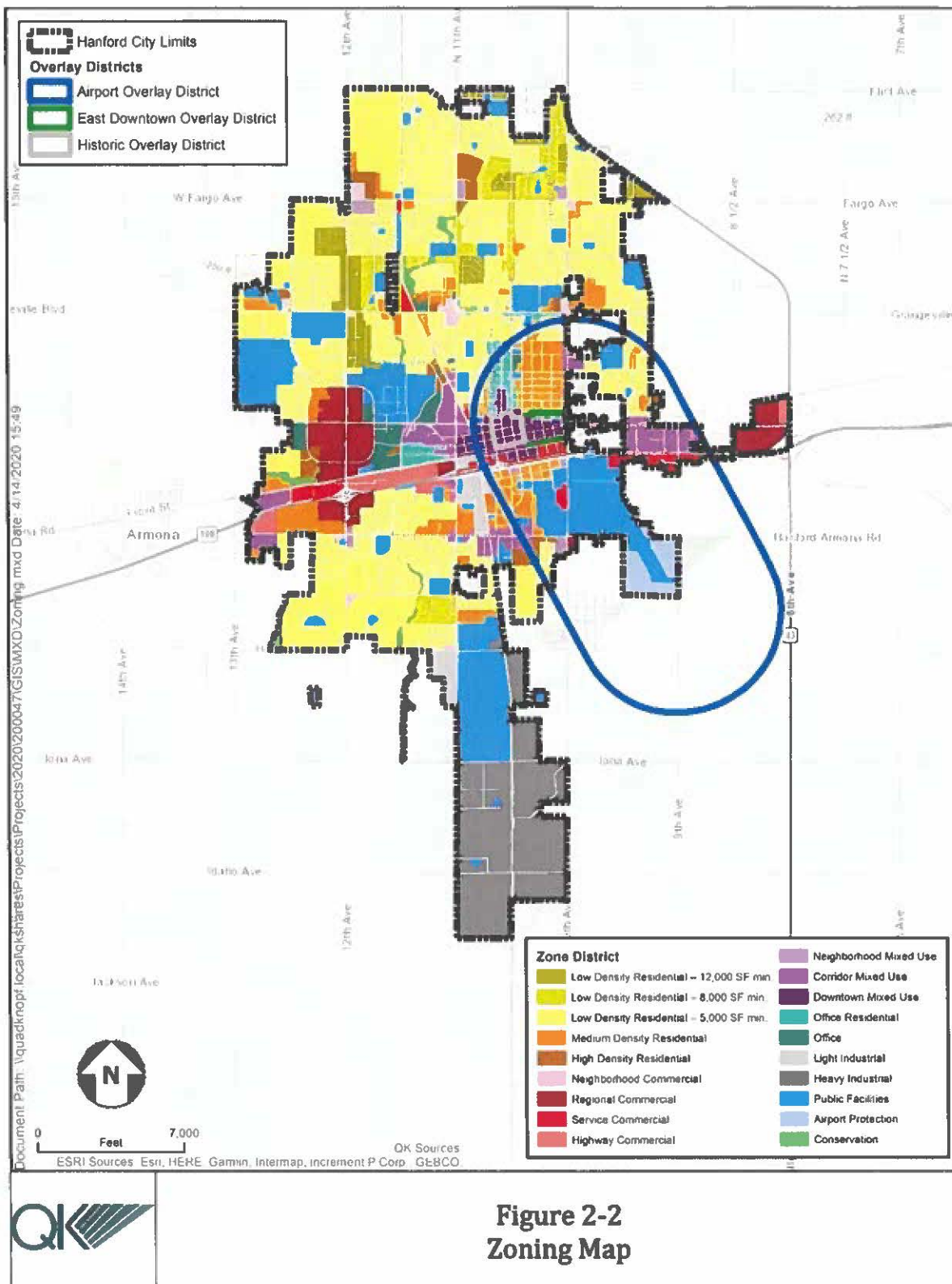
County Island #7

This County island is unique in the sense that it only incorporates a single neighborhood. The island is approximately 350 feet wide and 2,650 feet long or roughly 21 acres. The island consists of 36 parcels that are all residential, which contain 36 residential structures. The average estimated parcel size is 0.45 acres; with ranges from 0.20 to 0.72 acres. The entire island has planned land use of Low Density Residential. The estimated population is 109 people.

County Island #8

Similar to County island #7, this island only incorporates one neighborhood. This island consists of eight parcels that consist of eight residential parcels with eight residential structures. The average estimated parcel size is 2.36 acres and ranges from 1.77 to 2.74 acres. The entire island has a planned land use of Low Density Residential. The estimated population is 24 people.

The total population for all the island annexations is approximately 1,293 people.



2.4 - Anticipated Service Needs

The Hanford area requires typical local municipal services, such as water service, sewer service, police and fire protection, storm drainage, street maintenance, parks and recreation, schools, communication infrastructure, and solid waste collection. The City has adopted an updated General Plan and corresponding Master Plans to accommodate future growth in an orderly manner until the year 2035.

This Municipal Service Review will review water service, wastewater service, fire protection, police protection, street maintenance, parks and recreation, public transportation, and solid waste. It will review the level of service in each area and analyze whether the City would have the ability to provide services to the County islands discussed in Section 1. The City conducts infrastructure master planning in the areas of water, sewer, and storm drainage. The County islands were not taken into consideration in those Master Plans, as there does not appear to be discussion about providing service in addition to no planned infrastructure shown on any of the buildout maps of the correspond systems. This MSR will take the level of service needed in those County islands into consideration, along with the predicted growth projections of the City, to conclude ability for the City to annex the islands.

The Water, Sewer, and Storm Drainage Master Plans have evaluated the ability for the City to accommodate both current and future populations. The population projections in these Master Plans is the same as is described in the General Plan. Recommendations in the Master Plans include but are not limited to:

- Addressing drainage basin capacity deficiencies with either the construction of a new drainage basin or an expansion of an existing basin;
- Pipeline improvements within a series of trunk sewer service areas;
- Replace existing pumps in two lift stations in the City;
- Replace one force main that is currently 12 inches in diameter with one that is 18 inches in diameter;
- Development of three new water storage facilities (Northeast, Southeast, and Industrial Park Storage Expansion);
- Development of two new water pump stations and an upgrade of one existing pump station; or
- Monitoring of well efficiencies on a frequent basis to adequately manage the groundwater supply.

The City's General Plan has three policies regarding annexations. Policy L15 describes the criteria that must be met when considering an initiation of an annexation. Policy L16 states that the City should "Initiate annexation of County islands when it is found that urban services are needed and can be provided or made available in the near future". Policy L17 states that future proposal must "Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation".

2.5 - Determinations

Determination 2-1 - U.S. Census data indicates that the City had a 2010 population of 53,967, a 2023 population (five-year increment from last Community Survey prediction) of 63,140, and a population projection of 87,429 by 2047, according to population projections from the General Plan.

Determination 2-2 - Based upon recent historical population trends from 2010 to 2015, the average annual growth rate was 0.3 percent for the City of Hanford. Therefore, the current population is trending below the projections of the General Plan.

Determination 2-3 - The City plans for future growth through the implementation of policies and standards set forth in its General Plan. The City's General Plan was updated in 2017 and is a long-range guide for attaining the City's goals within its ultimate service area and accommodating its population growth. The City's General Plan provides a policy base to guide future growth within the City.

Determination 2-4 - The City contains policies in their General Plan that regulate future annexations.

SECTION 3 - DISADVANTAGED UNINCORPORATED COMMUNITIES

3.1 - Overview

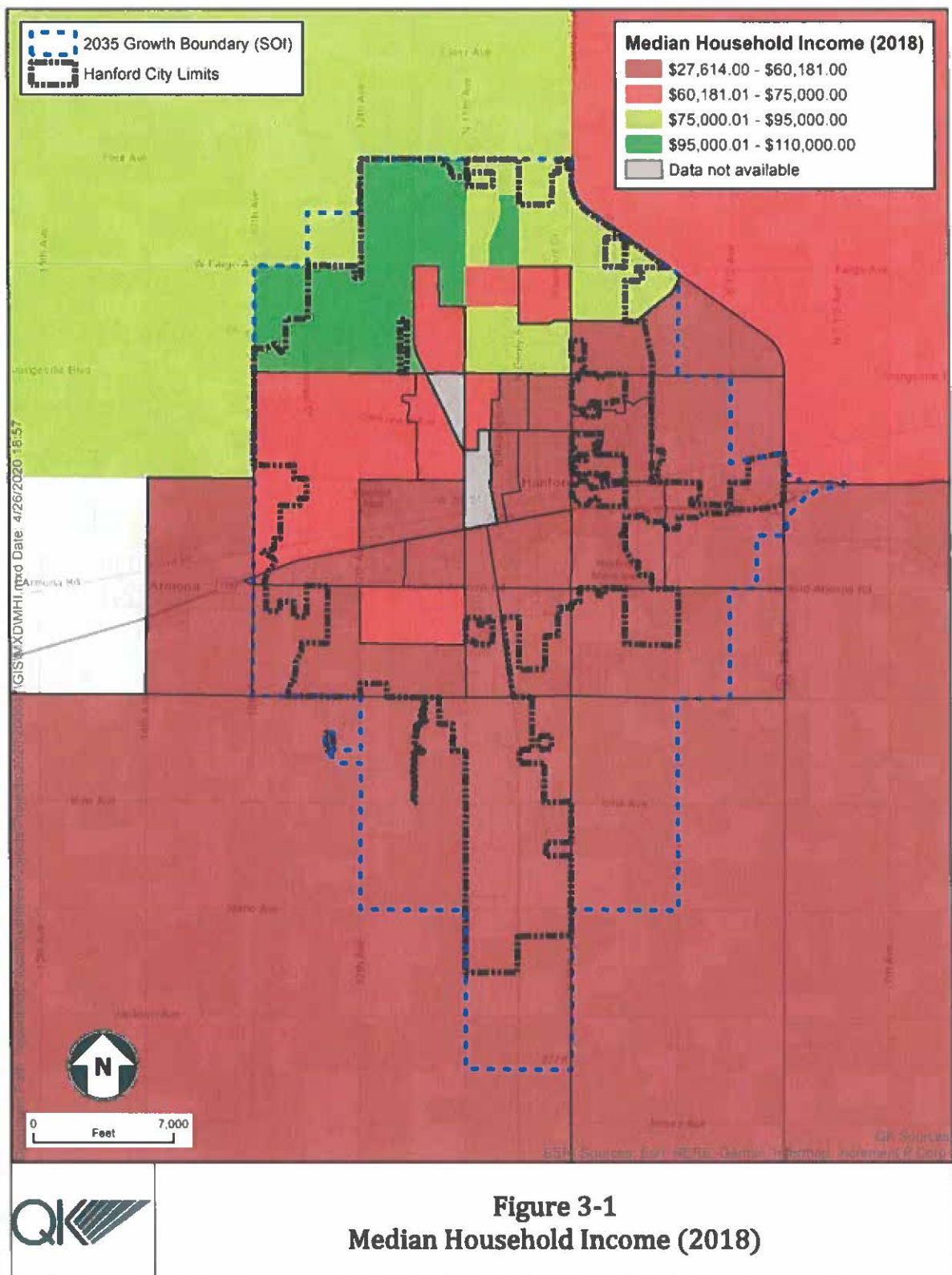
Disadvantaged Unincorporated Communities (DUCs) are defined as inhabited territory (12 or more registered voters) that constitutes all or a portion of a community with an annual median household income of or below \$60,181 which is less than 80 percent of the statewide annual median household income of \$75,227 in 2018 (California Department of Finance, 2018). Communities meeting this financial threshold were specifically identified as an area of concern by Senate Bill 244, adopted into State law in 2011. These communities may also lack essential municipal services such as water, wastewater, or stormwater drainage as they may have been developed prior to infrastructure being installed in proximity to them. Furthermore, structural fire protection may be inconsistent in these areas due to lack of agreements or memorandums of understanding that provide mutual aid from adjacent jurisdictions if there is a need. Kings LAFCo has not adopted a policy or more specific definition of DUCs, therefore, the criteria within State law will be utilized.

Pursuant to State law, LAFCo is required to identify any adjacent DUCs and determine if they should be included within any SOI amendment of an existing city or special district or potentially included during the consideration of any special district formation in the future (California Legislative Information, 2011).

The City of Hanford provides its own potable water service, wastewater, storm drain, and fire and emergency services within its jurisdiction. As it pertains to the previously mentioned services, the County islands primarily rely on the City for those services, with a few exceptions as detailed in Table 1-2. All of the County islands receive services pertaining to water, wastewater, storm drain and fire and emergency services from either private source, the City, or the County.

Outside the city limits, fire protection and emergency service are provided by Kings County. The City of Hanford provides water service to County islands 2 through 7, provides wastewater collection to Islands 2 and 3 through 7. Hanford provides wastewater disposal services to County islands 1 through 6 and 8. Storm drain/Flood Control is provided by the County to all County islands. Furthermore, Home Garden is the only established community receives water and wastewater services from Hanford.

As shown in Figure 3-1, the majority of the area within the bounds of the city limits and SOI has a median household income that is less than 80 percent of the California's median household income or near that threshold. Although these areas are below the median income level, the appropriate services are currently being provided. However, there are several areas outside of the city limits that are below the 80 percent threshold for median household income, including several County islands. All of the County islands are considered inhabited because they have more than 12 registered voters. As identified in Table 1-2, the County islands that do not receive services, shall be determined a disadvantaged unincorporated community. This is one of the reasons why the County islands are proposed for annexation.



As shown in Figure 3-2, Home Garden CSD is the only CSD within the City's SOI. The CSD provides its own potable water services to its residents. Home Garden relies on the City of Hanford for wastewater services and Kings County for police and fire and emergency services.

Therefore, most of the land within the SOI, excluding Home Garden, can be considered as a DUC as their median income is below 80 percent of the statewide average. Furthermore, as some of these neighborhoods receive private water services or maintain their own private wastewater system, they are considered disadvantaged as they do not receive the benefit of having municipal level services. Lastly, fire protection is provided to these areas by the County currently, so they are not disadvantaged with respect to lacking structural fire protection. The Kings County Fire Department serves the unincorporated areas of the County including the four communities of Armona, Home Garden, Kettleman City, and Stratford (Kings County General Plan, 2010).

In addition, there are several parcels outside the western extent of the city limits (within the City's SOI) which may become a DUC as shown in Figure 3-2. This area is near the level of income that can establish them as a DUC, outside of the water, wastewater, and fire and emergency service boundary of the City, and is not within a service provider's boundary.

3.2 - Determinations

Determination 3-1 - There are Census Block Groups within the City of Hanford that have a median household income below \$60,181 (80 percent of the statewide median household income).

Determination 3-2 - There are areas currently within the City's SOI that can be considered unincorporated disadvantaged communities due to median household income being below 80 percent of the statewide average.

Determination 3-3 - The community of Home Garden is within the City of Hanford's SOI and currently provides potable water service. Wastewater service is provided by the City and fire and emergency protection services from Kings County. These areas would only be considered disadvantaged based on income, not from a service delivery standpoint.

Determination 3-4 - There are areas within the SOI that currently receive water and/or sewer through private facilities, such as wells and septic tanks, while receiving fire and emergency protection services from Kings County and are below the 80 percent threshold of medium household income. These areas would be considered disadvantaged from a service delivery and an income standpoint and should be evaluated on a case by case basis when there is a neighborhood of 12 or more registered voters that could be included in a future annexation, per State law.

Determination 3-5 - Areas designated as having potential to become a DUC should be monitored and reviewed during the next municipal service review for the City.



Figure 3-2
Disadvantaged Unincorporated Community Areas

SECTION 4 - CITY OF HANFORD SERVICE REVIEW

4.1 - Present and Planned Capacity of Public Facilities and Adequacy of Public Services, Including Infrastructure Needs or Deficiencies

The purpose of this section is to evaluate the infrastructure needs and deficiencies of the City of Hanford in terms of availability of resources, capacity to deliver services, condition of facilities, planned improvements, service quality, and levels of service.

LAFCo is responsible for determining that an agency requesting an SOI amendment is reasonably capable of providing needed resources and basic infrastructure to serve areas within the City and its SOI. It is important that these findings of infrastructure and resource availability are made when revisions to the SOI and annexations occur. LAFCo accomplishes this by evaluating whether resources and services are being expanded in line with increasing demands.

4.1.1 - CAPITAL IMPROVEMENT PLAN (FISCAL YEARS 2020 TO 2024)

The City's five-year Capital Improvement Plan (CIP) involved collaboration by the Engineering and Community Development Departments to evaluate the City's capital improvement needs to accommodate the community both now and in the future. The five-year CIP is reviewed annually and includes projects from nine categories: Airport, Industrial Park, Facilities and General Projects, Parks and Recreation, Transportation, Storm Drainage, Wastewater, Water, and Downtown Projects. The largest contribution of funds for Fiscal Year 2019-2020 goes to water projects (approximately \$3.48 million or 34 percent of total CIP budget)(City of Hanford, 2020).

Table 4-1
Capital Improvement Plan Funding Breakdown by Category

| Project Category | Project Funding | Overall Percentage |
|---------------------------------|------------------------|---------------------------|
| Facilities and General Projects | \$972,500 | 9% |
| Parks & Recreation Projects | \$662,000 | 6% |
| Transportation Projects | \$2,965,000 | 29% |
| Storm Drainage Projects | \$560,950 | 6% |
| Wastewater Projects | \$220,000 | 2% |
| Water Projects | \$3,480,000 | 34% |
| Downtown Projects | \$140,000 | 1% |
| Airport Projects | \$1,160,000 | 11% |
| Industrial Park Projects | \$175,000 | 2% |
| Total | \$10,335,450 | 100% |

Source: City of Hanford - Capital Improvement Plan - Fiscal Years 2020 to 2024

Current and potential projects are listed by project title and funding source. In the event of budget shortfalls, there is not a guiding policy that indicates how priorities would be derived. The development of clear policies and quantifiable goals for the CIP would aid in its development of clear, justified projects and allow for year to year evaluation to determine the effectiveness of the CIP for staff, elected officials, and the public. The City has adopted some policies for the general budgeting process as well as adopted some visioning principles in the General Plan. The establishment of benchmarks and/or performance indicators would allow for the City to hold itself accountable on its progress and implementation of the adopted CIP.

Determinations

Determination 4.1.1-1 – The City annually adopts a Capital Improvement Plan that identifies key capital projects that are needed to enhance services to residents.

Determination 4.1.1-2 – The Capital Improvement Plan could include milestones, performance indicators and/or specific goals consistent with the visioning principles of the General Plan to benchmark its progress in achieving specific levels of service for its residents.

4.1.2 - WATER

Summary of Prior MSR Findings

The 2007 MSR identified that Hanford relies completely upon groundwater for its domestic use, and the City was operating 19 groundwater wells. The groundwater basin underlying the City is the Tulare Lake Basin, which is part of the Tulare Hydrologic Region within the San Joaquin Valley. The total storage capacity of the subbasin is 17,100,000 acre-feet to a depth of 300 feet and 82,500 acre-feet to the base of fresh groundwater.

At the time of the previous MSR, the City had just updated the Water Master Plan in February 2006. That Master Plan identified the 1995 Level Overdraft for the Tulare Lake Region at 820,000 acre-feet. According to the Master Plan, groundwater overdraft is expected to decline to 670,000 acre-feet during the 2020 average and drought years.

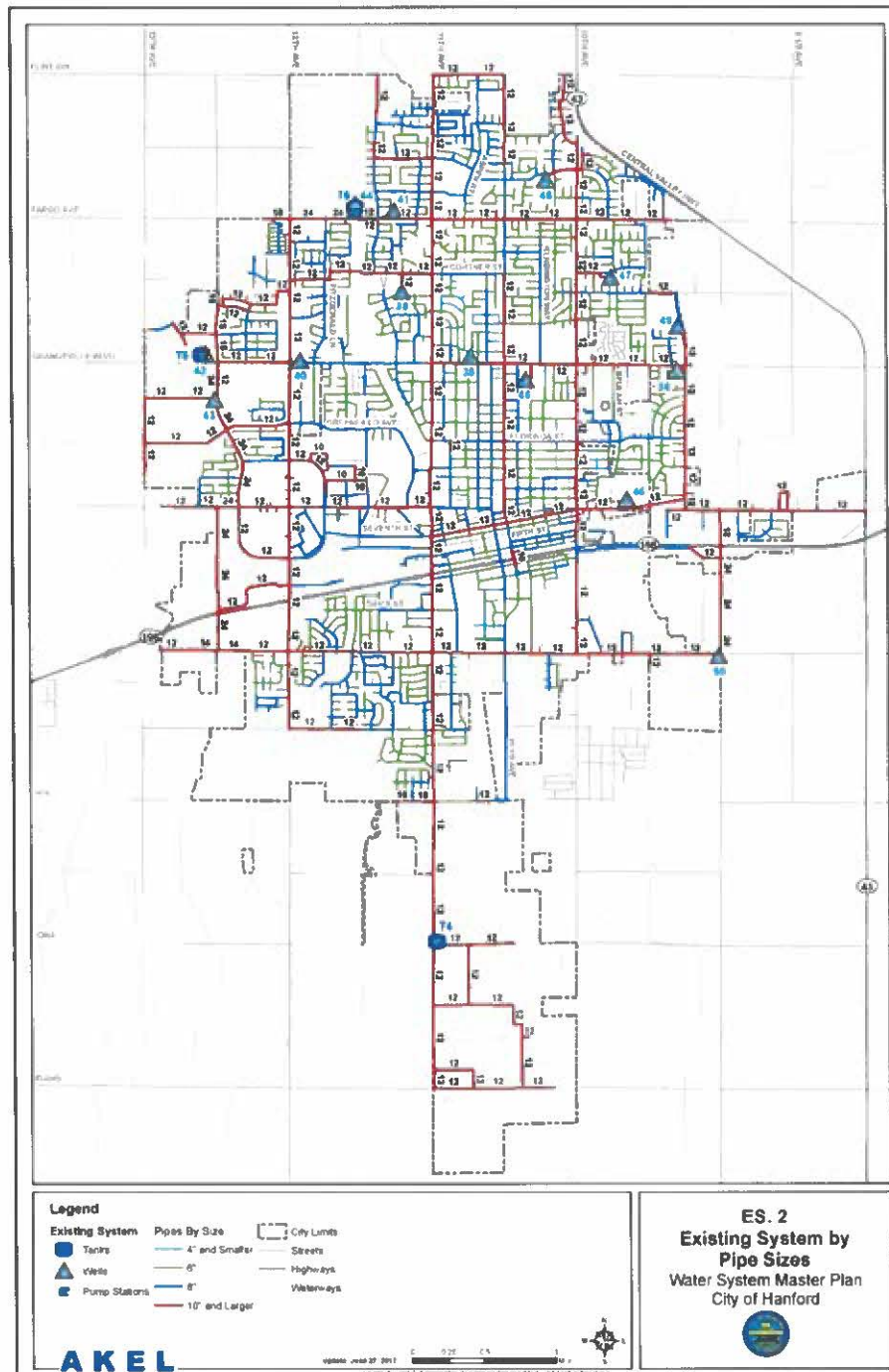
The Federal Arsenic Minimum Containment Level of 0.010 milligrams per liter was established by the United States Environmental Protection Agency (EPA) and went into effect in January of 2006. At that time of the previous MSR, the City of Hanford had received a Notice of Violation from the California Department of Health Services informing the City that five of their wells do not comply with the new Federal Arsenic MCL. The non-compliance notice did not require termination of the use of the identified wells but did require the City to provide quarterly monitoring reports and public notice of non-compliance. When the previous MSR was published, the City's water system and water quality were in compliance with the new Federal Standards. The City implemented a plan for reducing arsenic in its groundwater supply system.

The City's municipal water system pumping capacity was 24,455 gallons per minute or 35.2 million gallons a day according to the 2005 Urban Water Management Plan. The total storage capacity was 2.8 million gallons (Kings County LAFCo, 2007).

Current Conditions

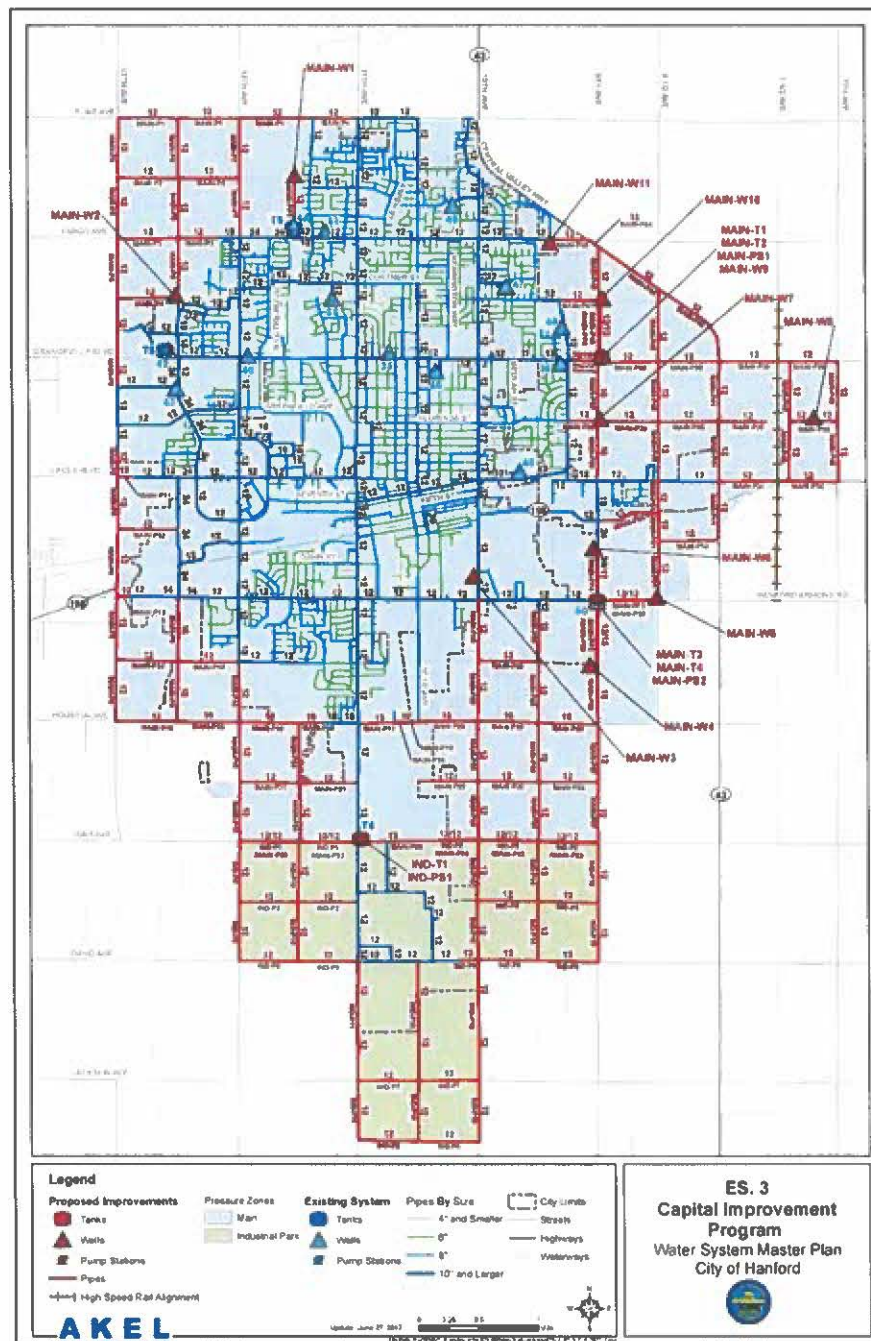
The City completed an updated Water System Master Plan in 2017 that updated much of the information identified in the prior 2007 MSR. Figure 4-1 shows the extent of the existing water system. Figure 4-2 shows the planned system intended to serve the entire area planned for growth in the General Plan.

The City's municipal water system currently consists of 14 active groundwater wells, three storage reservoirs that have a cumulative capacity of 3.5 million gallons, 217 miles of distribution pipelines, and fire hydrants (City of Hanford, 2017). The City's generally flat topography slopes from the northeast to the southwest from approximately 255 feet in the northeast to approximately 225 feet in the southwest. With this generally flat topography, the City operates two pressure zones, with the primary pressure zone covering areas north of the Kings Industrial Park and the remaining pressure zone serving the Kings Industrial Park, located south of Iona Avenue.



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Figure 4-1
Hanford Existing Water System



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Figure 4-2
Hanford Proposed Buildout of Water System

The City continues to use groundwater as the sole source of water supply. The City's current total rated supply is 34.9 million gallons per day (mgd). Consistent with the system performance and design criteria the firm capacity was calculated as the capacity with the largest well out of service and is equal to 32 mgd. Each tank is briefly discussed in the following:

- Tank 4 is a 0.5 MG ground level steel storage tank at the intersection of 11th Avenue and Iona Avenue that serves the Industrial Park to satisfy normal domestic demands plus fire flows. The tank is filled from the Main Pressure Zone through an altitude valve connected to a 12-inch pipeline on 11th Avenue. Booster pumps supply the Industrial Park Pressure Zone from the tank, maintaining a downstream pressure of approximately 80 psi. The tank can be bypassed to serve the Industrial Park Pressure Zone in the event of an emergency or for normal tank maintenance.
- Tank 5 is composed of two interconnected 1.0 MG ground level steel storage tanks at the intersection of Grangeville Boulevard and Centennial Drive that serve the Main Pressure Zone to satisfy normal domestic demands. The tanks are directly filled from Wells 40, 42, 43, which are controlled by SCADA to maintain set levels within the tanks. Booster pumps supply the Main Pressure Zone from the tanks and are controlled by SCADA to turn on and off based on specific downstream pressures.
- Tank 6 is a 1.0 MG ground level steel storage tank at the intersection Fargo Avenue and the BNSF railroad that serves the Main Pressure Zone to satisfy normal domestic demands. The tank is filled from wells 41 and 44, which are controlled by SCADA to maintain set levels within the tanks. Booster pumps supply the Main Pressure Zone from the tanks and are controlled by SCADA to turn on and off based on specified downstream pressures.

Future storage requirements were identified based on the City's anticipated development through the horizon of the Master Plan. The Master Plan describes future domestic water demands and identifies operational fire storage requirements for each zone. The total required storage for future domestic water demand is 6.1 million gallons; the total capacity is currently 5.84 million gallons. The Water Master Plan describes three proposed storage reservoirs (Northeast Storage Facility, Southeast Storage Facility, and the Industrial Park Storage Expansion) that are planned to increase storage capacity to meet the future demand.

The 2013 maximum day and peak hour demands at 100 percent occupancy are calculated at 21.1 mgd and 30.2 mgd, respectively. The projected total maximum day demand and peak hour demand for the buildout of the Planned Area Boundary at 100 percent occupancy are 38.5 mgd and 55.0 mgd, respectively. Water demands vary with time of day and by account type according to the land use designation. These fluctuations were accounted for in the modeling effort and evaluation of the water distribution system. Daytime demand patterns affect the water levels in storage reservoirs and amount of flow through distribution mains. A daytime curve was used to model the demand patterns of existing customers. The peaks in the daytime pattern match the peaking factors recommended in the Master Plan.

The costs identified within the Water Master Plan are described in the Capital Improvement Program. In total, the CIP includes approximately 70 miles of pipeline improvements, 11 new wells, five new storage reservoirs, and three new booster stations, with a project cost totaling over \$95.2 million (City of Hanford, 2017).

As described in the last MSR, the City's groundwater supply has one water quality constituent that has historically required mitigation measures to ensure the supply is not limited, which is arsenic. Arsenic is concentrated in the clay strata beneath the City, and hydrogen sulfide, which may cause discoloration, adverse taste, and a smell typically compared to rotten eggs. The City has implemented a chlorination program for the water supply, and hydrogen sulfide is no longer considered a water constituent of concern.

Through the preparation of several studies, the City has determined the best methods for reducing the levels of arsenic in their water supply. The City has considered different methods to reduce arsenic concentrations below the maximum contaminant level. Considerations included:

- Abandon high arsenic wells and drill replacement wells with lower concentrations;
- Blend water from wells with higher concentrations with wells of lower concentrations;
- Install well head treatment; and
- Rehabilitate wells that produce water with high arsenic concentrations to a block of strata with low concentrations, producing water low in arsenic.

A non-treatment-based approach was determined to be the most cost effective for the City and was comprised of the following three improvement projects:

- Abandon six shallow wells with low production and high arsenic concentration. Replace the abandoned wells with two wells of a higher production capacity and lower arsenic concentration;
- Abandon and replace three wells that could not be rehabilitated with new wells with higher production capacities and acceptable arsenic conditions; and
- Rehabilitate three deep wells to ensure they only extract groundwater from a zone with lower arsenic concentrations.

Upon the implementation of these arsenic improvement projects, The City's water supply can reliably produce water below the maximum contaminant level for arsenic. Based on the current arsenic levels the long-term reliability of the City's water supply is not affected.

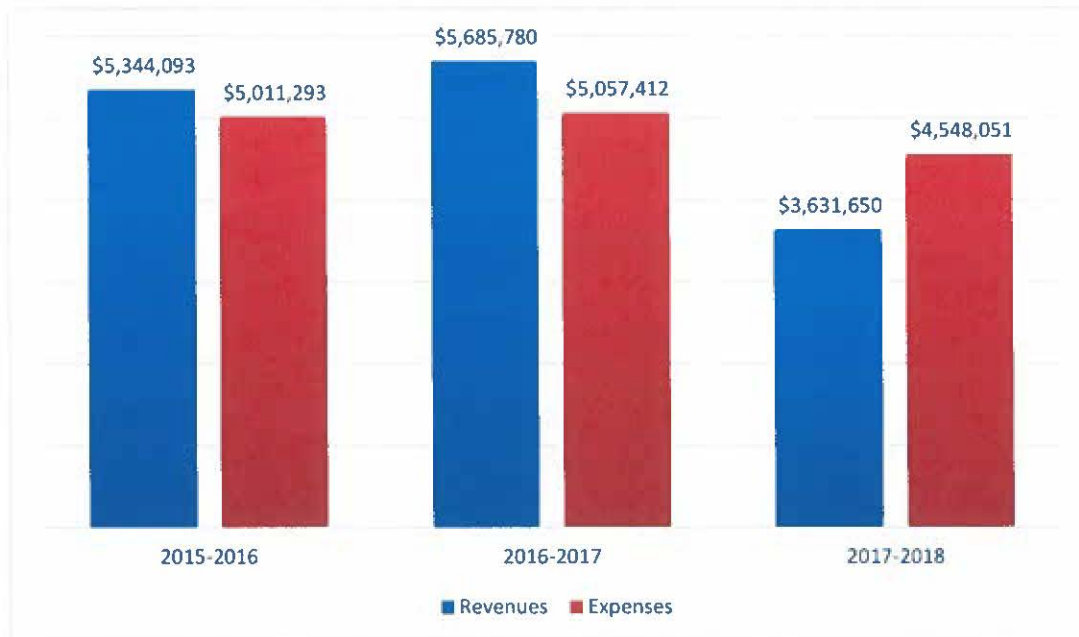
WATER DEPARTMENT FUNDING

Within Public Works, the Water Department revenues are comprised of enterprise funds collected through user fees. As an enterprise fund, this service typically does not impact the General Fund as it generates revenues that can only be used to provide the identified service, in this case water delivery and supply. Revenue budgeted for water utility related activities

total \$5.61 million in 2018-19, a decrease of approximately 1.3 percent under the prior year's actual revenues.

As shown in Chart 4-1, the revenues of the department often outpace expenses in order to fund capital projects. Since the water utility operates as an enterprise fund, the department is not dependent on General Fund and special revenues (City of Hanford, 2020).

Chart 4-1
Water Department Revenues and Expenditures (Maintenance and Operations)¹



SOURCE: CITY OF HANFORD 2020 **ABILITY TO SERVE ANNEXED POPULATION**

The City currently supplies and distributes water to six of the eight County islands proposed to be annexed. The population of the other two islands that currently use private wells is 57. Were the City to annex the islands, it would need to strategize a way to provide water to 57 more residents.

The City's Water System Master Plan sought to plan for the future population of Hanford, with an anticipated 2035 population of 90,000 (City of Hanford, 2017). The predicted 2018 population according to the Master Plan was 60,538, which is 3,628 more than the actual population according to the American Community Survey. Given the difference between planned and actual population, the addition of the 57 residents to the water system is more

¹ The values illustrated in the chart are the gross values from the FY 2019-2020 Budget. These values represent an accurate portrayal of the departments solvency due to the municipality balancing the department's budget, also known as a "zero sum budget". All other charts in this document follow this same format.

than feasible if the City achieves the proposed goals of the Water System Master Plan to account for its anticipated future population.

Determinations

Determination 4.1.2-1 – The City operates a municipal water enterprise that services its residents.

Determination 4.1.2-2 – The City has completed and adopted a Water System Master Plan in September 2017 to better identify and improve operations of the water system and plan for future needs of the City in accordance with population projects.

Determination 4.1.2-3 – The City should monitor the well efficiencies on a frequent basis to adequately manage the groundwater supply.

Determination 4.1.2-4 – The City would be able to adequately serve the increased population of 57 residents, were the City to annex the County islands.

4.1.3 - WASTEWATER

Summary of Prior MSR Findings

The 2007 MSR identified that the City has the ability to discharge up to eight million gallons per day of treated wastewater effluent. The Wastewater Treatment Facility (WWTF) is a two-stage trickling filter and extended aeration facility that was originally constructed in 1948 (Kings County LAFCo, 2007). Five upgrades and expansions have occurred since then, the most recent of which was in 2004.

The City initiated a program to ensure long-term reuse for treated disinfected wastewater for agricultural purposes and recharge of groundwater supplies for agriculture. The City has obtained a "Master Reclamation Permit" from the California Regional Water Quality Control Board for this purpose. Approximately 70 to 80 percent of the influent to the wastewater facility is reused for agricultural irrigation as allowed under the Regional Water Quality Control Board's Master Reclamation Permit. Effluent is used to irrigate crops on privately owned land.

Hanford's system includes 8" to 30" pipes with 12" mains laid out on an approximate one-mile grid. Expansion will involve continued looping of lines and expansion of fire flow response facilities. The City has determined that there are few system constraints for future development.

Current Conditions

The City most recently updated their Sewer System Master Plan in 2017. The planning boundary and horizon for the Master Plan were developed in accordance with the City's recently adopted General Plan. The Master Plan takes into consideration the population growth of the city, and documents growth assumptions and known future developments (City of Hanford, 2017).

The City's wastewater treatment plant treats nearly 1.9 billion gallons of sewage each year. The most recent expansion upgrade in 2004 increased the treatment capacity from 5.5 to 8.0 million gallons a day, allowing the plant to serve the equivalent of over 8,000 new single-family dwellings. The expansion included a new influent pump station, head works, grit removal, oxidation ditch, and irrigation pump station, as well as several modifications to existing buildings and structures (City of Hanford, 2017).

The new irrigation pump station allows the City to discharge secondary treated disinfected effluent to Lakeside Ditch Company for crop irrigation of over 10,000 acres through a reclamation permit issued by the Regional Water Quality Control Board. City staff is currently in the process of developing a new long-term reclamation project agreement with Lakeside Ditch Company.

In an effort to control the high cost of effluent sludge storage and disposal, the City has budgeted to purchase a solid dewatering system, otherwise known as a centrifuge unit. This

facility will reduce the need for additional drying beds in the future. Drying time and processing the sludge will be reduced by removing liquid before final drying in the existing sludge beds. This process will allow the City to produce a Class A sludge for disposal at a licensed composting facility (City of Hanford, 2017).

The City completed an updated Sewer System Master Plan in 2017 that addressed many of the action items identified in the prior 2007 MSR. Figure 4-3 shows the extent of the existing system. Figure 4-4 shows the planned expansion in the Master Plan and will service the growth anticipated in the General Plan.

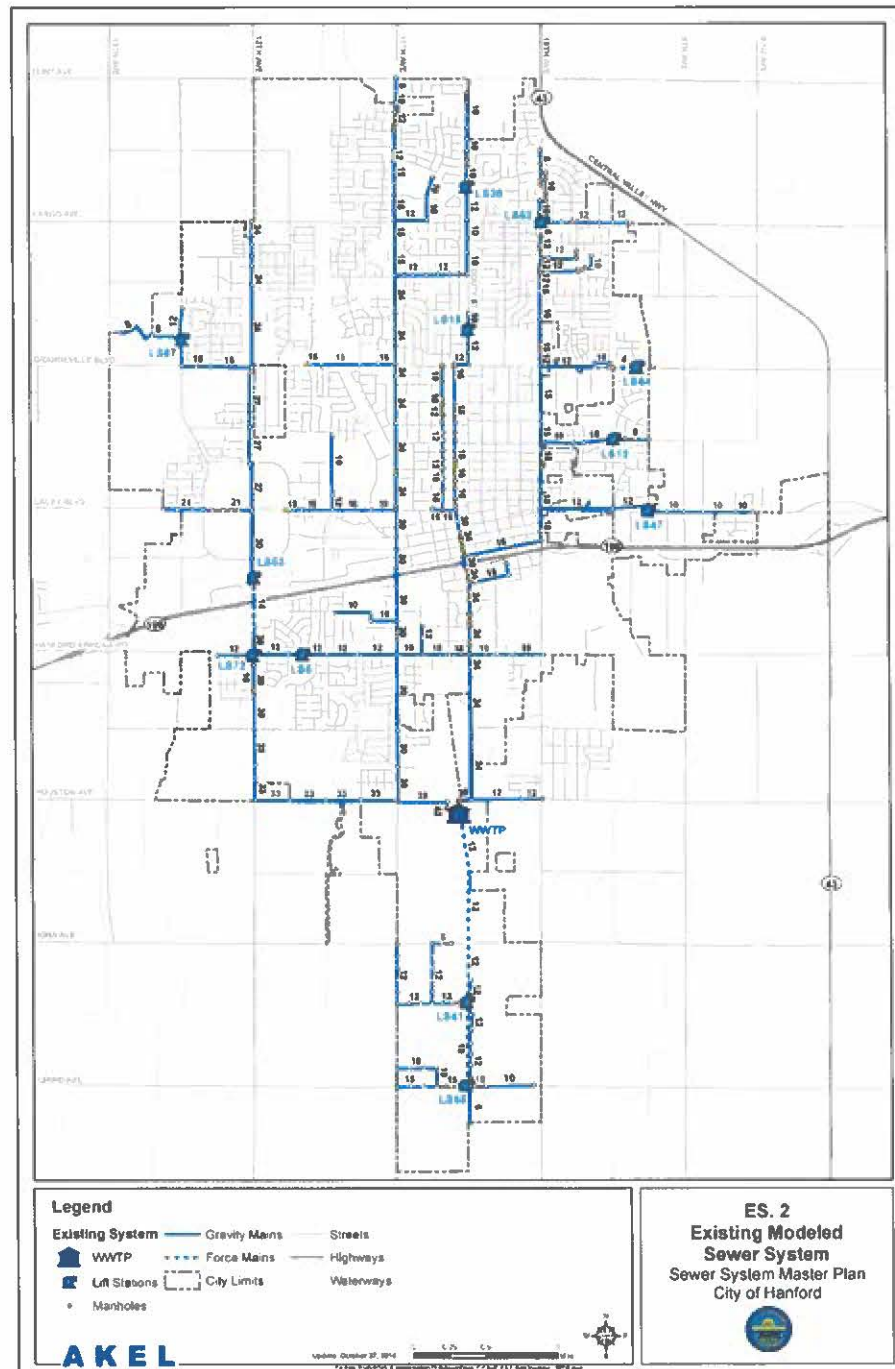
The City's sewer system services residential and non-residential lands within the service area. This service area includes:

- 6,059 acres of developed lands inside the city limits,
- 2,765 acres of undeveloped lands inside the city limits, and
- 265 acres of underutilized lands inside the city limits that are expected to redevelop.

The capacities of pump stations are evaluated and designed to meet the peak wet weather flows with one standby pump having a capacity equal to the largest operating unit. The standby pump provides a safety factor in case the duty pump malfunctions during operations and allows for maintenance.

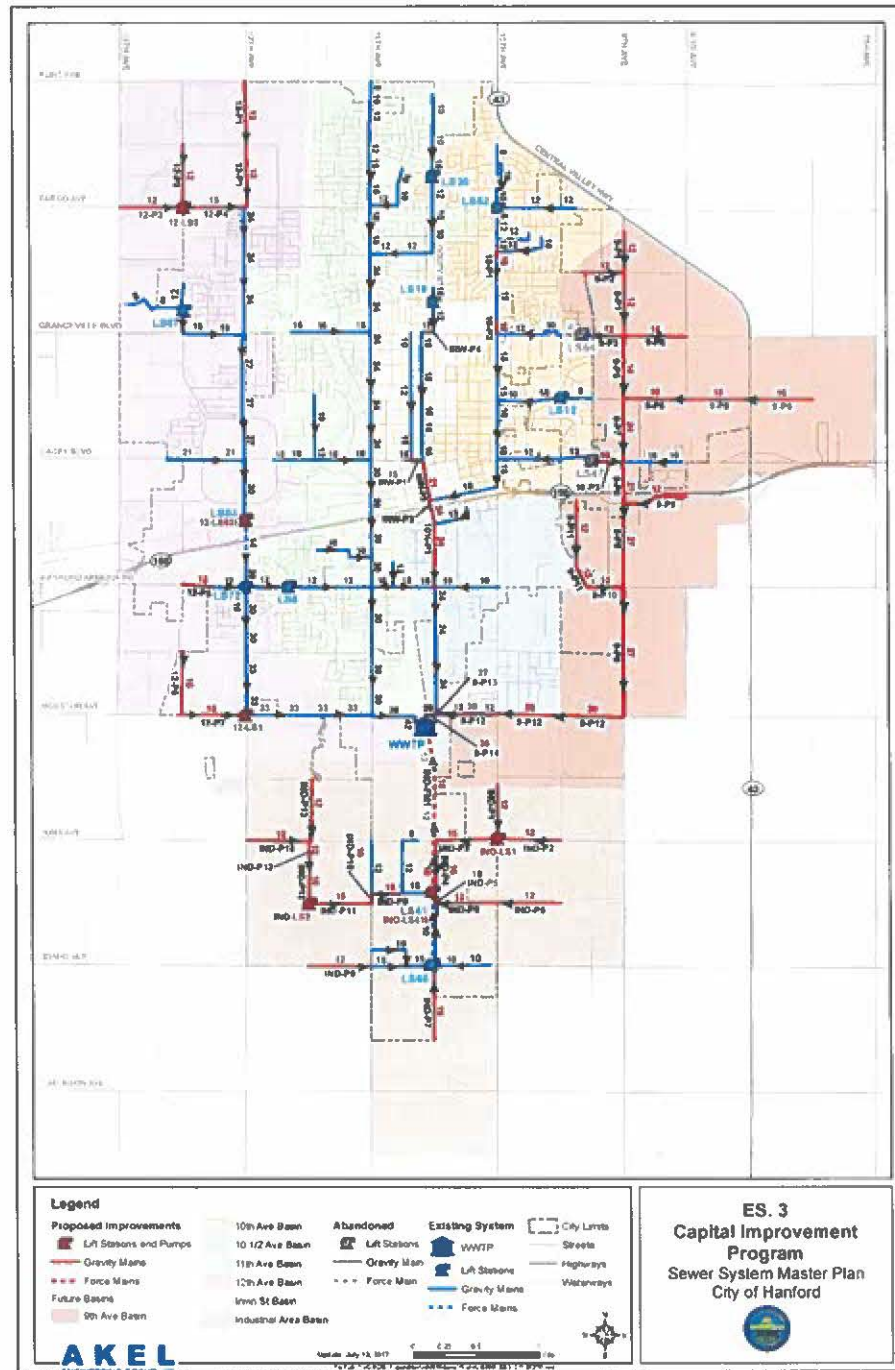
Based on the City's topography, the sewer system is divided into six separate dendritic sewer collection basins, each defining the boundaries of a sewer collection trunk system. The following are the six major wastewater collection basins:

- The 10th Avenue Collection Basin encompasses 3,023 acres in the northeast portion of the City. This basin collects flows along 10th Avenue, starting at Encore Drive, where a 10-inch trunk conveys flow south to Lift Station 52, at the Fargo Avenue. Flows are pumped through a 6-inch force main to a 12-inch trunk beginning at Birch Avenue, where flow continues south to Lakewood Drive, where it continues as a 15-inch south to Florinda Street. At Florinda Street, the 15-inch trunk increases in size to an 18-inch trunk and continues along 10th Avenue to Fourth Street, where it turns west and continues on Fourth Street before joining the 30-inch trunk in Irwin Street.
- The 10 ½ Avenue Collection Basin encompasses 2,954 acres in the east-central part of the City. This basin collects flows generally east of 10 ½ Avenue, between Highway 198 and Houston Avenue. The main trunk begins at the intersection of Fourth Street and Irwin Street, where a 30-inch trunk crossing Highway 198 conveys flow south to a 24-inch trunk at Third Street. The pipe continues south along 10 ½ Avenue until reaching Houston Avenue where it connects a 30-inch trunk. This 30-inch trunk then conveys flow west along Houston Avenue, increasing in size to 36 inches. The 36-inch trunk then increases to a 48-inch diameter trunk at the WWTP property prior to discharge at the headworks.



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Figure 4-3
Hanford Existing Wastewater System



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Figure 4-4
Hanford Proposed Wastewater System

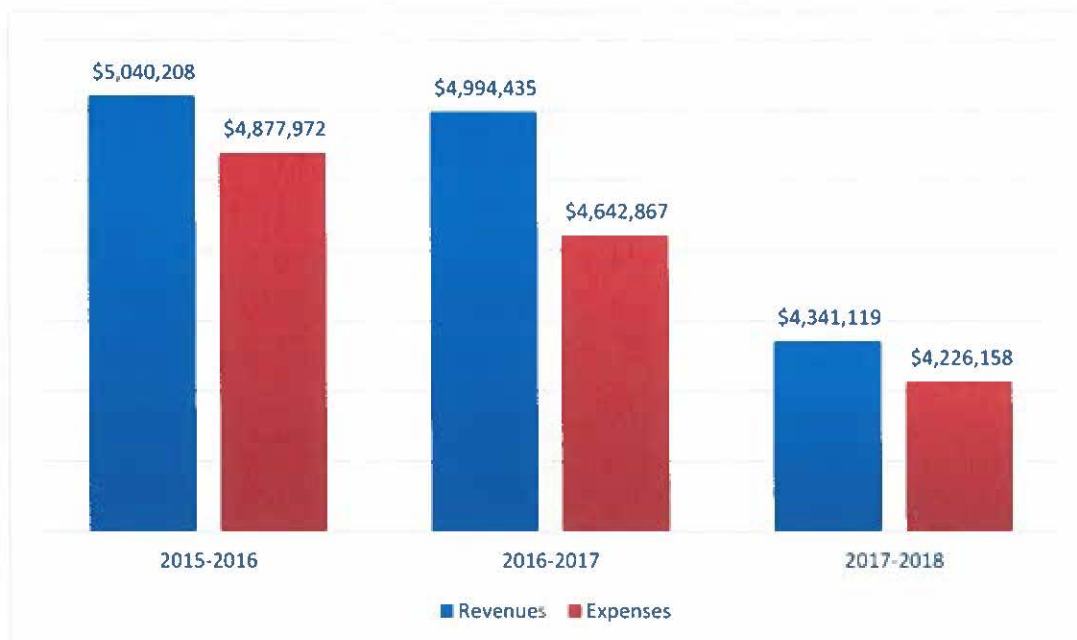
- The 11th Avenue Collection Basin encompasses 3,243 acres in central and north-central Hanford. This basin collects flow generally between 12th Avenue and 10th Avenue, starting at Flint Avenue and conveying flow south to Houston Avenue. Starting at Flint Avenue, flow is collected along 11th Avenue in 8-inch, 10-inch, and 12-inch pipelines before entering a 15-inch at Pepper Drive. Flow continues south in a 15-inch pipeline before increasing in size to a 24-inch trunk at Corner Street. Flow continues south along 11th Avenue before increasing in size to a 30-inch trunk at Lacey Boulevard, where it continues until joining a 39-inch trunk at Houston Avenue, where it continues to the WWTP.
- The 12th Avenue Collection Basin encompasses 4,218 acres in the western part of the City. This basin flows generally between 13th Avenue and 12th Avenue, starting at Fargo Ave and continuing south until the City WWTP. Starting at Fargo Avenue flow is collected along a 12th Avenue in a 24-inch trunk before increasing in size to a 27-inch trunk at Grangeville Boulevard. Flow continues in a 27-inch trunk south along 12th Avenue until increasing in size to a 30-inch trunk at Lacey Boulevard, where it continues to Lift Station 52 at Glendale Avenue. Flows are pumped through a 14-inch force main to Hayden Avenue, where it transitions to gravity flow in a 30-inch trunk and continues south to Hume Avenue. From Hume Avenue, flows continue south along 12th Avenue in a 33-inch trunk before turning west at Houston Avenue, where it continues to 11th Avenue. At 11th Avenue, the trunk diameter increases in size to a 39-inch, before continuing to the WWTP.
- The Irwin Collection Basin encompasses 670 acres in the central portion of the City. It is bound to the north by Terrace Drive and to the south by Third Street. The basin is generally bound to the east and west by the 10th Avenue and 11th Avenue, respectively. Starting at Terrace Drive flow is collected in a 12-inch trunk before increasing in size to a 15-inch trunk at Grangeville Boulevard. Flow continues south along Irwin Street in a 16-inch trunk at Ivy Street, which continues south to Lacey Boulevard. At Lacey Boulevard, the trunk diameter increases to a 20-inch for a short distance, before once again increasing in size to a 24-inch trunk north of Sixth Street. Flows continue south and combine with the 10 ½ Avenue collection basin at Fourth Street.
- The Industrial Area Collection Basin encompasses 4,131 acres in the southern portion of the City. This basin is bound to the north by Houston Avenue and to the south by Jackson Avenue, respectively. 12th Avenue and 9th Avenue serve as the western and eastern limits of this basin. Flows are generally conveyed by gravity along Idaho Avenue in 8-inch, 10-inch, and 15-inch gravity trunks before being conveyed to Lift Station 65, where they are pumped through a 10-inch force main to Lift Station 41. Additional flows are collected along Industry Avenue and BNSF railway and conveyed by gravity in 10-inch, 12-inch, and 15-inch trunks to Lift Station 41. Flows from tributary to Lift Station 41 and pumped from Lift Station 65 are combined at Lift Station 41, where they are pumped through a 12-inch force main to the WWTP.

The City currently maintains 21 lift stations in the sewer collection system. The oldest lift station was built in 1959, and the most recent station was built in 2004. The lift stations are operated to turn “on” or “off” based on the levels in their wet wells.

SEWER DEPARTMENT FUNDING

Within Public Works, the Sewer Department revenues are comprised of enterprise funds collected through user fees. As an enterprise fund, this service typically does not impact the General Fund as it generates revenues that can only be used to provide the identified service, in this case sewer service. Revenue budgeted for wastewater utility related activities total \$4.41 million in 2018-19, an increase of approximately 41.9 percent over the prior year's actual revenues.

Chart 4-2
Sewer Department Revenues and Expenditures



Source: City of Hanford 2020

As shown in Chart 4-2, the department revenues have outpaced expenses in the past. The department is aware of the decline in revenue, however, the department is expecting to have sufficient funds to meet their expenditures going forward, which is supported by a solvent rate structure. Since the wastewater utility operates as an enterprise fund, the department is not dependent on General Fund and/or special revenues (City of Hanford, 2020).

ABILITY TO SERVE ANNEXED POPULATION

The City currently provides wastewater collection service to five of the eight County islands proposed to be annexed and provides wastewater disposal to seven of the eight County islands proposed to be annexed. The population of the three islands that have private wastewater collection is 367, and the population of the one island with private wastewater disposal is 109. If the City were to annex the islands, it would need to strategize a way to provide wastewater collection and disposal for an additional 476 persons.

The City's Sewer System Master Plan sought to plan for the future population of Hanford, with an anticipated 2035 population of 90,000 (City of Hanford, 2017). The predicted 2018 population according to the Plan was 60,538, which is 3,628 more than the predicted population per American Community Survey. Given the difference in estimated population, the addition of 476 residents for wastewater collection and disposal is feasible if the City achieves the proposed goals of the Sewer System Master Plan.

Determinations

Determination 4.1.3-1 – The City operates a municipal sewer enterprise that services its residents.

Determination 4.1.3-2 – The City has completed and adopted a Sewer System Master Plan in September 2017 to better identify and improve operations of the water system and plan for future needs of the City in accordance with population projects.

Determination 4.1.3-3 – The City would be able to adequately serve the increased population of 476 residents who do not already receive either wastewater collection or disposal services from the City were the City to annex the County islands. The level of service will be adequate if the City achieves its proposed goals of the Sewer System Master Plan.

4.1.4 - FIRE PROTECTION

Summary of Prior MSR Findings

Fire suppression services were reviewed by LAFCo in 2007 as part of the comprehensive MSR. The City of Hanford provides fire protection services to all the incorporated area. Since the adoption of the last MSR, a new fire station was built in 2019. The previous MSR described future capital improvements to include the construction of two additional fire stations (Stations 3 and 4 on the western portion of Hanford, and the addition of 18 fire personnel and equipment.

The previous MSR described some benefit in incorporating various departments under one "government center" to facilitate with administrative tasks and coordination. The City coordinates very closely between law enforcement and fire protection.

Current Conditions

The Hanford Fire Department provides emergency and fire protection services for residents and buildings within the city limits. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management.

The mission statement of the Hanford Fire Department is "to protect residents and visitors of Hanford from conditions that would pose a threat of life, environment, and property by utilizing aggressive prevention techniques and, when needed, respond to all emergencies in a safe, swift, and efficient manner" (City of Hanford, 2020). The total call volume for 2018 was 6,378. This includes medical, fire, mutual aids, and other emergency responses. The Hanford Fire Department has a total of 33 personnel (Hanford, 2020).

The General Plan does not establish a goal for a minimum fire insurance services organization (ISO) rating. The Fire ISO rating appraises cities and counties on their fire protection services (ISO rating is on a scale of 1 to 10, with 1 being best). The level of fire protection according to Insurance Services Office Inc., is 2 (The Sentinel, 2016).

FACILITIES AND INFRASTRUCTURE

The City has three fire stations. Station 1 is located at 350 W. Grangeville Boulevard, Station 2 at 10553 Houston Avenue, and Station 3 at 1070 South 12th Street. Station 3 is the most recent one, built in 2019. Hanford owns an additional two sites designated for future fire stations. The first future station is planned at Centennial Drive and Berkshire Lane in the city's northwest quadrant. An eastside fire station is also planned at 9 ¼ Avenue and Florinda street.

The current facilities were not identified as having any deficiencies during the last MSR cycle that reviewed the Fire Department infrastructure. In the Fiscal Year (FY) 2020-24 Capital

Improvement Plan (CIP) Budget, the CIP did not identify any major projects pertaining to the Fire Department facilities and its needs.

FIRE DEPARTMENT FUNDING

The Fire Department revenues are comprised of the General Fund, Grants, and Fire Department Service Fees, among other miscellaneous things. Ninety-seven percent of the budget of the Fire Department is for Fire Administration, and three percent is for Fire Prevention (City of Hanford, 2020). Revenue budgeted for the Fire Department totals \$530,500 in 2018-19, an increase of approximately 26.5 percent over the prior year's budget.

**Chart 4-3
Fire Department Revenues and Expenditures**



Source: City of Hanford 2020

As shown in Chart 4-3, the department is not a revenue generating department and is largely dependent on General Fund and special revenues. Of all expenditures citywide, the Fire Department comprises 7.4 percent of total expenditures (California State Controller's Office, 2018).

ABILITY TO SERVE ANNEXED POPULATION

The County is currently responsible for emergency and fire protection of the eight County islands proposed to be annexed. The population of these islands is 1,293. Were the City to

annex the islands, it would need to strategize a way to provide emergency and fire protection to the 1,293 new residents.

The City's current ISO rating is 2 (ISO rating is on a scale of 1 to 10, with 1 being best). Due to the City's ability to provide such services to its current population, there is no evidence indicating that the addition of 1,293 residents would be too great for the City to adequately serve. According to the Memorandum of Understanding, signed between the City of Hanford and the County of Kings in 2019, the mutual aid agreement between the fire services executed by the City and the County will not be amended. The City continues to be able to use the County's fire services in times of need, therefore the overall fire service capacity will not be affected.

Determinations

Determination 4.1.4-1 – The Hanford Fire Department provides emergency and fire protection services for residents and buildings within the city limits. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management.

Determination 4.1.4-2 – The City provides fire services through the use of General Fund, service fees, and other miscellaneous funds.

Determination 4.1.4-3 – The City did not have any facility upgrade projects listed in the most recently CIP.

Determination 4.1.4-4 – The City should continue to program repairs to existing facilities and continue plans for the construction of a fourth and fifth fire station in order to meet the needs of staff in order to provide a level of service acceptable to residents.

Determination 4.1.4-5 – The City should establish, maintain, and monitor a set of level-of-service criteria for fire protection services as a tool to assess the ability of the City to service growth.

Determination 4.1.4-6 – The City would be able to adequately serve the increased population of 1,293 residents, were the City to annex the County islands, due to the continued mutual aid agreement with the County.

4.1.5 - LAW ENFORCEMENT

Summary of Prior MSR Findings

Police and law enforcement services were reviewed by LAFCo in 2007 as part of the comprehensive MSR. At the time of the last MSR, the City of Hanford Police Department consisted of 71 full time personnel including forty-nine uniformed officers, and 22 non-sworn personnel. Most crimes in the City are property-oriented (i.e. theft and vandalism). The City standard for police per population is 1.5 officers per 1,000 populations. Indicator of service levels and the need for new personnel and facilities are provided by analysis of the number of service calls, response times, and population growth.

At the time of the last MSR the department provided police services to the City with 22 full time officers patrolling 29.5 square mile area 24 hours a day, seven days a week. In 2002, the department reorganized its command staff, and this change was considered to help facilitate supervision, customer service, and program accountability. At the time of this MSR there were no plans for capital improvements for additional services. The City was planning for a new police station by 2010.

Current Conditions

According to the City's General Plan Background Report, the Hanford Police Department's actual average response times are 6:30 minutes for Priority 1 Incidents with an average of 32 Priority 1 Incidents per day and a response time of 17:19 minutes for all incidents with an average of 144 incidents per day. The department seeks to maintain a response time of less than 2:30 minutes. The Hanford Police Department dispatches both for police and fire services (City of Hanford, 2014).

The new police station that the last MSR described has not yet been built. The current 8,600-square foot police station on Irwin Street was built in 1976, with a projected 20-year life span. It is now in its 44th year. The Hanford Police Department has had to expand its operation into several vacant buildings that required renovations. Buildings added to the City of Hanford's Police Department are the new Records Building, the Specialty Units Building, the Evidence Building, the two-story investigations building, and a new national guard armory that will house special police unit equipment. These expansions have all occurred in that last 10 years, according to the Police Department Chief Parker Sever (Sever, 2020). Considering these expansions, the Police Department does not forecast the acquisition and development of a new police station. Additionally, the department faces increased calls for service caused in part by AB-109 prison realignment and growing problems with gangs and drugs. Hanford's population continues to grow, as does the calls for service. In 2013, despite the growing need, the number of sworn officers was reduced from 57 to 55 (City of Hanford, 2014).

In 2020, the number of sworn officers is 62 which makes for a ratio of 1.09 police officers per 1,000 residents (assuming a total population of 56,910 residents per the American Community Survey of the U.S. Census). According to the City's General Plan, for cities with a

population the size of Hanford that are not surrounded by larger urban areas, a ratio of 1.1 to 1.2 sworn officers per 1,000 residents is typically employed.

FACILITIES AND INFRASTRUCTURE

The Police Department facility maintains its location at 425 North Irwin Street. This facility is also in close proximity to the Hanford Civic Auditorium and the Veteran's Memorial Building.

As stated before, the Hanford Police Department has identified upgrades to its police station. In the FY 2020-2024 Capital Improvement Plan (CIP) Budget, the CIP identified a "Police Department Parking Lot Expansion" project, with a budget of \$30,000. The source of the funding is the Police Department impact fee (City of Hanford, 2019).

CRIME STATISTICS

Crime statistics for the City were obtained from the Federal Bureau of Investigation, Crime in the United States database and are shown in Table 4-2 below.

Table 4-2
Number of Crimes Known by Hanford Police Department

| Category | 2015 | 2016 | 2017 | 2018 |
|----------------------------|--------------|--------------|--------------|--------------|
| Violent Offenses | 315 | 266 | 284 | 274 |
| Murder | 1 | 2 | 2 | 2 |
| Rape | 23 | 21 | 28 | 32 |
| Robbery | 58 | 44 | 54 | 41 |
| Aggravated Assault | 233 | 199 | 200 | 199 |
| Property Crime | 2,012 | 1,496 | 1,359 | 1,264 |
| Burglary | 275 | 222 | 197 | 145 |
| Larceny Theft | 1,504 | 1,059 | 916 | 945 |
| Motor vehicle Theft | 233 | 215 | 246 | 174 |
| Arson | 5 | 7 | 21 | 7 |
| Total | 4,659 | 3,531 | 3,307 | 3,083 |

Source: Federal Bureau of Investigation, Crime in the United States,
<https://ucr.fbi.gov/crime-in-the-u.s>

Despite the growing population of the City, the total number of crimes has been going down in number since 2015. In comparison with California as a whole in 2018, violent crimes are about the same as the State average, and property offenses in Hanford are actually slightly lower than the State average (per 1,000 residents).

Table 4-3
Comparison of Crimes per 1,000 Residents (2018)

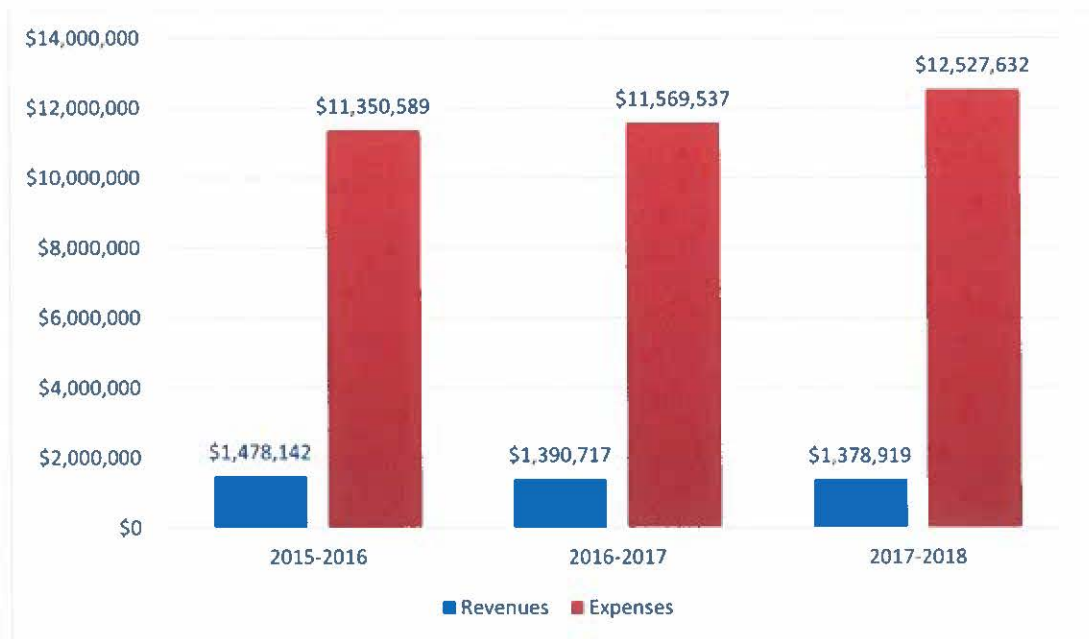
| Category | Hanford | California |
|---------------------------------------|---------|------------|
| Violent Offenses per 1,000 residents | 4.2 | 4.5 |
| Property Offenses per 1,000 residents | 22.2 | 23.8 |

Source: Federal Bureau of Investigation, Crime in the United States, <https://ucr.fbi.gov/crime-in-the-u.s>

POLICE DEPARTMENT FUNDING

The Police Department revenues are comprised mostly of General Fund. Some other sources of revenue are various grants, court fines, and “miscellaneous revenue” as defined in the budget (City of Hanford, 2020). Expenses for police programs in 2018-19 was approximately \$13.0 million. There has not been a large increase or decrease in Police Department expenses and revenues for the past few years.

Chart 4-4
Police Department Revenues and Expenditures



Source: City of Hanford 2020As shown in Chart 4-4, the department is not a revenue generating department and is largely dependent on General Fund. Of all expenditures citywide, the Police Department comprises of approximately 66.2 percent of the public safety

expenditures, and approximately 17.6 percent of total expenditures (California State Controller's Office, 2018).

ABILITY TO SERVE ANNEXED POPULATION

The department's current staffing ratio is just shy of what the General Plan determines as adequate. The current ratio is 1.09 officers per 1,000 residents while the General Plan Background Report suggests a ratio of 1.1 to 1.2 is appropriate for similar cities of the size of Hanford. Annexation of the County islands will result in an increase in population of 1,293 persons who will need to be served by the City's Police Department. This would increase the total population to 58,203. The ratio will then be 1.06 officers per 1,000 residents. The Police Department would need to increase its total officers to 65 (hire 3 new officers) to have ratio of 1.1 officers per 1,000 residents.

According to the Memorandum of Understanding between the City of Hanford and County of Kings established in 2019, The County Sheriff's Office will provide police services to the County islands for a two-year period beginning on the date of annexation of the County islands, after which time, the City will be responsible for providing such services in perpetuity. This two-year period gives the City time to hire additional officers to meet the ratio goal of sworn officers to residents.

Determinations

Determination 4.1.5-1 – The City utilizes a variety of financing sources in order to offset the expenditures utilized by law enforcement.

Determination 4.1.5-2 – The Police Department has identified upgrades to its police station and making additions as funding becomes available.

Determination 4.1.5-3 – The City should monitor crime statistics in years immediately following 2018 to determine if there is a need for additional patrol personnel to curtail the increase in crimes.

Determination 4.1.5-4 – The City's current ratio of sworn officers to residents is slightly below the ratio of 1.1 officers per 1,000 population and would be further below this ratio with the increase in population of the annexed areas. The City may need to hire additional officers or employ other strategies to achieve acceptable levels of service in conjunction with an expansion of its service area with the annexation of the eight County islands within the next two years.

4.1.6 - PARKS AND COMMUNITY SERVICES

Summary of Prior MSR Findings

According to the previous MSR, in 2007 the City of Hanford owned and operated 18 neighborhood parks comprising a total of 36.8 acres. The City's Recreation Department and Parks Division is responsible for operations and maintenance of the City owned parks. Eleven of the City's parks were developed in 2007. The City had three community parks (Centennial Park, Youth Athletic Complex, and Hidden Valley Park). Community parks and sports fields occupy approximately 94.2 acres within the City.

Each of the park sites contained various types of facilities, which are based on the needs of the residents served by the park, park size, and geographic characteristics. Specialized recreational facilities (e.g., tennis courts, swimming pool, ball fields) exist at seven of the City's facilities. The most common specialized facilities are lighted ballfields.

Current Conditions

According to the Human Resources Department in 2020, the Hanford Parks and Recreation Department is comprised of 26 full-time employees and 42 part-time employees. These numbers include Parks and Community Services Department employees. The departmental responsibilities include maintaining the aesthetic and recreational value of over 229.17 acres of property including parks, landscaped street medians, athletic fields, the City's urban forest, and other landscaped areas; constructing streetscape enhancement improvements within the downtown area; coordinating the City's annual Tree City U.S.A. recertification program; administering contracts and inspecting maintenance for 40 landscape assessment districts; and performing playground safety inspections and upgrading existing playgrounds. (City of Hanford, 2020).

According to the Hanford Parks, Recreation, and Open Space Master Plan of 2020, the City has 299.70 acres of parkland. This consists of approximately 154 acres of City owned parkland, 40 acres of sports complex provided at Soc-Com, and 50 percent of the 210 acres of school parks provided by the Hanford Joint Union High School District and the Hanford Elementary School District (105 acres).

The National Recreation and Park Association (NRPA) provides a template of typical park classifications, number of acres a system should have, and recommended service levels based on population. For a public park provider the NRPA guidelines suggest, "A park system, at a minimum, should be comprised of a 'core' system of park lands, with a total of 9.9 acres of developed parkland per 1,000 population" (National Recreation and Park Association, 2020).. According to the 2020 Parks Master Plan, the City has 5.06 park acres per 1,000 residents. If the NRPA guidelines were being met, Hanford should have approximately 563 acres of park land. The park inventory deficiency would be 263 acres. The shortfalls do not take into consideration church properties, private schools, or those outside the boundaries of the City of Hanford.

Table 4-4
Parkland within Hanford by Type (City of Hanford, 2020)

| Category | Acres |
|---------------------------|--------------------|
| Mini Parks | 15.6 |
| Neighborhood/School Parks | 19.2 |
| Sports Complex | 57.2 |
| Community Parks | 54.9 |
| Special Use Parks | 7.1 |
| Indoor Facility | 0.52 |
| School Playfield | 136.5 ² |
| Developed Parkland | 309.9 |

Note: This inventory consists of parkland only provided by the City of Hanford

According to the General Plan, the calculation for the parkland ratio has been updated. When determining the parkland ratio of acres per 1,000 population, City policy is to include the acreage of city-owned mini, neighborhood, community, regional, special use, and stormwater basin parks, along with 50 percent of the acreage of school playgrounds and play areas within the Planned Area Boundary (City of Hanford, 2017). All school sites have limited public access since their primary purpose is to support their educational mission. These facilities are sometimes accessible to the public after school hours. According to the General Plan, there are 210 acres of school playfields in the City, of which 105 acres, or 50 percent of 210 acres, is calculated in the total developed parkland of the City. By using this calculation as outlined in the General Plan, the City's current park ratio is 5.06 acres per 1,000 residents. This ratio is still below the NRPA's goal of 9.9 but it does meet the City's goal set in their General Plan, which is 3.5 acres per 1,000 residents.³

According to the California Department of Parks and Recreation, the City currently has approximately 63 percent of its residents living more than a half mile from park facilities (California Department of Parks and Recreation, 2015). A half-mile walking radius is considered the maximum distance for viable walkable access to facilities, according to the American Planning Association. Additionally, the State also states that 75 percent of the City's residents live in areas with less than three acres of parks or open space per 1,000 residents. As a result, it would appear that most of the City may be somewhat inconsistent with the General Plan policy for providing park space at a ratio of 3.5 acres per 1,000 residents within a half mile, however, the State did not take into consideration the 105 acres of school playfield space that the City considers in its parkland ratio calculation. Lastly, the

² School Playfield parkland was calculated by taking 50% of the acreage of school playgrounds and play areas within the Planned Area Boundary. This calculation was originally established in the General Plan

³ According to the General Plan, Goal 09 of Section 5.7 (Parks and Recreation), Parks are to be provided at a combined ratio of 3.5 acres per 1,000 residents.

General Plan policy is applied citywide and is found to be in compliance, but, the City could strive to more evenly distribute park and open space areas to increase access throughout the City to residents, as shown by the California Department of Parks and Recreation statistics.

FACILITIES AND INFRASTRUCTURE

The City currently operates and maintains the following park facilities (City of Hanford, 2014):

- Mini-Park
 - Airport Park
 - Encore Park
 - Gateway Park
 - Glacier Park
 - Hye Park
 - Lakewood Park
 - Quail Run Estates
 - Quail Park
 - Sherwood Park
 - Vineyard Park
- Neighborhood Parks
 - Coe Park
 - Earl F. Johnson Park
 - Lacey Park
 - Redwood Park
 - Vineyard Park
 - Independence Park
 - Silver Oaks Park
- Community/Special Use Park
 - Bob Hill Youth Athletic Complex
 - Centennial Park
 - Civic and Courthouse Grounds
 - Freedom Park
 - Hidden Valley Park
- Regional/Special Use Park
 - Hanford Joint Use Softball Complex
 - BMX Track
 - Hanford Adult Learning Center/Softball Complex
 - Harris Street Ball Park
 - The Plunge and Ford Hill Skate Park
 - Rotary Field
- Indoor Facility
 - Civic Center
 - Coe Hall
 - Goodwill Senior Center
 - Longfield Center
 - Old Courthouse
 - St. Brigids' Teen Center
 - Veterans-Senior Center

Within these facilities, the City also maintains additional recreational facilities, such as basketball courts, soccer and baseball/softball fields, and tennis and volleyball courts.

In the FY 2020-24 Capital Improvement Plan (CIP) Budget, the CIP identified 11 projects for the Parks and Recreation Department for five years (City of Hanford, 2020). The total cost of all the projects is \$8,932,000. The three funding sources for the projects are park impact fees, accumulated capital outlay, and refuse capital. Eight projects are planned to be achieved in the 2020/2021 fiscal year. These improvements are described below:

- Park Development Oversizing Requirements (\$150,000 per year for five years)
 - These funds will be used to reimburse developers for costs associated with park construction in excess of their park impact fee assessment.

- ADA Parks/Recreation Modifications (\$35,000 per year for five years)
 - These funds will be used to upgrade the parks and recreation facilities to conform with ADA requirements. Improvements will include modifications to restroom and playground facilities, installation of concrete pathways to various facilities and purchase of handicap accessible picnic equipment and tables.
- Park Refuse Enclosures – Civic Park (\$42,000)
 - Construction of a concrete block trash enclosure at the Old Courthouse Parking Lot, which is currently an old dilapidated wooden enclosure.
- Street Median Landscape Renovation (\$150,000 in 2020 and 2022 - \$300,000 total)
 - Remove the existing landscaping and terminate the irrigation to install stamped concrete in the turn pockets until the width of the landscape area is a minimum of 8 feet in width. Project will upgrade portions of median islands as funding allows with new plant materials and landscape bark.
- New Pocket Park (\$390,000)
 - Design and construct a new small park at the site of the Old Fire Station located at Lacey Boulevard and Kaweah Street.
- Centennial Park Pathway Construction Project (\$230,000)
 - Upgrade and construct an all connecting eight (8') foot wide concrete sidewalk/pathway and address ADA accessibility from Hanford-Armona Road into the park and connect to all amenities to include picnic arbors, splash pad, playgrounds, dog facilities, and restrooms.
- New Playground at Civic Park (\$285,000)
 - Design and construct a new playground adjacent to the Carousel at the Civic Park to increase activity within the Park

PARKS AND COMMUNITY SERVICES DEPARTMENT FUNDING

The Parks and Recreation Department revenues are comprised of General Fund, various grants, and donations. Total expenditures for each year are based on maintenance of parks, facilities management, youth and adult services, and construction of new parks (City of Hanford, 2020).

Chart 4-5
Parks and Recreation Department Revenues and Expenditures



Source: City of Hanford 2020

As shown in Chart 4-5, the department generates a small percent of the revenues needed for department and is still dependent on General Fund revenues and grants. Of all expenditures citywide, the Parks and Recreation Department comprised 6.07 percent of total expenditures (California State Controller's Office, 2018).

ABILITY TO SERVICE ANNEXED POPULATION

The County islands proposed to be annexed are not served by the City regarding parkland. Parks are a more difficult service to analyze, as the residents of the County islands already have access to the parks, as they are all public parks. The addition of the 1,293 persons to the City will, however, decrease the parkland ratio of acres per 1,000 population.

Determinations

Determination 4.1.6-1 – The City actively maintains parks and provides recreational services to the residents of Hanford.

Determination 4.1.6-2 – Parks and recreational facilities within the City amount to approximately 309.9 acres of land. This amounts to a ratio of roughly 5.4 acres per 1,000 persons (based on 2020 population estimate of 56,910), which meets the standard identified in the City's Parks and Recreation Master Plan.

Determination 4.1.6-3 – The City utilizes the Capital Improvement Plan to maintain and repair its numerous recreational facilities within the city limits to promote an active lifestyle to its residents.

Determination 4.1.6-4 – The City's General Plan and Parks Master Plan both identified a need for additional park and recreation space to serve residents of the City.

Determination 4.1.6-5 – The City's current parkland ratio of acres per 1,000 population is below the NRPA's guidelines and will be even more so with the addition of the population of the eight County islands.

Determination 4.1.6-6 - The City may need to employ strategies such identification of new parks in the Capital Improvement Program or obtaining grant funds for additional facilities to achieve adopted levels of service in conjunction with an expansion of its service area with the annexation of the eight County islands in order to reach the goals of the General Plan.

Determination 4.1.6-7 – The City should strive to improve proximity and distribution of parks and open space throughout the City so that all areas of the City meet the General Plan goal of 3.5 acres per 1,000 residents.

4.1.7 - ROAD MAINTENANCE

Summary of Prior MSR Findings

Road Maintenance was not reviewed by LAFCo in 2007 as part of the Roads and Circulation section of the comprehensive MSR.

Current Conditions

The Hanford Public Works Department is responsible for maintaining the City's roads through its Street Division. The Street Division provides maintenance of more than 207 centerline miles of roadway and all of the curb, gutter, and sidewalk within the City's jurisdiction (City of Hanford, 2020). The Street Maintenance Division performs nearly 500,000 square feet of cape seal treatment, 325,000 square feet of residential slurry seal treatment, 30,000 square feet of deep patching, and applies more than 200,000 pounds of crack seal each fiscal year. In addition to traditional roadway improvements, the Street Maintenance Division installs approximately 1500 linear feet of curb and gutter and 30,000 square feet of sidewalk each year. The division has two more specific programs:

Street Sweeping Program

The City sweeps the residential streets once a week and the downtown area on a five-day-a-week basis. Each year approximately 30,000 centerline miles of streets are swept (City of Hanford, 2020). This program also assists in the implementation of the Stormwater Management Plan by keeping dirt and debris out of the City's basins and canals.

FACILITIES AND INFRASTRUCTURE

The FY 2020-24 Capital Improvement Plan (CIP) Budget includes several projects that would provide upgrades to existing road infrastructure and help plan for future projects (City of Hanford, 2020). Funding sources for these projects include: Gas Taxes; Transportation Impact Fees; Storm, Wastewater, and Water Capital; and Congestion Mitigation and Air Quality. These improvements are described below:

- Sidewalk and Miscellaneous Concrete Repairs (\$40,000/year for all five years)
 - These funds will be used to repair sidewalks, drive approaches, and other concrete improvements where City crews will be completing street reconstruction projects or in areas where the improvements are damaged by tree roots.
- New Sidewalk and ADA Improvements (\$50,000/year for all five years)
 - These funds will be used to install sidewalks and other concrete improvements in areas currently void of such improvements.

- Street Division Maintenance (\$450,000/year for all five years)
 - Street maintenance is performed by the Public Works Street Maintenance Division through the City's General Fund. This project account is established to record that portion of annual street maintenance which will be allocated to gas tax funds.
- Unscheduled Arterial Upgrades & Traffic Signal Installation (\$200,000/year for all five years)
 - This fund will be used to reimburse developers who are required to construct qualifying arterial street improvements that exceed their project's transportation mitigation impact fee share.
- Survey Monumentation/Mapping (\$15,000/year for all five years)
 - These funds will be used to re-establish survey monumentation on street re-surfacing projects and to update the survey benchmark datum and mapping
- Pavement Resurfacing Treatment (\$1,200,000 in 2020, \$950,000 2021-2024)
 - Pavement Resurfacing Treatment is a surface protection and pavement preservation treatment for City streets. The treatments will extend the useful life of asphalt concrete pavement surfaces thereby reducing street maintenance costs. The project will provide surface treatment for approximately seven miles of roadways.
- East Lacey Boulevard Widening/Reconstruction, 10th Avenue to Sierra Drive (\$9,610,000)
 - This project will involve the widening and reconstruction of East Lacey Boulevard, between 10th Avenue and Sierra Drive, to facilitate two lanes in each direction of travel plus turn lanes. This project will improve traffic flow capacity and safety by providing additional travel lanes and a protected left turn lane and the installation of a traffic signal system at the intersection of East Lacey Boulevard/Ninth Avenue.
- 12th Avenue Widening, Springcrest St. to 500 feet south – West side (\$290,000)
 - This project will involve the installation of curb, gutter, sidewalk, and roadway widening along 12th Avenue (west side), from Springcrest Street to a point approximately 500 feet south of Springcrest Street. This project will improve traffic flow capacity and safety by providing an additional travel lane and installing curb, gutter, sidewalk, and street lighting improvements
- Traffic Signal at 12th Avenue and Hume Avenue (\$453,000)

- This project will consist of the installation of a traffic signal system at the intersection of 12th Avenue and Hume Avenue. This project will increase traffic flow efficiency and reduce intersection congestion by allowing more free flow traffic movements through the intersection.

ROAD MAINTENANCE FUNDING

Road maintenance is generally funded and scheduled through the City's CIP. Street maintenance revenues are comprised of the General Fund and special revenues. The actual revenue budgeted for streets totaled \$54,830 in 2018-19, an increase of approximately 17 percent over the prior year's actual revenue. This increase is the result of planned capital and infrastructure projects.

Chart 4-6
Street Division Revenues and Expenditures



Source: City of Hanford 2020

As shown in Chart 4-6, the department generates all the revenues needed for street services through special revenues. Of all expenditures citywide, the Street Services Division comprises 2.9 percent of total expenditures (California State Controller's Office, 2018).

ABILITY TO SERVE ANNEXED POPULATION

The County islands proposed to be annexed are currently not served by City street maintenance. The City's Street Division of the Public Works Department has been adequate for many years, with a balanced budget and adequate funding for the Capital Improvement

Programs. Due to the City's ability to provide such services to its current population, there is no evidence indicating that the addition of 1,293 residents would be too great for the City to adequately serve.

Additionally, according to the Memorandum of Understanding between the City of Hanford and County of Kings established in 2019, the County will request that the Kings County Association of Governments (KCAG) annually allocate \$125,000 in regional transportation funding, which would normally be transferred to the County, to the City for a period of two years. The total cumulative amount allocated to the City shall not exceed \$250,000. The City shall use the Annual Payments, if so, allocated by KCAG, for road maintenance costs within the County islands. This will help with any previously unknown costs associated with the addition of such roadways.

Determinations

Determination 4.1.7-1 – The City actively maintains the existing road systems and provides street sweeping within the city limits.

Determination 4.1.7-2 – The City utilizes a Capital Improvement Plan and reimbursements from the Gas Tax to aid in the repair and maintenance of existing roadways within the city limits.

Determination 4.1.7-3 – The City would be able to adequately serve the increased population of 1,293 residents, were the City to annex the County islands.

4.1.8 - FLOOD CONTROL/DRAINAGE

Summary of Prior MSR Findings

The 2007 MSR identified that stormwater drainage is accomplished in the City through a system of curbs and gutters, and a limited number of stormwater collection lines and stormwater drainage basins. Controlled discharge from drainage basins are allowed into designated canals owned and operated by People's Ditch Company irrigation canal. Hanford has relied on surface drainage systems to contain and transport stormwater run-off. During normal storm events drainage systems function at an acceptable level of service. The City's Planning Area lies outside any major flood prone areas, per the Federal Emergency Management Agency (FEMA). There are small localized areas within the Planning Area where it is shown within the 100-year flood plain.

Flood inundation from potential dam failure could result from Terminus Dam, Success Lake Dam, and Pine Flat Dam (located in the Sierra Nevada east of the valley floor on the Kaweah, Tule, and Kings River). Additional improvements made to other flood control facilities in the Kings County area, have significantly reduced local natural flood hazards.

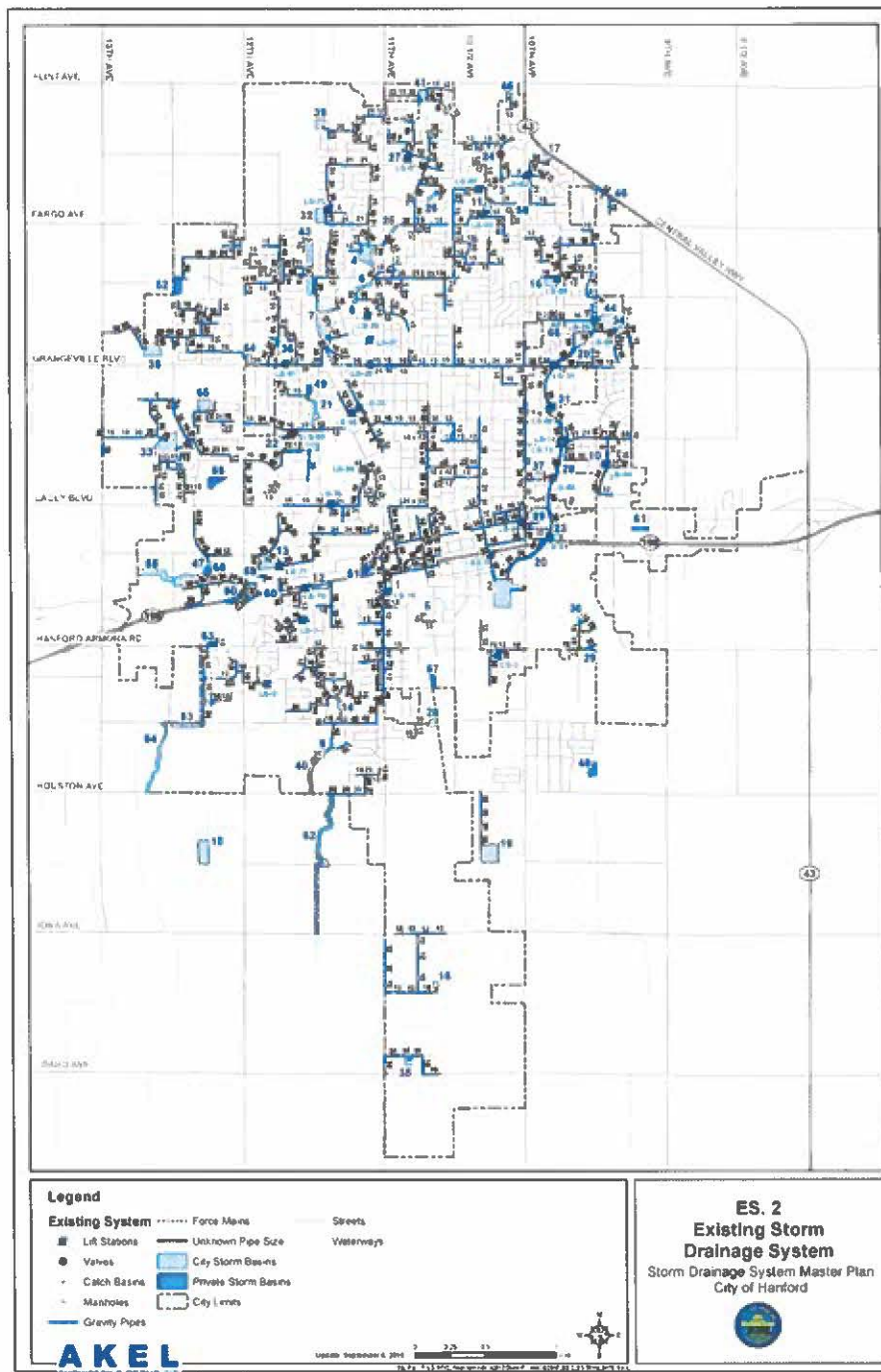
According to the Army Corps of Engineers inundation maps for Kings County, a breach by any of the dams listed above will not affect the City of Hanford. Through the City's General Plan, the City Council has adopted runoff/discharge policies that have strict controls to meet the National Pollution Discharge Elimination system for development projects.

Current Conditions

According to the City's website, the storm drainage system consists of 30 pump stations, 56 miles of pipelines ranging in size from six inches to 60 inches, 138 inverted siphons, 974 drainage inlets, and 181 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins (City of Hanford, 2020).

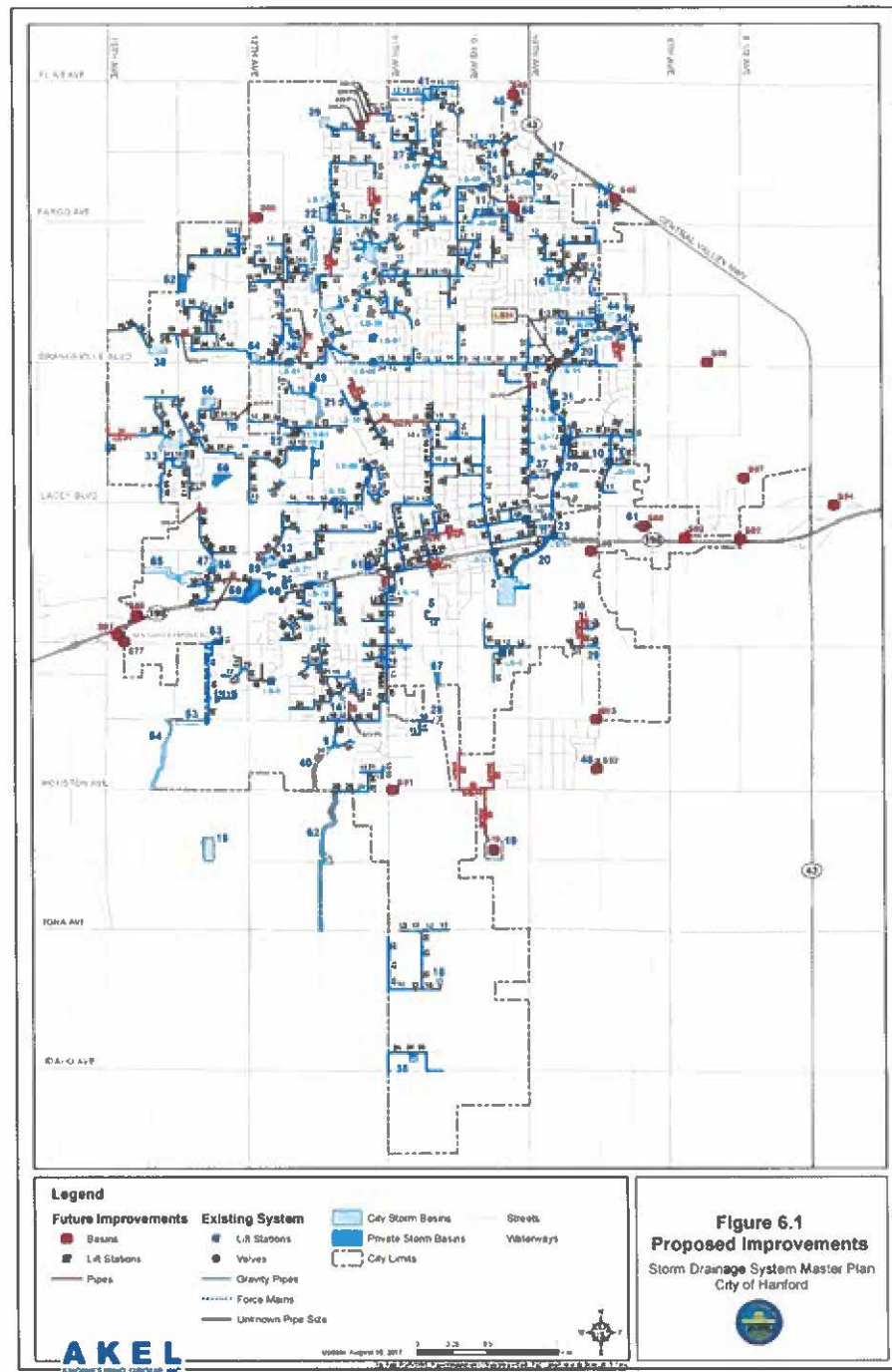
The City completed an updated Storm Drainage Master Plan in 2017 that updated much of the information identified in the prior 2007 MSR. The City's water system services residential and non-residential lands within the city limits. The service area includes 6,059 net acres of developed lands, 2,765 net acres of undeveloped lands, and 265 net acres of underutilized lands inside the city limits (City of Hanford, 2017). The City's General Plan anticipates approximately 16,900 net acres of residential and non-residential development at ultimate buildout of the Planned Area Boundary. A map of the existing storm drainage system is shown in Figure 4-5. The Master Plan to service the area planned for development in the General Plan is shown in Figure 4-6.

The modeled storm drainage system includes approximately 65 miles of stormwater conveyance to local retention systems or ditches. Pipes range from 8 inches to 60 inches in diameter. The storm conveyance system is predominantly composed of 12-, 15-, and 18-inch pipelines (City of Hanford, 2017).



Akel
Engineering
Group, Inc.

Figure 4-5
Hanford Existing Storm Drainage System



Akel
Engineering
Group, Inc.

Figure 4-6
Hanford Proposed Storm Drainage System

The City currently operates approximately 60 detention and retention basins. These facilities include slough remnants. The other basins located within the existing service area are man-made detention and retention facilities, and serve as dedicated stormwater receiving facilities, or dual-purpose park facilities, that can fill with excess stormwater runoff during the wet season. These drainage basins range in size from approximately 3.5 acre-feet (AF) to 94 AF (City of Hanford, 2017).

The City currently owns and operates 30 pump stations within the city limits. The pump stations vary in size and discharge to varying locations, which include canals, pipelines, and other conveyance facilities located throughout the City (City of Hanford, 2017).

Some facilities were identified as needing improvements in the Storm Drainage System Master Plan. After evaluation of the system, 12 basins were identified as needing new pipes, four existing retention basins needed to be expanded, and one lift station needed to be replaced. The future system improvements identified were 14 new pipes and 14 new retention basins (City of Hanford, 2017).

In the FY 2020-2024 Capital Improvement Plan (CIP) Budget, the CIP identified 11 projects that would provide some upgrades to existing facilities. The funding for these projects will come from the City's storm drainage capital and storm drainage impact fees. Total cost of all the projects for the five-year period is \$2,431,450, which will be entirely funded by the capital and impact fees mentioned above (City of Hanford, 2020).

These improvements are described below:

- Curb and Gutter Installation (\$20,000/year for all five years)
 - Installation of new or replacement of concrete curb & gutter to facilitate proper street drainage. Projects may include replacement of existing dilapidated curbs & gutter or installation of new curb & gutter in existing developed areas currently void of these improvements.
- Increase Flow Capacity of Main Branch of People's Ditch (\$25,000/year for all five years)
 - The City has drainage rights with People's Ditch Company which allows discharge in People's Ditch under certain parameters. Projects would be performed in cooperation with People's Ditch Company and would include culvert repair/enlargements, ditch realignment and piping, turn-out basins, control structure modifications, and additional ditch maintenance.
- Storm Drainage System Oversizing Requirements (\$50,000/year for all five years)
 - The City reimburses developers that are required to upsize their storm drainage improvements to provide additional capacity in compliance with the Storm Drainage Master Plan.

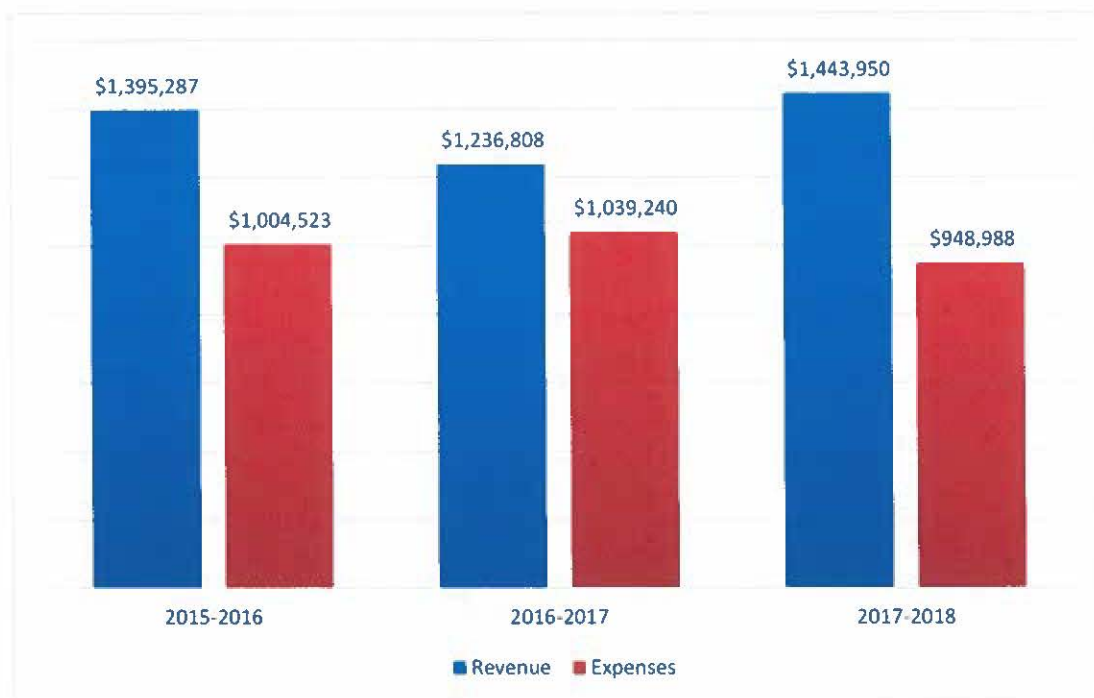
- Gate Crossing Security/Locks (\$18,450)
 - The City is responsible for all crossings and intersections between any City street or other ditch crossing, including fences, bridges, pipelines, or other appurtenances. The proposed tamper proof locks will prevent the cutting of locks along the ditch line and greatly reduce liability for the City of Hanford.
- Bonneyview Basin – Sand Slough Basin (\$262,500)
 - The Bonney View Estates Basin is inter-connected with the Sand Slough Basin to the north and the Live Oak Basin to the south and ultimately to the Houston/Iona Basin. This project is necessary to increase system reliability and increase the amount of storm runoff water that can be captured by both rainfall and diversions from People's Ditch.
- Tree Trim/Removal Program (\$690,000)
 - Many of the ponding basins have trees which prohibit the maintenance of the basin slopes and bottoms. The National Pollution Discharge Elimination System requires certain maintenance and testing. This program, implementing over the next couple of years, will remove trees to allow proper maintenance and prevent future growth.
- Mussel Slough/Laura Ln. Pump Installation (\$187,500)

This project consists of equipping the YMCA Basin with an electrical service, control panel, pump, diversion gates, and connection to existing piping for dewatering the basin to accommodate additional development and routine maintenance. This project will provide for dewatering of the basin and installation of new diversion gates to provide routine maintenance, assist in mosquito abatement activities, and increase storage capacity.

FLOOD CONTROL/DRAINAGE DEPARTMENT FUNDING

The Storm Drainage Operations is a division of the Public Works Department. Revenues are comprised of service fees. Fiscal Year 2016-17 saw a slight increase in expenditures. This is due to a slight increase in Personnel Services, according to the budget (City of Hanford, 2020).

Chart 4-7
Storm Drainage Operations Revenues and Expenditures



Source: City of Hanford 2020

As shown in Chart 4-7, the department revenues outpace expenses in order to fund capital projects. Since the Flood Control Department does operate as an enterprise fund, the department is not solely dependent on General Fund and special revenues. In the proposed budget for 2018-19, Storm Drainage expenditures comprised approximately 3.4 percent of the City's budget, which is an increase from approximately 1.5 percent in 2017-18 (City of Hanford, 2020). This is likely due to the number of projects in the CIP for the year 2020. The storm drain projects account for 6 percent of the total Capital Improvement Projects in FY 2019-2020.

ABILITY TO SERVE ANNEXED POPULATION

The County is currently responsible for stormwater drainage in the eight County islands proposed to be annexed. Were the City to annex the islands, it would provide storm drainage services to the 1,293 new residents.

According to the City's Storm Drain Master Plan, the Plan anticipates necessary growth of the system due to the growth of the City. One of the tasks of the Plan was to document growth planning assumptions and known existing neighborhoods, such as the islands, and future developments (City of Hanford, 2017). The planning boundary and horizon for the Master Plan were developed in accordance with the City's recently adopted General Plan. Based on General Plan population projections, the addition of the 1,293 residents to the stormwater

residents is feasible as long as the City achieves the proposed goals of the Storm Drainage Master Plan in order to account for its anticipated future population.

Determinations

Determination 4.1.8-1 – The City provides municipal storm drainage services for its residents.

Determination 4.1.8-2 – The City has completed and adopted a Storm Drainage Master Plan in 2017 to better identify and improve operations of the storm drainage system and plan for future needs of the City in accordance with population projections.

Determination 4.1.8-3 – The City would be able to adequately serve the increased population of 1,293 residents, were the City to annex the County islands, as long as the City achieves its proposed goals of the Storm Drainage Master Plan.

4.1.9 - PUBLIC TRANSPORTATION

Summary of Prior MSR Findings

Transit services were reviewed by LAFCo in 2007 as part of the Roads and Circulation section of the comprehensive MSR.

According to the previous MSR, the City of Hanford and surrounding areas provide and are served by a number of public, private, and social service transportation organizations. The social service transportation organizations were not discussed in the 2007 MSR.

Kings Area Rural Transit (KART) is the largest provider of public transit services within Kings County. KART serves the transit needs throughout Kings County and parts of adjacent counties. The fixed route provides transit service between the cities of Avenal, Armona, Lemoore, Naval Air Station Lemoore, Visalia, Corcoran, Stratford, Kettleman City, and Hanford, which is the KART hub for the County. At the time of the previous MSR (2007), KART was estimated to serve 47,000 riders per month (Kings County LAFCo, 2007).

KART also provides Dial-A-Ride services for residents traveling more than a half mile from an existing bus route for those riders certified by KART as disabled. Dial-A-Ride (door to door) service is available Monday through Friday between 11:00 a.m. and 1:30 p.m. All rides from home must be scheduled one day in advance.

Private transit Services are provided in Hanford by three taxi-cab services (Hanford taxi, Marathon Cab, and Central Valley Cab). Orange Belt States provide east/west bus services and offers a daily scheduled bus service four times a day to Goshen and Visalia, one bus per day to Paso Robles and Fresno. Greyhound provides the link to the coastal communities and northern and southern destinations.

Current Conditions

The largest single provider of public transportation within Kings County is operated by Kings County Area Public Transit Agency (KCAPTA), a Joint Powers Agency comprised of the County and the cities of Hanford, Lemoore, and Avenal. KCAPTA oversees the operation of the Kings Area Rural Transit (KART) system. KCAPTA establishes the operating policies and defines the services to be provided by KART including service hours and days, fares, and routes (Tulare County Association of Governments, 2018). KART provides transportation services to Armona, Avenal, Corcoran, Grangeville, Hardwick, Hanford, Kettleman City, Laton, Lemoore, Naval Air Station Lemoore, and Stratford. KART Paratransit is available to eligible certified ADA passengers. In addition, KART provides regular transportation service to Fresno and Visalia (Kings Area Rural Transit, 2020).

KART provides Hanford with six interconnected half hours routes, regular service to most other communities in the County and weekday service to Visalia. Dial-A-Ride (demand response) service is available for only those residents of Hanford, Lemoore, Armona, and Avenal traveling more than half of a mile from an existing fixed bus route or for those riders

certified by KART as disabled. There is also a Hanford-Fresno fixed route within fourteen vehicles that runs every Monday, Wednesday, and Friday, with limited service on Saturdays.

FACILITIES AND INFRASTRUCTURE

The existing KART Transit Station in Hanford is located adjacent to the Hanford Amtrak Station. Approximately 2,000 riders access the station each day (Mott Macdonald, 2018). All but two KART bus routes service the station and are all timed to meet the station in 30-minute loops. There are currently nine fixed routes that circulate throughout Hanford. At least four commuter routes to outlying areas, including intercounty services, also circulate through the KART terminal. The scheduled bus service operates Monday through Friday from 6:30 a.m. to 9:45 p.m. with partial Saturday service.

Facility and infrastructure were not discussed during the last MSR cycle that reviewed Public Transportation. The Kings County Area Public Transit Agency has considered constructing a new larger transit station in downtown Hanford. An Initial Study/Mitigated Negative Declaration for this project was released in November of 2019.

Hanford is also one city of multiple cities (and the County) that contribute to the operation of KART. KART or public transportation were not included in the FY 2019/2020 budget. The City's General Plan describes two public transit goals and seven policies pertaining to public transit. The two goals are:

1. A citywide and regional transportation system that has the downtown as its hub; and
2. A convenient and efficient transit system that serves as an alternate to automobile travel and meets basic transportation needs of the transit dependent.

The policies in the General Plan pertaining to public transportation are:

- Adequate Transit Service Availability
 - Maintain a proactive working partnership with KART to ensure that adequate public transit service is available.
- KART Expansion
 - Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, and expand regular transit service in portion of Hanford that currently have no public transit.
- Transit Stops
 - Where right-of-way allows, arterial and major collector streets shall be designed to allow transit vehicles to pull out of the travel land when stopping.

- Improve Access to Transit Stops
 - Remove physical barriers to improve access to transit facilities for the elderly, disabled, and other transit-dependent groups.
 - Long Range Transit Plan
 - Coordinate and collaborate with KART and KCAG on development of long-range transit plan that considers special emphasis on new or enhanced transit services and amenities in the downtown core, and service to identified mixed use neighborhoods and corridors.
 - Vanpool Programs
 - Support the KART vanpool program for the area's farmworkers and other commuters.

TRANSIT FUNDING

The City of Hanford's FY 2019/2020 budget did not include funds for public transportation. According to KART's 2019-2020 budget, most of the funding for KART comes from fares, collection of local taxes and federal funds. The City of Hanford is not listed as a source of revenue.

ABILITY TO SERVE ANNEXED POPULATION

The City will not need to serve the newly annexed population with regard to public transportation, as public transportation is currently provided to the City by the County, through the KART system. The County islands will continue to be served by the KART system.

Determinations

Determination 4.1.9-1 – The City, in conjunction with other cities and Kings County, provides fixed route and dial-a-ride service to its residents within the city limits and urban area boundary through the Kings Area Rural Transit (KART) system.

Determination 4.1.9-3 – The City's transit capital and service goals and policies are identified in the City of Hanford General Plan.

Determination 4.1.9-3 – The City will continue to utilize the public transportation system provided by the County through KART and will not have an increased number of persons served with the annexation of the County islands.

4.1.10 - SOLID WASTE DISPOSAL

Summary of Prior MSR Findings

Solid waste services were reviewed by LAFCo in 2007 as part of the comprehensive MSR. At the time of the previous MSR (2007), there were no active solid waste disposal facilities within the Planning Area. The Kings Waste Management Authority (KCWMA) was formed in September 1998 by agreement between the cities of Hanford, Lemoore, Corcoran, and the County of Kings in order to provide a regional approach to all waste management activities in Kings County. Solid waste from the City of Hanford is transported to the Kings Waste and Recycling Authority (KWRA) Materials Recovery Facility in Hanford.

The existing KWRA landfill southeast of the City of Hanford was closed in 1998. The KWRA does not operate an active landfill. Waste is hauled by transfer trucks from the Material Recover Facility (MRF) to the State permitted Chemical Waste Management Landfill site in Kettleman Hills (45 miles southwest of the MRF).

The landfill is inspected on a monthly basis. The permitted capacity is 4,200,000 million cubic yards and remaining capacity is 1,901,860 million cubic yards. The permitted throughput tons/day and the estimated closure date of the landfill was 2010. Residential customers pay a flat rate for services, and commercial rates are based on size of pickups per week.

Current Conditions

The City continues to provide refuse collection, along with segregated green waste and recyclable collection within the incorporated limits of the City and in designated County areas. Hanford still participates in the Kings Waste and Recycling Authority. The Authority has a five-member Board, which has one representative from each of the City Council and two representatives of the Kings County Board of Supervisors. The Authority also has seven staff members.

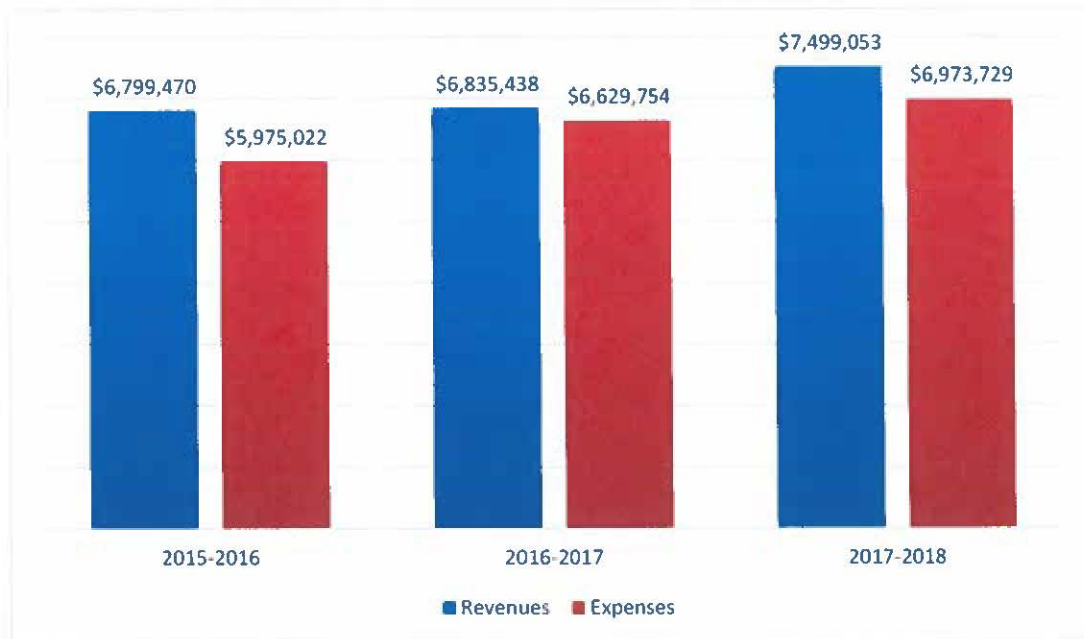
FACILITIES AND INFRASTRUCTURE

The facility that was described in the previous MSR as needing to be closed in 2010 was instead expanded. The facility's permit was modified in 2014 to allow for the construction and operation of Landfill B-18 Phase III. On August 27, 2019 the EPA proposed an approval (permit) for the Kettleman Hill Facility to be able to store, treat for disposal, and dispose of polychlorinated biphenyl (PCB) waste (United States Environmental Protection Agency, 2020).

SOLID WASTE DISPOSAL FUNDING

The Refuse Operation Fund is an enterprise fund primarily funded by user fees. Waste Disposal Department budgeted expenditures totaled \$7.51 million in 2018-19, up 7.66 percent from 2017-18.

Chart 4-8
Refuse Operations Revenues and Expenditures



Source: City of Hanford 2020

As shown in Chart 4-8, refuse operations had a surplus in revenue in years 2015 to 2018. Expenditures have been increasing from Year 2015 to 2018 illustrates an increase in expenditures, resulting in the department to add \$335,473 of contributions from its cash reserve in order to zero out the 2017 to 2018 budget. The projected budget increased 15 percent from 2016 to 2017 and then another 15 percent from 2017 to 2018. According to the FY 2019/2020 budget, the increase is likely due to personnel services (City of Hanford, 2019).

ABILITY TO SERVE ANNEXED POPULATION

Solid waste collection in the County island is currently optional. Due to the Kings Waste and Recycling Authority's Joint Power Authority, there will be no change in service for the County or the City.

Determinations

Determination 4.1.10-1 – The City provides residents and commercial properties with solid waste collection and disposal through a JPA with Kings Waste and Recycling Authority.

Determination 4.1.10-2 – The City's Refuse Operations revenues and expenditures have been balanced.

Determination 4.1.10-3 – The City should continue to participate in the joint powers authority and review the rates established to ensure they provide equal levels of service to throughout the service area.

Determination 4.1.10-3 – The City will continue to utilize the Joint Power Authority with the Kings Waste and Recycling Authority, and there will be no change of service by the County or City with the annexation of the County islands.

4.1.11 - PLANS FOR FUTURE SERVICES

The City's General Plan has calculated growth rate projections. The growth rate projection has major implications on the amount of land that will be designated for future growth and the ability for current services to accommodate that growth. The General Plan quantified a few methods to anticipate Hanford's future population.

The first method was the Straight-Line Growth Rate Method, which estimated the population of Hanford to be 107,100 or 102,4000 in the year 2035. The second method was the Proportion of Projected County Growth Method, which estimated the population of Hanford to be 83,500 in 2035 with an annual growth rate of 1.8 percent. As the two methods provided varying population projections, it was decided that the General Plan would plan for a future population of 90,000 people in 2035, which translates roughly into a 2.1 percent average annual growth rate (City of Hanford, 2014).

The Water, Sewer, and Storm Drain Master Plans also utilized these population projections of the General Plan when accounting for the anticipated future level of service. Therefore, implementation of these Master Plans would properly provide the adequate extension of services to the growth areas of the City, namely the additional population of the County islands and the areas in the proposed Sphere of Influence.

One of the policies of the General Plan (Policy L16) is to consider the initiation of annexation of land into the City of Hanford when the following criteria are met (City of Hanford, 2014):

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

In all, the City has done ample infrastructure planning to accommodate growth projections in the City. The infrastructure documents mentioned above also include improvements and recommendations needed to improve any possible deficits in water, sewer, and storm drainage capacity within the existing systems.

Determinations

Determination 4.1.11-1 – The City's General Plan and subsequent Water, Sewer, and Storm Master Plans have calculated and planned for service accommodation for the future population of the City.

Determination 4.1.11-2 - Present needs for public facilities and services are currently being met. Probable needs for public facilities and services are not currently anticipated to vary from present needs, as future demands are expected to remain relatively the same.

Population increases are not currently anticipated to affect the City's ability to provide of services as growth is anticipated within the General Plan.

Determination 4.1.11-3 – Implementation of Master Plans would properly provide the adequate extension of services to the County islands, were they to be annexed.

4.2 - Financial Ability to Provide Services

This section analyzes the financial structure and health of the City of Hanford with respect to the provision of services. Included in this analysis is the consideration of rates, service operations, and the like, as well as other factors affecting the City's financial health and stability, including factors affecting the financing of needed infrastructure improvements and services.

An examination of financing includes an evaluation of the fiscal impacts of potential development, and probable mechanisms to finance needed improvements and services. Evaluating these issues is important to ensure new development does not excessively burden existing infrastructure and the ability of the City to fund existing improvements and services.

An examination of rate restructuring should identify impacts on rates and fees for services and facilities and recognize opportunities to positively impact rates without decreasing service levels. The focus of this required element of the MSR is whether there are viable options to increase the city's efficiency through rate restructuring prior to any city limit or SOI adjustment.

Annual audit reports and financial statements for the City were reviewed in accordance with the MSR Guidelines. The purpose of this review is to determine fiscal viability, suitability of current funding practices, and potential fiscal impacts resulting from new legislation.

4.2.1 - CITY BUDGET

The FY 2019-2020 Budget reflects the City Council's goals and continues funding sufficiently to maintain basic service levels. The budget is built upon guiding policies and is prepared in stages by fund type, allowing each fund's budget to be presented to City Council and discussed individually. The City's projected revenue for all funds in 2020 is \$70.9M. The projected expenditures in 2020 total \$65.46M (City of Hanford, 2019). The surplus in 2020 is likely to compensate for the deficit of the budget in 2019 (\$68.56 revenues and \$74.07 expenditures). The surplus in 2020 and the deficit in 2019 are quite similar, rounding to \$5.5 million each.

The City did not identify any major factors and obstacles affecting the FY 2019-2020 budget. The City did, however, list a series of budget strategies and fiscal policies, including flexible and cost-effective responses, contingency reserves, appropriation control, debt management, and fees.

The two primary sources of revenue for the City consist of the sales tax and property tax, which combined, total 72 percent of the General Fund revenue for the City (City of Hanford, 2019). Other revenue sources include licenses, permits, and fines. The City also pursues additional sources of funding from outside agencies with grants.

The primary sources of expenses for the City are the Police and Fire Department, when combined, total 62 percent of General Fund expenses for the City (City of Hanford, 2019). Other expenses include the Public Works Department (Admin/Engineering & Street Maintenance), and Parks and Recreation. Within these expenses, the salaries and benefits of all employees are included.

Overall, the City has adopted policies and strategies that drive the development of a sound budgetary structure. The City maintains goals and performance measures to gauge their effectiveness from year to year.

4.2.2 - RATES AND FEES

The City periodically sets rates and fees for various services it provides through the Master Fee Schedule. The most current fee schedule was updated in 2020. The listed fees include:

- Building permit fees for review and inspection,
- Fire inspection fees,
- Planning and environmental review fees,
- Engineering review and inspection fees,
- Code violation fines,
- Business license fees,
- Police service and various permit fees, and
- Development impact fees.

4.2.3 - PROPOSITION 218

Proposition 218 (Prop 218) restricts local government's ability to impose assessment and property related fees and requires elections to approve many local governmental revenue raising methods. This initiative, approved in 1996, applies to nearly 7,000 cities, counties, special districts, schools, community college districts, redevelopment agencies, and regional organizations. It ensures that all new taxes and most charges on property owners are subject to voter approval and especially to the tools of using property related fees to fund governmental services instead of property related services. Of potential concern is the long-term effect the proposition has created in a local government's ability to fill the growing divide between infrastructure needs and the provision of governmental services for the new infrastructure.

In 2014, a city sales tax increase, Measure S, was voted down by Hanford voters. Measure S would have raised Hanford's sales tax rate from 7.5 percent to 8.5 percent, bring about \$159 million of revenue over the measure's 20-year lifespan. It had been proposed that 70 percent

of the proceeds would have been used to bolster police and fire services. The rest was to be spent to improve services including parks maintenance and street repairs (Eiman, 2014).

4.2.4 - OPPORTUNITIES FOR RATE/FEE RESTRUCTURING

The City's Fee Schedule is subject to periodic comprehensive revisions and updates. The fee schedule was last updated in January of 2020 (City of Hanford, 2020). The City's Financial Budget Policies include the following revenue policy to ensure that rates and fees are adequate to cover the costs associated with the operations and infrastructure needs of City services:

- The City Council will annually adopt a schedule of fees and charge. The fees and charges will be set to provide adequate resources for the cost of the program or service provided.

In addition, last year the City reviewed and updated its Development Impact Fees in accordance with the provisions in AB 1600. There is no evidence to suggest that the City would not be able to provide services to the County islands to be annexed in the City, and charge fees consistent with the citywide fees for such services. Further, since the City's common practice is to review these fees periodically, it can be assumed that future years will follow the same review and update procedure to ensure that full cost recovery is obtained for services rendered.

Determination 4.2-1 – The City annually conducts an open, transparent budgeting process aimed at balancing the needs of the City with the financial resources available.

Determination 4.2-2 – The City attempts to utilize other forms of revenue available besides sales/property taxes and fees, such as grants, to supplement its revenue stream.

Determination 4.2-3 – The City levies a series of fees and rates to offset the operations, maintenance, and infrastructure costs of the services it provides.

Determination 4.2-4 – The services provided by the City are subject to Proposition 218.

Determination 4.2-5 – There is no evidence suggesting that the City would be unable to provide services to the County islands to be annexed to the City, and charge fees consistent with citywide fees for services. Since the City's common practice is to review these fees and adopted revised fees on a periodic basis, it can be assumed that future years will follow the same review and update procedure in order to ensure that full cost recovery is obtained for services rendered.

4.3 - Status of, and Opportunities for, Cost Avoidance and Shared Facilities

Practices and opportunities that may help to reduce or eliminate unnecessary costs are examined in this section, along with cost avoidance measures that are already being utilized. Occurrences of facilities sharing are listed and assessed for efficiency. Potential sharing opportunities that could result in better delivery of services is also discussed.

An examination of cost avoidance opportunities should identify practices and opportunities that may help eliminate unnecessary or excessive costs to provide services. Such costs may be derived from a variety of factors including duplication of service efforts and facilities; inefficient budgeting practices; higher than necessary administration and operating cost ratios; inefficient use of outsourcing opportunities; and inefficient service boundaries.

An examination of opportunities for shared facilities should determine if public service costs can be reduced as a result of identification and development of opportunities for sharing facilities and resources. The benefits of sharing costs for facilities are numerous, including pooling of funds to enjoy economies of scale; reduced service duplications; diversion of administrative functions of some facilities; reduced costs; and providing better overall service.

Maximizing opportunities to share facilities allows for a level of service that may not otherwise be possible under normal funding constraints; however, facilities sharing opportunities are not without their challenges. When a municipality enters into a shared agreement, it generally relinquishes a portion of its control of the facility. Additionally, the facility may not be entirely suited to accommodate the municipality's needs.

The City has demonstrated its desire to work with surrounding agencies to provide quality service to residents in a cost-effective manner. The Hanford Fire Department maintains a mutual aid agreement with Kings County. The City also participates in the Kings County Area Public Transit Agency, a Joint Powers Agency comprised of the County and the cities of Hanford, Lemoore, and Avenal, in order to provide public transportation to its residents. Hanford also is a member of the Kings Waste and Recycling Authority, which is a Joint Powers Authority comprised of Hanford, Lemoore, Corcoran, and the unincorporated portion of Kings County, in order to provide refuse disposal to its residents.

Therefore, although there is much collaboration already between the City and other agencies, the City should consider reviewing their agreements annually to determine if further cost savings could be realized beyond the current economies of scale.

4.3.1 - DETERMINATIONS

Determination 4.3-1 – The City participates in a mutual aid agreement with the Kings County Fire Department for additional fire protection service.

Determination 4.3-2 – The City participates in the Kings County Area Public Transit Authority to provide public transportation to its residents.

Determination 4.3-3 – The City is a member of the Kings Waste and Recycling Authority to provide refuse disposal to its residents.

Determination 4.3-4 – The City should annually review the agreements of which the City participates to establish if further cost savings could be realized beyond the current economies of scale.

4.4 - Accountability for Community Service Needs, Including Governmental Structure and Operation Efficiencies

This section addresses the adequacy and appropriateness of the City of Hanford's existing boundary and SOI, assesses the management structure and overall managerial practices of the City, and evaluates the ability of the City to meet its service demands under its existing government structure. Also included in this section is an evaluation of compliance by the City with public meeting and records laws.

An examination of government structure should consider the advantages and disadvantages of various government structures that could provide public services. In reviewing potential government structure options, consideration may be given to service delivery quality and cost, regulatory or government frameworks, financial feasibility, operational practicality, and public preference.

An examination of local accountability should evaluate the accessibility to and levels of public participation with the agency's management and decision-making processes. The MSR Guidelines note measures such as legislative and bureaucratic accountability, public participation, and easy accessibility to public documents and information as important in ensuring public participation in the decision-making process.

4.4.1 - ORGANIZATIONAL STRUCTURE

The City of Hanford operates under the City Manager/City Council form of government. The City Council sets policy for the City and appoints a City Manager to oversee day-to-day operations. Hanford's City Manager is responsible for the overall administrative direction of the City. This includes the quarterly review of all management performance plans to ensure that major goals and objectives of the City are achieved. The City Manager is also responsible for the development and implementation of the annual budget and the development of positive relationships with community organizations, employee groups, and other governmental agencies (City of Hanford, 2020). The current City Manager is Mario Cifuentez.

Council members are the leaders and policy makers elected to represent the community and to develop policies that meet the needs of the City's residents. Members of the Hanford City Council are selected directly by the electorate to serve as the policy making board of the City. The City Council is comprised of five members elected by districts and serve four-year staggered terms. Each year the City Council members select a Mayor and Vice-Mayor from amongst themselves (City of Hanford, 2020). The current members of the Hanford City Council are:

- Mayor Francisco Ramirez (District D)
- Vice-Mayor Diane Sharp (District C)
- Council Member John Draxler (District A)
- Council Member Kalish Morrow (District B)
- Council Member Art Brieno (District E)

The City operates with a budgeted number of employees approximately 275 regular, full-time employees, and 57 part-time/seasonal staff. The City also collaborates with community organizations to supplement staff services through the use of volunteers.

There are three appointed advisory commissions who assist the City Council in making policy decisions:

- Parking and Traffic Commission,
- Parks and Recreation Commission, and
- Planning Commission.

Citizens have an opportunity to participate in the implementation of local policies by serving on a commission. Each commission is comprised of citizens who work to provide services to the community while assisting the Council in achieving goals established by the citizens and elected officials.

A summary of the City's departments and the various services they provide to the residents of Hanford is provided below. The following information about each department was taken directly from the City's website.

City Administration

The Administration Division is responsible for the supervision and administration of the Public Works Department, City Clerk's duties, Human Resources, Risk Management, Health Insurance, Liability Risk.

Finance Department

The Finance Department is comprised of two divisions – Accounting and Utility Billing. The Accounting Division provides financial services to all City departments, including:

- cash management,
- preparation of financial reports,
- budget preparation and control,
- revenue and expenditure control,
- accounts receivable,
- payroll,
- purchasing,
- liability and property insurance,
- business licenses,
- general accounting, and
- financial advice.

The Utility Billing Division provides customer billing services for water, refuse, and sewer. The position of Finance Director and Treasurer for the City of Hanford is currently vacant.

Human Resources Department

The Human Resources Division is responsible for all aspects of the City's human resources system including recruitment, testing, selection, classification, administration, labor relations, benefit administration, workers compensation, safety administration, risk management, and employee development.

Community Development Department

The Community Development Department consists of Planning, Building, and Housing divisions. The City's Community Development Block Grant Consolidated Plan is managed through this department.

The Planning Department is responsible for long range planning within the city, the maintenance and application of the City's Zoning Ordinance and the processing and approval of site-specific development proposals to include rezoning, tentative maps, use permits and site plan reviews.

The main goal of the Building Division and the Code Compliance Section is to ensure compliance with national, State, and local building, and health and safety codes to safeguard life, health, and property for the residents of Hanford and the public in general. The Building Division performs plan reviews, issues building permits, and performs field inspections on all construction projects located within the city limits.

Public Works Department

The Public Works Department is responsible for maintaining and managing operations for the City's public utility systems. Services provided by the department include ensuring sufficient clean fresh water; reliable sewer services; street maintenance; storm drainage systems; street cleaning; and maintenance of street pavement, traffic signals. The department is composed of the following divisions: Fleet Maintenance, Refuse Collection, Street Maintenance, Utilities, Wastewater Treatment, and Engineering. The Engineering Department is also combined with the Public Works Department. John Doyel is the Director of Public Works for Hanford.

Parks and Community Services Department

The Parks and Recreation Department is responsible for coordinating activities for the City's residents, including special classes, youth programs, older adult activities, sports for youth and adults, and community events. The department is responsible for maintaining aesthetic and recreational value of over 208.5 acres of property including parks, landscaped street medians, athletic fields, the City's urban forest, and other landscaped areas including Downtown, Courthouse square, City parking lots, Industrial Park, Airport, and Intermodal Station.

The Department constructs streetscape enhancement improvements within the downtown area; coordinates the City's annual Tree City U.S.A recertification program; administers contracts and inspects maintenance for 37 landscape assessment districts; and performs playground safety inspections and upgrades existing playgrounds to meet ADA requirements. The department is also responsible for administering contracts and inspecting the maintenance of 29 landscape assessment districts.

Police Department

The City of Hanford currently employs a total of 62 sworn police officers. Some specialized divisions of the department include: Records & Fees, Investigations, and Operations.

The Records Unit consists of one Records Supervisor, one Senior Records Clerk, one Police Service Officer, and three records clerks. Records personnel perform a variety of duties that range from administrative and clerical support to Hanford Police staff and officers to assisting the general public at the front counter and on the telephone.

The Investigations Unit is called upon to investigate serious crimes within the community. These crimes cannot typically be handled by patrol officers due to the complexity or seriousness of the crime. The Detectives assigned to the unit receive specialized training in the techniques that the series crimes entail.

The Operation Division consist of those divisions which provide the basic police function. Most of these units are uniformed assignments and are those assignments that typically have regular, routine contact with the public. The Operations Division consists of four demand staff and 39 patrol officers.

Fire Services Department

The Hanford Fire Department provides emergency and fire protection services for residents and buildings within the city limits. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management. The Kings County Fire Department also provides additional services for the unincorporated areas, as well as serving as the Office of Emergency Management for all of Kings County.

4.4.2 - PRACTICES AND PERFORMANCE

The Mayor presides over Council meetings, which are held on the first and third Tuesday of each month at 7:00 p.m. in the Council Chambers at City Hall located at 400 N. Douty Street. The City follows the open meeting law set forth in the Brown Act (California Government Code Section 54950 et seq.). The intent of this legislation is to ensure that deliberations and actions of a legislative body be conducted openly and that all persons be permitted to attend any meeting except as otherwise provided in the law. Agendas are posted at least 72 hours in advance of a meeting and information made available to the Council is also made available to the public.

There appear to be ample opportunities for public involvement and input at regularly scheduled meetings. The agenda is posted at City Hall and posted on the City's website. Council agendas and packets are posted and available for Final at least 72 hours before each regularly scheduled Council meeting. Public notices (pursuant to the Government Code) are published to advertise certain types of hearings and press releases are issued to inform the public on significant citywide issues and projects. The City also communicates with the public through direct mailed notices, contributed articles in the local newspaper, utility newsletters, and social media.

The City and its departments follow various policies and procedures related to personnel, provision of services, customer relations and relationships with other agencies. Through the annual budget process, the City employs various techniques aimed at improving operational efficiency, such as eliminating duplicate services, personnel and equipment, reducing administrative costs when possible, and prioritizing service delivery needs to facilitate the use of limited resources to meet the highest priority need.

The management structure of the City is relatively simple and is well suited to the type of operations undertaken by the City; the linear management structure ensures an appropriate reporting mechanism and accountability. Furthermore, it allows for clear delineation of duties throughout the City for which the public can easily identify and bring forward their own issues, questions, or projects. The existing structure is considered appropriate for the City.

The City's budget process is a key mechanism used to review efficiencies in the management of City services and programs. The annual budget process includes a review of previous year accomplishments, upcoming year goals and programs, and specific funding to carry out those programs. The budget is adopted through a public hearing process by the City Council.

As a municipality, the City is structured to meet the needs and expectations of urban/suburban levels of development. As a multiple service provider with established service systems, the City efficiently provides a comprehensive range of services. With existing and planned development within the Sphere of Influence, including the annexation of the eight County islands, the extension of infrastructure and services into these areas would be logical and generally more efficient than if provided by other entities. Provision of services and infrastructure by the City into the Sphere of Influence should not overlap or conflict with other service providers. The inclusion of the County islands into the City is not anticipated to require changes to the governmental structure of the City.

4.4.3 - DETERMINATIONS

Determination 4.4-1 – The City operates under the City Manager/City Council form of government. Each year the Council members select a Mayor and Vice-Mayor from amongst themselves.

Determination 4.4-2 – The City conducts open meetings in compliance with the Brown Act that allows for complaints and comments regarding services and potential conflicts or inefficiencies to be identified to the City Council by residents.

Determination 4.4-3 – The City utilizes an organizational structure that obtains efficiency through departments heads who oversee multiple divisions.

Determination 4.4-4 – The City makes Council agendas and other information that details operations and services provided by the City available to the public at City Hall and on its website (Council agendas).

Determination 4.4-5 – The current City structure is efficient, transparent, and meets expectation of its residents with the resources available.

SECTION 5 - SPHERE OF INFLUENCE REVIEW

5.1 - Sphere of Influence Overview

As part of any Sphere of Influence review, LAFCo is required to consider all the information presented in the Municipal Service Review conducted for that agency. Additionally, LAFCo must also make written statement of its determinations for that agency regarding the following:

1. The present and planned land uses in the area, including agricultural and open-space lands;
2. The present and probable need for public facilities and services in the area;
3. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide;
4. The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency; and
5. The present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing Sphere of Influence.

After a written determination has been made with respect to the aforementioned areas of review, LAFCo may adopt a Sphere of Influence (SOI) that is appropriate for the agency's provision of service.

This section meets the requirements of Government Code Section 56425 and allows LAFCo to adopt an SOI that is consistent with the written determinations for the City of Hanford.

5.1.1 - PRESENT AND PLANNED LAND USES

The City has adopted a General Plan that dictates present and future land use policy for City growth. The City's General Plan includes areas for immediate development as well as reserve areas to accommodate growth of the period of the document, at least 20 years and possibly beyond.

The City's General Plan identified a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Hanford's Sphere of Influence delineates the City's probable physical boundary and service area. The Primary Sphere of Influence determines the areas to be annexed, and the Secondary Sphere of Influence identifies areas where LAFCo recommends land use coordination between the City and County.

According to Policy L7 of the General Plan, the City will support and pursue an amendment of the City of Hanford's Primary Sphere of Influence to be coterminous to the Planned Area Boundary. The proposed Sphere of Influence is shown in Figure 5-1.

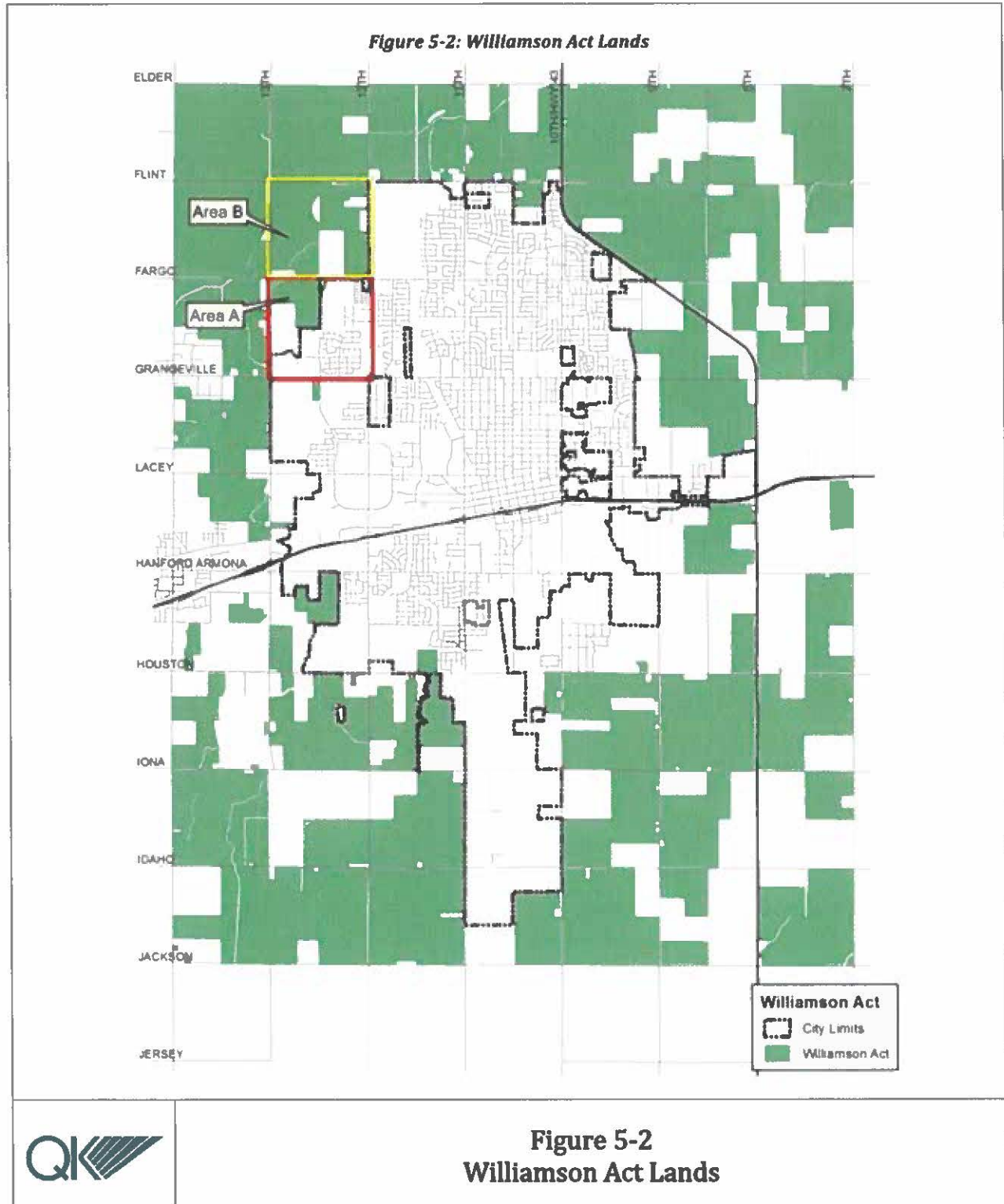


The Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to restrict the use of specific parcels of land to agricultural to related open space use. In return, landowners receive property tax assessments that are much lower than normal. This is a voluntary program. Landowners enter into contracts with participating cities and counties and agree to restrict their land to agriculture or open space for a minimum of 10 or 20 years.

There are 2,473 acres of land currently subject to a Williamson Act Contract within the City's SOI (see Figure 5-2). Of that amount, there are 292 acres under non-renewal and were scheduled to be removed from the provisions of the Williamson Act between 2014 and 2017.

The City should review the current Williamson Act contracts to make sure that the areas mentioned above were indeed removed from the Williamson Act between the years of 2015 and 2017, particularly the contract within the Primary SOI.



High Speed Rail

The California High Speed Rail Authority has identified a site east of Highway 43 and north of Highway 198 for a future station for the proposed high speed rail system. The City of Hanford has established this area as an Area of Interest in its General Plan. An Area of Interest is a geographic area within the Hanford General Plan that is integral to Hanford's future City planning even though no specific land uses are designated. Policy L105 of the City's General Plan explains it as such:

"Policy L105 Location of Area of Interest Land Use Designation

Locate an Area of Interest land use designation on the square mile bounded by Grangeville Boulevard, Lacey Boulevard, 7th Avenue, and 8th Avenue to reserve the area for future, but currently unknown land uses that may be associated with a high speed rail station."

The City of Hanford's General Plan also includes policies regarding the potential High Speed Rail Station. These policies include:

- *Policy T80* - Consider a station area planning study that considers locating most of High-Speed Rail support services west of 10th Avenue to support downtown Hanford.
- *Policy T81* - Ensure that effective transit linkages are in place between the High-Speed Rail Station and the City's downtown and employment centers.
- *Policy T82* - Ensure that financial, environmental, and agribusiness impacts of the project are mitigated for the citizens of Hanford.
- *Policy T83* - Aggressively seek State and federal funding for improvements and expansion of roads, water lines, sewer lines, storm drainage, public facilities, and utilities associated with High-Speed Rail.
- *Policy T84* - Ensure that the High-Speed Rail alignment through the Planning Area does not disrupt other transportation corridors identified in Hanford's circulation element.

Despite the uncertainty of the High-Speed Rail Station's timing and exact location, the City would like this Area of Interest included in its Sphere of Influence so that the area can be annexed into the City when and if needed to provide municipal services for the station. The No plans have been finalized on the type of surrounding land uses. The City recognizes that prior to considerations of the annexation of this Area of Interest the City will need to conduct a station area planning study that studies whether the City has adequate capacity to serve this area once annexed and a General Plan amendment to adopt specific land use designations and rezoning.

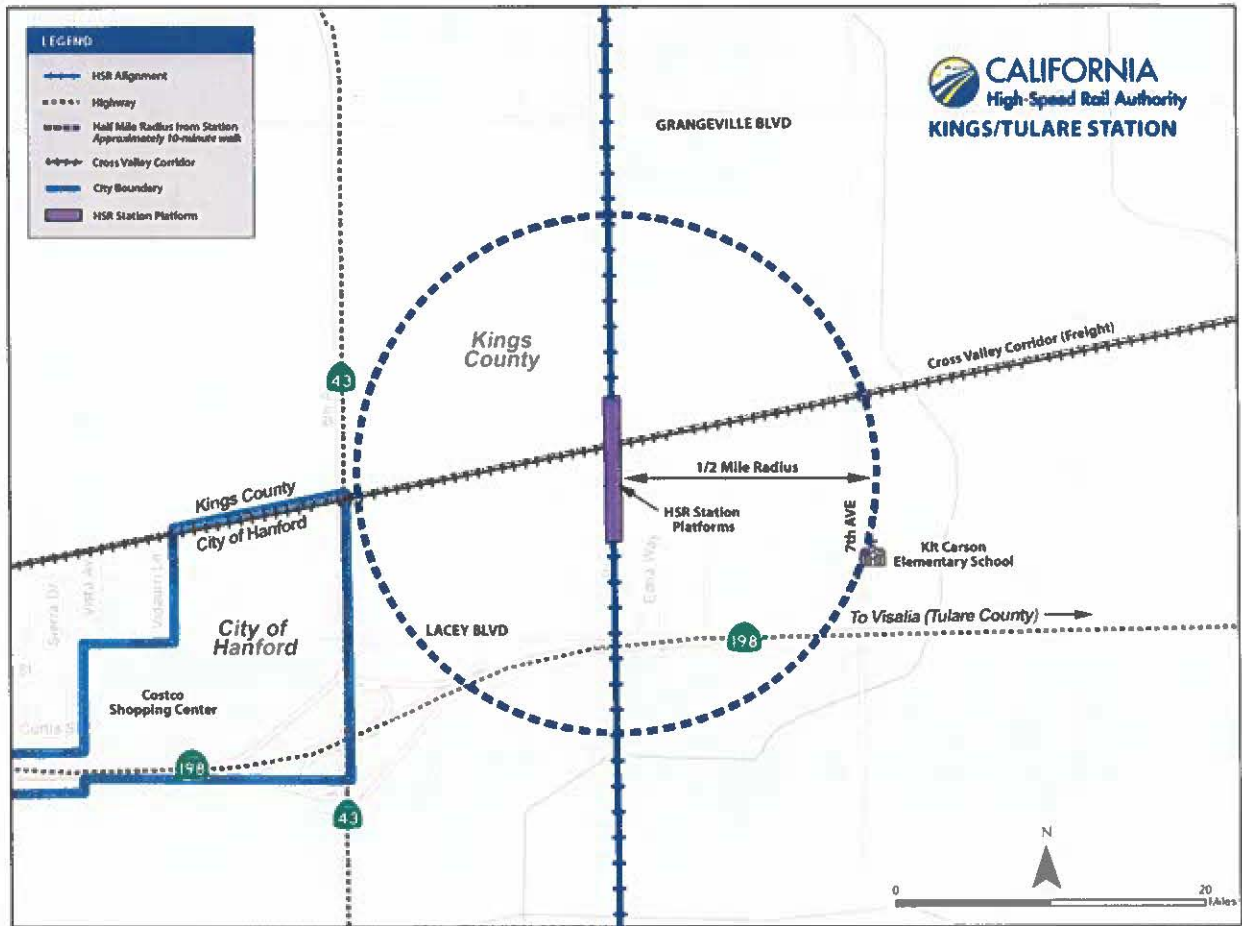


Figure 5-3
California High-Speed Rail Authority Kings/Tulare Station

5.1.2 - PRESENT AND PROBABLE NEED FOR PUBLIC FACILITIES AND SERVICES

The City provides a wide range of services to its residents while being supplemented by other agencies within its city limits. The City also coordinates through secondary agreements to collaborate with neighboring agencies, such as the County or special districts, to best provide services in a comprehensive manner.

The City will continue to utilize its agreements with the County for public transportation and solid waste collection and disposal. The City has undertaken significant efforts to implement the Master Plan infrastructure to areas within the City. The current public facilities serving the city limits and SOI will continue as is, with no need for a change of services.

5.1.3 - DISADVANTAGED UNINCORPORATED COMMUNITIES

As mentioned in Section 3, the City provides water, wastewater, and fire and emergency services within its city limits and within several of the County islands. However, the majority of area within the SOI (outside the city limits), does not have a service provider, with the exception of the Home Garden CSD. As shown in Figure 3-2, the areas depicted as a DUC are below the 80 percent of California's median household income and do not receive water, wastewater, and fire and emergency services from the City of Hanford or another service provider. However, given the fact that the City has extended services beyond its limits within some of these areas, future annexations should be reviewed on a case by case basis to determine if there is a neighborhood needing services that would warrant a subsequent annexation.

5.1.4 - PRESENT CAPACITY OF PUBLIC FACILITIES AND ADEQUACY OF PUBLIC SERVICES

The City currently provides a level of service which appears satisfactory to meet the needs of its current residents. The City will need to determine the ability to provide public services to any areas to be annexed into the City from the Sphere of Influence.

5.1.5 - EXISTENCE OF ANY SOCIAL OR ECONOMIC COMMUNITIES OF INTEREST

As stated in Section 3, there are currently areas of social or economic interest within the existing SOI, denoted as DUCs or potential DUC, most notably the community of Home Garden. These areas have been identified and will need subsequent review for inclusion on future annexations. Areas which already receive water, wastewater, and fire and emergency service may still need to be included in follow-up annexations to the City in order to provide equitable police and fire and emergency services. Police service levels should be reviewed as part of annexation proposals that are in proximity to DUCs.

Additionally, other municipal services that would be extended to an annexation proposal should be compared with the adjacent DUCs area to determine if there would be a benefit or improvement in service levels to the neighborhood with a follow-up annexation. If the proposal would be cost prohibitive, the DUC area should be forwarded to the County to

attempt to bring the services through available funding sources, such as grants or loan interest loan programs, in order to facilitate transition to the City.

5.1.6 - SPHERE OF INFLUENCE RECOMMENDATIONS

As shown in the MSR and throughout the determinations of this document, the City of Hanford is currently providing services at an acceptable level to its citizens. The City is also accountable to its customers through the City Council, which are elected at-large. It has conducted appropriate reviews of the infrastructure systems both through the annual CIP process as well as updating the Water, Sewer and Storm Drainage Master Plans in 2017.

The growth envisioned within the General Plan includes an area northwest of the current Sphere of Influence and another area east of the City. The area east of the City is predicted to eventually be the location of Hanford's High-Speed Rail Station. The City will need to plan for infrastructure to serve this area if and when the City proposes to annex this area.

In conclusion, based on the analysis provided within this report, the SOI for the City of Hanford may be amended to adequately comply with the goals of the General Plan.

Recommendation 8-1 – It is recommended that the City of Hanford's Sphere of Influence be amended as shown in Figure 5-1.

Recommendation 8-2 - The City should prepare a special plan for services, a General Plan amendment to add specific land use designations, and rezoning if and when the City proposes to annex the area planned for Hanford's High-Speed Rail Station.

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BEFORE THE LOCAL AGENCY FORMATION COMMISSION

COUNTY OF KINGS, STATE OF CALIFORNIA

**IN THE MATTER OF AMENDING)
THE SPHERE OF INFLUENCE OF THE)
CITY OF HANFORD)**

Resolution No. 24-01

Re: LAFCO SOIA 23-02

WHEREAS, on October 25, 2023, an application was filed by the City of Hanford with the Executive Officer, to amend the sphere of influence of the of City of Hanford; and

WHEREAS, the application was certified complete on January 11, 2024; and

WHEREAS, said application involves, APN's 009-020-021, 023, 024, 025, 026, 046, 047, and 009-030-009, 010, 011 and 009-020-002 through 058 and 014-260-077, 016-070-042 and 016-070-037 that are proposed to be included in the City of Hanford Primary Sphere of Influence; and

WHEREAS, the Commission is a Responsible Agency for the project's compliance with CEQA; and

WHEREAS, on April 17, 2024, this Commission at a Special Meeting held a duly noticed public hearing concerning the proposed sphere of influence amendment to hear any and all comments, evidence, or testimony from interested or affected persons; and

WHEREAS, the Executive Officer's report, with recommendations, was forwarded to officers, persons, and public agencies as prescribed by law and was reviewed at said meeting; and

WHEREAS, the Commission has duly considered the Executive Officer's Report, and the proposal.

NOW, THEREFORE, THE LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY RESOLVES AS FOLLOWS:

1. The Commission finds that:
 - a) It is a Responsible Agency under the California Environmental Quality Act Guidelines, Section 15096, and finds that:
 - 1) The approved MND for the Neves project area has made the findings as required by Section 15074, and identified mitigation measures which are required pursuant to the Mitigation Monitoring and Reporting Program; and

- 2) The City of Hanford, in accordance with Section 15093, adopted a “Statement of Overriding Consideration.” The City of Hanford found that specific overriding economic, legal, social and environmental, and other benefits of the project outweigh the significant impact on the environment; and
- b) The Sphere of Influence Amendment is determined exempt from the *California Environmental Quality Act (CEQA)* under the General Rule Exemption, Public Resources Code Section 15061(b)(3) of the CEQA Guidelines.
- c) The City of Hanford’s 2035 General Plan designated the areas of land to be included within the Primary Sphere of Influence as Low Density Single Family (RLD), Medium Density Residential (RMD), High Density Residential (RHD), and Highway Commercial (CH).
- d) The required considerations for Sphere of Influence amendments mandated by Government Code Section 56425(e) have been met as described below.
- e) The required considerations for sphere of influence amendments mandated by Government Code Section 56425(e) have been met as follows:

1. Present and Planned Uses in the Area:

- A) The land proposed for annexation in LAFCO Case No. 24-01 – Neves has been utilized for agricultural operations and residential purposes. The proposed annexation site contains the following general plan and zoning designations.

Kings County Zoning: Limited Agriculture (AL-10) and Rural Residential (RR)

Kings County General Plan: Limited Agriculture (AL-10) and Very Low Density Residential (VLD)

City of Hanford Prezone: High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L-5)

City of Hanford General Plan: High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L)

The current proposed use of this land is for the development of single-family residential and multifamily residential developments.

- B) The additional lands proposed for inclusion into the Primary Sphere of Influence for the City of Hanford are currently under agricultural operations and commercial development which contain the following general plan and zoning designations.

Kings County Zoning: Limited Agriculture (AL-10), Light Industrial (IL), Highway Commercial (CH)

Kings County General Plan: Limited Agriculture (AL-10), Light Industrial (IL), Transportation Commercial (CT)

City of Hanford General Plan: Low Density Residential (R-L) and Highway Commercial (CH)

The current use of this land is the cultivation and farming of crops, a gas station with convenience store and an auction yard.

- 2) Present and Probable Need for Public Facilities and Services: Limited public services, such as sheriff and fire, are currently provided to the sights listed above by the County. All future development within the proposed areas will require City services such as water, sewer, and storm drainage and a connection to these services can efficiently be added as shown in the attached (Exhibit “A”) Hanford Area Municipal Service Review and Sphere of Influence Update.
 - 3) Present Capacity of Public Facilities and Adequacy of Public Services: The City has planned for future growth to occur as outlined in their 2035 General Plan. In addition, the Hanford Area Municipal Service Review (MSR) and Sphere of Influence Update (see attached Exhibit “A”) provides analysis on the present and planned capacity of public facilities and the adequacy of public services.
 - 4) Evidence of Any Social or Economic Communities of Interest: This is not applicable to the proposed sphere of influence amendment. A social or economic community of interest does not exist in the area.
 - 5) Disadvantaged Unincorporated Communities: Disadvantaged Unincorporated Communities already exist within the current Primary Sphere of Influence. No additional DUC’s have been identified in the vicinity. The project sites are comprised of mostly agricultural land.
2. The Commission approves the sphere of influence amendment for the City of Hanford by adopting LAFCO Resolution 24-01. The sphere amendment will add the following APN’s 009-020-021, 023, 024, 025, 026, 046, 047, and 009-030-009, 010, 011 and 009-020-002 through 058 and 014-260-077, 016-070-042 and 016-070-037 within the Hanford Primary Sphere of Influence.

The foregoing Resolution was adopted upon a motion by Commissioner _____, seconded by Commissioner _____, at a regular meeting held April 17, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

LOCAL AGENCY FORMATION
COMMISSION OF KINGS COUNTY

Joe Neves, Chairman

WITNESS, my hand this _____ day of _____, 2024.

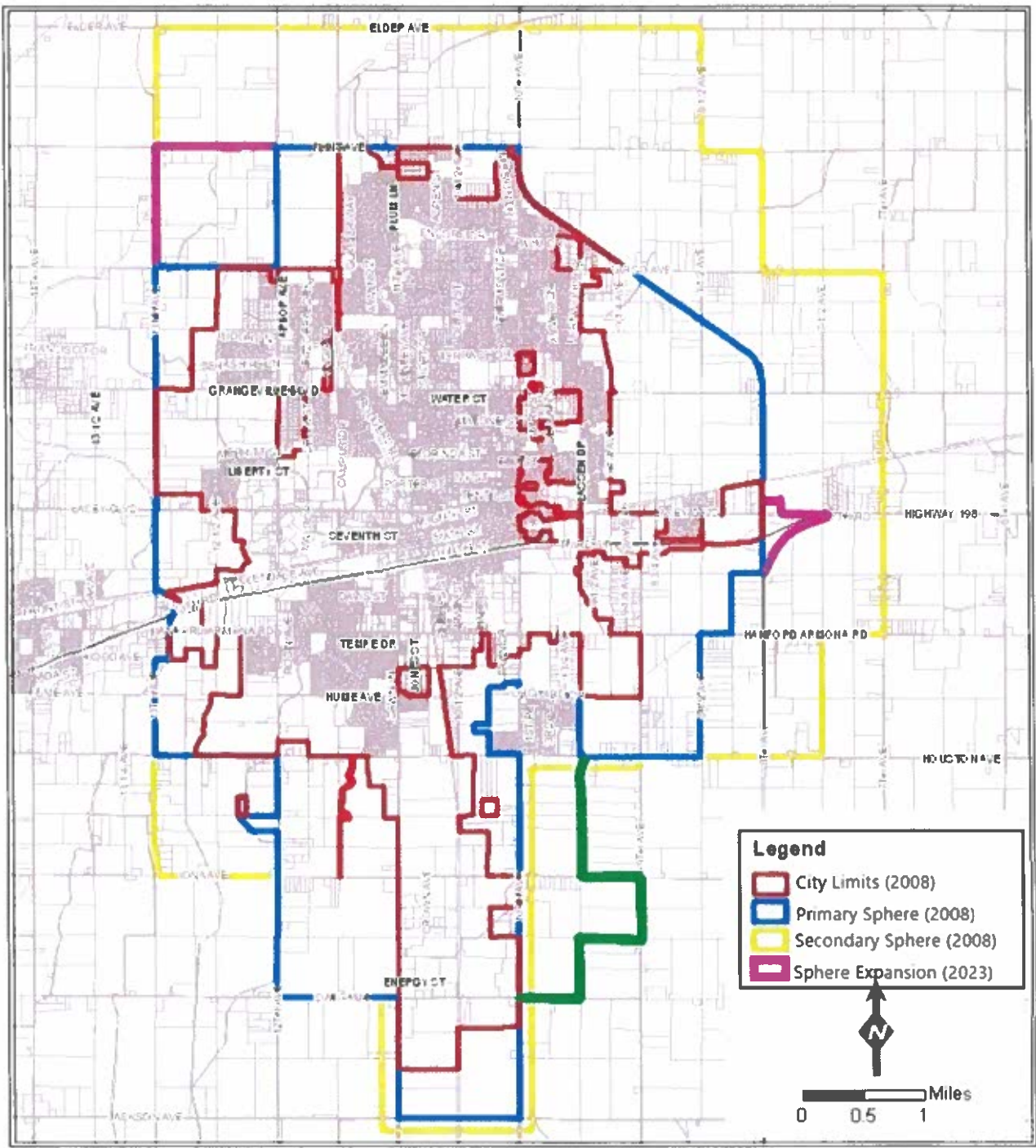
Chuck Kinney, Executive Officer

cc: City of Hanford

Exhibit "A"
proposed 2023 Sphere Expansion Areas



Exhibit C
CITY OF HANFORD
2008 SPHERE OF INFLUENCE



 Phase III on hold

Local Agency Formation Commission OF KINGS COUNTY

MAILING ADDRESS:
1400 W. LACEY BLVD. BLDG 6, HANFORD, CA 93230
(559) 852-2670, FAX: (559) 584-8989

STAFF REPORT April 17, 2024

EXECUTIVE OFFICER'S REPORT

**LAFCO CASE NO. 24-01
CITY OF HANFORD ANNEXATION
NO. 157**

I. BRIEF OVERVIEW OF PROPOSAL:

The proposal is to annex one area which totals approximately 153.61 acres to the City of Hanford, and detachment of the same from the Kings River Conservation District and Excelsior-Kings River Resource Conservation District. The area is comprised of 153.61 acres and includes ten parcels located approximately at the southwest and northwest corners of 12th Ave and Fargo Avenue. This territory is adjacent to the City of Hanford and is within the City's Primary Sphere of Influence as adopted by LAFCo and effective April 17, 2024. See Exhibit "A" for a location map of the project site. This proposed reorganization is considered inhabited since more than 12 registered voters reside within the boundaries of the proposed annexation. This project does not represent 100% of the property owners consenting to this area of land being annexed into the City of Hanford. Non of the proposed property being considered for annexation is under a Williamson Act Contract.

II. EXECUTIVE OFFICERS RECOMMENDATION

The Executive Officer recommends that the LAFCO Commission hold a public hearing and consider LAFCO Resolution No. 24-02 for approval of LAFCO Case No. 24-01 "Hanford Reorganization No. 157". The application does not represent 100 percent consent of the landowners. If the reorganization is approved and opposition is received, the Commission must commence protest proceedings with a noticed protest hearing to occur at the next scheduled LAFCO Meeting. The Commission may waive the protest proceedings if no opposition is received by the close of the public hearing.

III. ANALYSIS OF PROPOSAL:

A. Discussion of Proposal

A City of Hanford Resolution of application for annexation of territory was received in August of 2021, contingent upon the subsequent submittal and approval of a Sphere of Influence Amendment. See Exhibit "B". The purpose of the action is to annex 153.61 acres into the City of Hanford. The proposed annexation area includes ten (10) parcels which are owned by fifteen separate property owners, and three of the parcels have not provided consent of the annexation. The three parcels which have not provided consent of the annexation are located southwest of the intersection of Fargo Avenue and 12th Avenue and if they were not included within this annexation upon annexing the rest of the proposed area which is northwest of the intersection of Fargo Avenue and 12th Avenue those three parcels would be completely surrounded by the City and constitute an island. Currently there are seven residences and orchards on the land proposed for annexation. The City intends to annex these territories in order to supply municipal services to the properties and ensure that future development occurs to city standards. The annexation proposal is contiguous with existing City limits.

The Area is presently designated for Limited Agriculture (AL-10) and Very Low Density Residential (VLD) under the County's General Plan, and designated under the City's General Plan for High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L). The City has pre-zoned the properties to correspond with the City General Plan designation with High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L-5).

B. Factors required by Government Code Section 56668:

1.

Project Site

Population:

13 (estimated)

Population Density:

11.81 acres per resident

Land Area:

153.61 acres

Land Use:

Agriculture and Single Family Residences

Assessed Value of Annexation Area:

\$8,210,061

Per Capita Assessed Valuation:

\$631,543

Topography:

Flat land

Natural Boundaries:

12th Ave. and Fargo Ave.

Drainage Basins:

None

Proximity to other populated areas:

Within planned growth direction of the City of Hanford

Likelihood of growth in area:

Yes – Single Family Residences and Multi-Family Residences

Detachment:

Kings River Conservation District, and Excelsior-Kings River Conservation District.

2. Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.

The Hanford General Plan designates these properties for residential use. Development of this type needs municipal services and requires annexation to the City. The City of Hanford is the most logical provider of urban type services within the Hanford Fringe Area, and would be the most efficient service provider to any future development on the subject properties. The City of Hanford maintains standard rates for residential water and sewer services connection throughout the City, and sufficient capacity has been identified to exist to serve any future development upon these properties. Any additional development based upon the current General Plan on these properties is not determined to adversely affect the cost or adequacy of City services.

3. The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.

The proposal will have little impact on County government. The County will lose a minor amount of tax revenue (\$8,763.00), but will no longer be primarily responsible for road maintenance, police, and fire protection on the western side of 12th Avenue and the northern side of Fargo Avenue which borders the project area. The properties are adjacent to the City, and City services can be provided to the area. Annexation of the territory is not considered to adversely affect mutual social or economic interests.

4. The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.

The proposed annexation is a planned and orderly extension of the City of Hanford. The 2035 Hanford General Plan as originally adopted planned this area for residential uses. Therefore, the impact of this proposal upon patterns of urban development will occur as outlined in the City's General Plan. Any future residential development on this property will need City services such as water, sewer, and storm drainage. Since the City already maintains water, sewer and storm drainage lines near the proposed annexation area, connection to these services can efficiently be added as development occurs and connects. The City of Hanford requires development impact fees for new construction, and any future developments would bear the cost of any service extension lines and connections.

The proposed annexation is in keeping with the adopted 2035 Hanford General

Plan. Annexation of this territory would keep extension of services in line with the orderly development of the City. This proposal is in keeping with the intent of LAFCO as detailed in Section 56301, and is reflected in the Policies and Procedures manual for LAFCO Of Kings County whereby it encourages the orderly formation of local governmental agencies.

All future development within the proposed annexation territory will require City services such as water, sewer, and storm drainage and a connection to these services can efficiently be added as development occurs and connects.

5. The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.

The annexation territory is planned for residential uses under the City's General Plan. The City of Hanford is primarily surrounded by prime agricultural land and farming is currently practiced along most of the City's existing edges. Some of the annexation properties are designated as "Prime Agricultural Land" and "Urban and Built-Up Land" under the Department of Conservation's Important Farmland Mapping and Monitoring Program 2020 Map. These properties, however, are within the planned growth pattern of the City and located along Fargo Avenue and 12th Avenue and adjacent to the City limits. All of this territory is planned for residential uses in the City's 2035 General Plan.

The City's 2035 Hanford General Plan identifies this area for accommodating residential uses, and recognizes the City's growth impacts to prime agricultural lands surrounding the City. The loss of prime agricultural land resulting from the City's planned growth was identified as a potentially significant impact in the City's 2035 Hanford General Plan EIR. A statement of overriding consideration was adopted by the Hanford City Council.

Non of the land proposed for annexation is currently under a Williamson Act Contract.

6. The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.

The boundaries are definite and certain (See Exhibit "A" of the Resolution). No islands or substantially surrounded areas will be created as a result of this annexation.

7. A regional transportation plan adopted pursuant to Section 65080.

The 2022 Kings County Regional Transportation Plan was adopted on September 14, 2022 pursuant to Section 65080 of the California Government Code.

8. Consistency with city or county general and specific plans.

The annexation is consistent with the City of Hanford's General Plan

| | |
|----------------------------------|---|
| Current Zoning: | Limited Agriculture (AL-10) and Rural Residential (RR) |
| City Prezoning: | High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L-5) |
| County General Plan Designation: | Limited Agriculture (AL-10) and Very Low Density Residential (VLD). |
| City General Plan Designation: | High Density Residential (R-H), Medium Density Residential (R-M), and Low Density Residential (R-L) |

9. The sphere of influence of any local agency which may be applicable to the proposal being reviewed.

This annexation is within the Primary Sphere of Influence of the City of Hanford as adopted by LAFCO and effective April 17, 2024. It is also within the boundaries of both the Kings River Conservation District and the Excelsior-Kings River Resource Conservation District. These districts' policies are to detach the area proposed for annexation to a city.

10. The comments of any affected local agency or other public agency.

No written comments have been received by the Executive Officer as of April 12, 2024.

11. The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.

The City indicates that services such as water, sewer, storm drainage, fire and police can all be provided to the annexation territory. The city already maintains a water service line in Fargo Avenue which currently borders the southern portion of the proposed area. New development of the annexed area will be subject to water impact fees.

Sanitary sewer service can be provided to the project site in conformance with the city requirements. The City maintains an existing gravity main line near the intersection of 12th Avenue and Fargo Avenue which is on the border of the project site, which will be extended into the annexation area as development occurs. The developer is required to pay for sanitary sewer as development occurs. Funding

for the ongoing maintenance of the system is provided from monthly user charges. At the time of any future development of the annexed area, sanitary sewer service would be reviewed according to the City's Sanitary Sewer Master Plan.

Storm drainage from new development will drain via new storm drain lines to a new ponding basin planned for the site. All costs will be borne by the developer. The basin will be sized to accept storm water for the entire annexation site.

As residential development is proposed within the annexed area conditions will be placed on the development to include requirements for new streets and improvement of existing streets. New development of the annexed area will be subject to traffic impact fees.

12. Timely availability of water supplies adequate for projected needs as specified in Section 65352.5.

The City presently has sufficient water availability to serve the property. Future residential development would have to be reviewed according to the City's Water System Master Plan, and connection to the City's main water lines would be borne by future development and required to develop according to City Standards. Due to the drought, the physical project, when proposed, will be required to comply with all State and local regulations regarding water conservation measures and landscaping.

13. The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.

The subject territory is planned for residential uses and will assist the City of Hanford in meeting their fair share of affordable housing. The City General Plan designated residential properties in the unincorporated fringe were relied upon as available residential land resources for the City under the 2014 Kings County Regional Housing Needs Allocation Plan, and included in the 2016 Housing Element update.

14. Any information or comments from the landowner or owners.

All property owners except for three parcels are the applicants through the City and have requested the City to begin annexation proceedings. The City of Hanford provided notices and held public hearings to inform existing residents and land owners in the annexation area. No additional information or comments have been received by property owners or residents in regards to this proposal.

15. Any information relating to existing land use designations.

No other information is applicable.

16. Extent to which the proposal will promote environmental justice.

The proposed annexation will not result in inferior services being provided to areas of low income residents. The annexation does include land that will be utilized for the future development of residences. In addition, the proposal will not locate undesirable land uses within the proximity of low income residents.

IV. ENVIRONMENTAL ASSESSMENT:

The City completed a Mitigated Negative Declaration (MND) for this annexation. The MND included mitigations to mitigate all the potential negative impacts associated with the proposed annexation. The City approved the Mitigated Negative Declaration on August 17, 2021 through the adoption of Ordinance 21-2. LAFCO, as a Responsible Agency, may rely upon the Mitigated Negative Declaration for this action. A copy of the MND is attached as Exhibit "C".

V. RECOMMENDATIONS:

The Executive Officer recommends:

1. That the Commission make the following determinations:
 - a) It is a Responsible Agency under the California Environmental Quality Act Guidelines, Section 15096.
 - b) The annexation is being taken pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.
 - c) The distinctive short form designation of the annexation is "City of Hanford Annexation No. 157".
 - d) The City requested annexation of one unincorporated area and all the property owners except for the property owners of the three parcels southwest of Fargo Avenue and 12th Avenue have given consent to the annexation.
 - e) The proposed annexation conforms to the adopted sphere of influence for the City of Hanford.
 - f) The subject territory is considered inhabited.
 - g) All of the factors required by Government Code Section 56668 have been considered by the Commission before rendering a decision.
 - h) The reorganization is necessary to provide services to planned, well-ordered, and efficient urban development patterns that include appropriate

consideration of the preservation of open-space lands within those urban development patterns.

- i) The regular county assessment roll will be utilized for this annexation.
 - j) The affected territory will not be taxed for existing general bonded indebtedness.
 - k) Find that the annexation does not contain any Williamson Act contract land.
- 2. Find that the Commission has reviewed the MND prepared for the annexation by the City of Hanford and has relied on the determination therein that with the enforcement of the proposed mitigations this project will not have a significant effect on the environment.
 - 3. Find that the Commission waive the protest hearing for this proposal in accordance with Government Code §56663 and order the reorganization without an election. (If no written opposition is received from landowners or registered voters within the annexation area prior to the close of the public hearing.)
 - 4. That the Commission approve LAFCO Case No. 24-01, City of Hanford Annexation No. 157 by adopting Resolution No. 24-02 and order the annexation to the City of Hanford and detachment from the Kings River Conservation District and the Excelsior - Kings River Resource Conservation District subject to the following conditions:
 - a) The Kings County Local Agency Formation Commission be designated as the conducting authority for the “City of Hanford Annexation No. 157” and be authorized to proceed with legal steps necessary to complete the annexation
 - b) That in the event of Protest Proceedings, the effect of any protests received results in the ordering of the reorganization.
 - c) The City prepare a final map for recordation with an accompanying legal description that meets Board of Equalization Standards.
 - d) The City shall provide a sufficient fee deposit with LAFCO to cover all administrative processing prior to final recording of the Certificate of Completion.

VI. APPROVED LEGAL DESCRIPTION

A legal description of the annexation territory is attached to the resolution.

ADDENDUM

A. Proponent:

City of Hanford

B. Affected Districts Whose Boundaries Will Change:

City of Hanford

Kings River Conservation District

Excelsior - Kings River Resource Conservation District

C. Affected Districts Who's Boundaries Will Not Change:

County of Kings

Hanford Cemetery District

Pioneer Union Elementary School District

Hanford Union High School District

Kings County Water District

Kings Mosquito Abatement District

College of Sequoias

H:\LAFCO\PROJECTS\24-01 City of Hanford (No. 157 (Neves))\22-01_SR.doc

Exhibit "A"

MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT
AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION
DISTRICT, CITY OF HANFORD REORGANIZATION NO. _____

LEGAL DESCRIPTION

BEING A PORTION OF THE SOUTHEAST QUARTER OF SECTION 15, T. 18 S., R. 21 E., M.D.B. & M. AND
THE NORTHEAST QUARTER OF SECTION 22, T. 18 S., R. 21 E., M.D.B. & M., IN THE COUNTY OF KINGS,
STATE OF CALIFORNIA.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME ON _____
AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION
No. _____

DATED _____

JOHN A. ZUMWALT, R.C.E. 21489

CERTIFICATE OF COMPLETION

RECORDED AS DOCUMENT NO. _____
FEE _____
DOCUMENT NO. _____
RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION
COMMISSION OF KINGS COUNTY.
AT _____ MINUTES PAST _____ O'CLOCK _____ M., _____ 201____
IN VOLUME _____ OF LICENSED SURVEYORS' PLATS AT PAGE _____, KINGS COUNTY,
STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER
BY: _____
DEPUTY

LEGEND

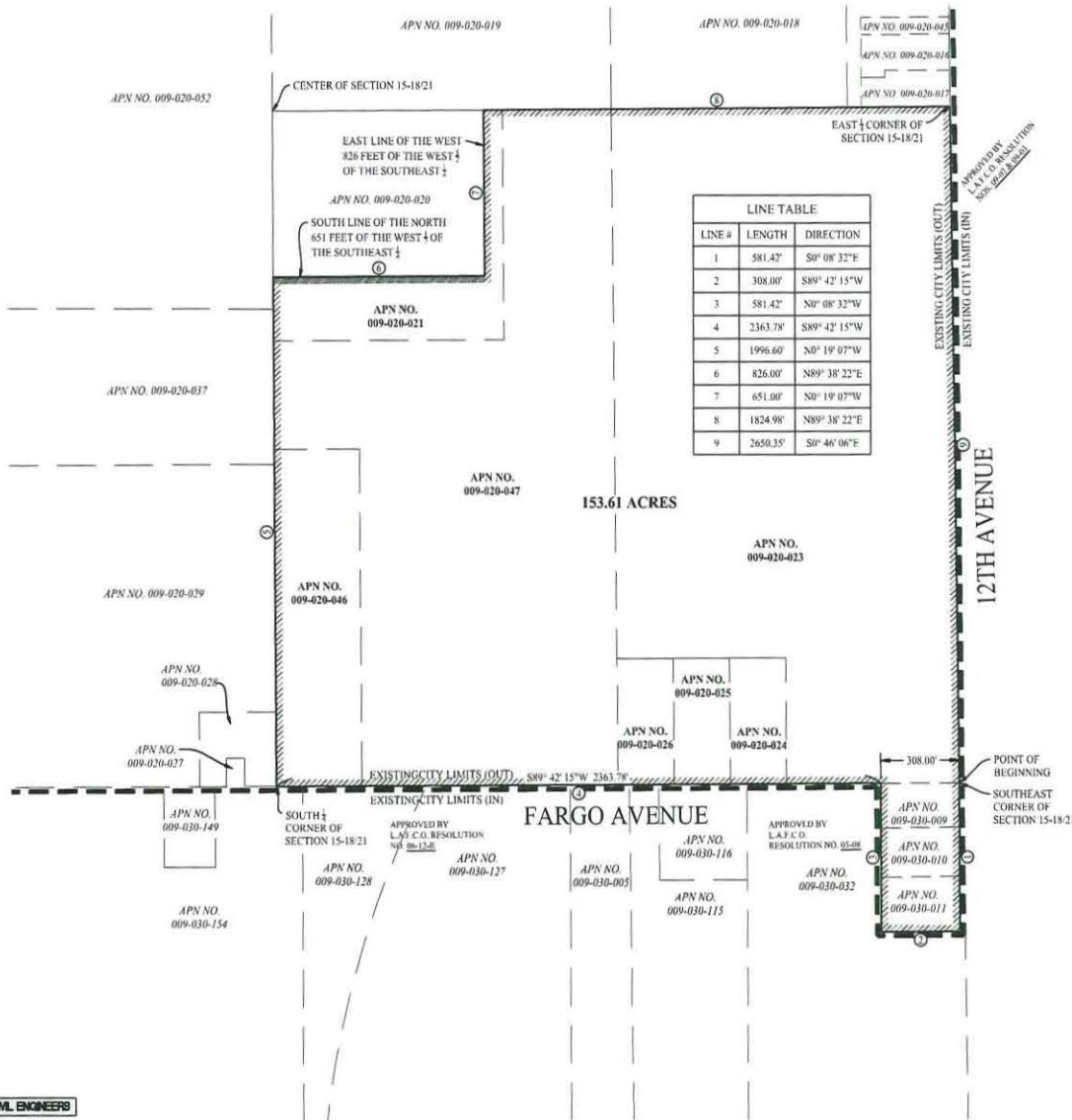
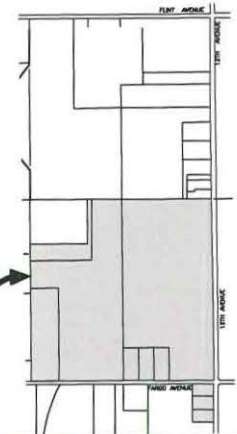
--- PRIOR EXISTING CITY LIMITS
--- BOUNDARY OF PROPERTIES TO BE ANNEXED



SCALE: 1"=300'
300 150 0 300 600

VICINITY MAP

Not to Scale



CIVIL ENGINEERS
**ZUMWALT
HANSEN &
LAND SURVEYORS**

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0771811

ONE SHEET ONLY

RESOLUTION NO. 2021-31-R

A RESOLUTION OF APPLICATION BY THE CITY OF HANFORD REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR ANNEXATION NO. 157, A REQUEST TO ANNEX APPROXIMATELY 153 ACRES OF UNINCORPORATED KINGS COUNTY LAND INTO THE CITY OF HANFORD FOR PROPERTY LOCATED ON THE NORTHWEST CORNER OF 12TH AVENUE AND FARGO AVENUE (APN 009-020-021, 009-020-023 THROUGH -026, 009-020-046, AND 009-020-047) AND THE SOUTHWEST CORNER OF 12TH AND FARGO AVENUES (APN 009-020-021, 009-020-023 THROUGH -026, 009-020-046, AND 009-020-047).

RESOLVED by the City Council of the City of Hanford, that,

WHEREAS, the City of Hanford desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Reorganization Act of 2000, Division 3, commencing with Section 5600 of the California Government Code, an affected City, as defined therein, may by resolution adopted by its legislative body make a proposal for a change of organization and request initiation of proceedings thereon; and

WHEREAS, notice of intent to adopt this resolution of application has been given, and this Council has conducted a public hearing based upon this notification; and

WHEREAS, the principal reasons for the proposed annexation are as follows:

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

WHEREAS, the following agency would be affected by the proposed jurisdictional changes:

| <u>Agency</u> | <u>Nature of Change</u> |
|-----------------|-------------------------|
| City of Hanford | Annexation |

WHEREAS, the territory proposed to be annexed is inhabited, and a map and description of the boundaries of the territory are attached hereto as **Exhibits A** (annexation map) and **B** (legal description) and by this reference incorporated herein, and,

WHEREAS, the proposal is consistent with the General Plan of the City of Hanford; and



WHEREAS, it is desired to provide that the proposed annexation be subject to the following terms and conditions:

1. That the annexation area be rezoned R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan.
2. That Annexation 157 cannot proceed until the finalization of the Sphere of Influence expansion.
3. That if the Sphere of Influence is not expanded to include this territory, the annexation shall not be able to proceed.

WHEREAS, this proposal will be consistent with the spheres of influence for all agencies which would be affected by the annexation, once the Sphere of Influence expansion request has been finalized by the Local Area Formation Commission (LAFCo) of Kings County; and

WHEREAS, The Council certified that an Initial Study was prepared for the project, consistent with the California Environmental Quality Act; and

WHEREAS, the City Council determined that the project would not result in significant impacts to the environment with the incorporation of mitigation measures and Mitigated Negative Declaration No. 2021-01 was adopted and mitigations measures required, as included in the Mitigation Monitoring and Reporting Program, shown in Exhibit C.

NOW, THEREFORE, BE IT RESOLVED, this Resolution of Application is hereby adopted and approved by the City Council of the City of Hanford and the Local Agency Formation Commission of Kings County is hereby requested to take proceedings of the annexation of territory as authorized in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 3rd day of August 2021, by the following vote:

AYES:

Council Member

Ramirez

Morrow

Saltray

Brieno

NOES:

Council Member

ABSTAIN:

Council Member

ABSENT:

Council Member

Sharp
[Signature]
MAYOR

STATE OF CALIFORNIA)

COUNTY OF KINGS)

CITY OF HANFORD) SS

I, **Natalie Corral**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 3rd day of August, 2021.

Dated: 8/3/2021

Natalie Corral

City Clerk

Exhibit "C"

MITIGATED NEGATIVE DECLARATION NO. 2021-01

Project Title: Annexation 157, Prezone No. 2020-02

File Number: ANX 157 (301-0225) and PRZ 2020-02 (510-0240)

State Clearinghouse Number: n/a

Lead Agency: City of Hanford

Responsible Agency: Kings County Local Area Formation Commission

Applicant: Todd Neves
P.O. Box 728
Armona, CA 93202

Property Owner(s): Todd Neves
P.O. Box 728
Armona, CA 93202

Stacey L. Claycamp & Dina R. Horner
P.O. Box 728
Armona, CA 93202

Marvin G. Montoya & Fernando B. Gonzales
12140 And 12192 Fargo Avenue
Hanford, CA 93230

John W. and Teresa Olivera
12446 Fargo Avenue
Hanford, CA 93230

David F. and Virginia Elder
12228 Fargo Avenue
Hanford, CA 93230

Project Description:

- **Annexation No. 157:** A request to annex 149.5 acres into the City of Hanford from the Kings County jurisdiction.

Prezone No. 2020-02: A request to pre-zone the annexation area as R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area.

There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include, High-, Medium-, and Low-Density Residential.

- **Location:** The project is located at the northwest corner of 12th Avenue and Fargo Avenue (APN 009-020-021, 009-020-023 through -026, 009-020-046, and 009-020-047).

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: *Gabrielle Myers*

Date: April 1, 2021

Review Period: April 2 – 22, 2021

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2021-01

Prepared For

Annexation 157 and Prezone No. 2020-02

Todd Neves

Prepared By

The City of Hanford

April 1, 2021

Responsible Agency

Kings County LAFCO

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 has two components. **Annexation No. 157:** A request to annex 149.5 acres into the City of Hanford from the Kings County jurisdiction. **Prezone No. 2020-02:** A request to pre-zone the annexation area as R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area. There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include, High-, Medium-, and Low-Density Residential.

- o **Location:** The project is located at the northwest corner of 12th Avenue and Fargo Avenue (APN 009-020-021, 009-020-023 through -026, 009-020-046, and 009-020-047).

ENVIRONMENTAL IMPACTS

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

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

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

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The proposed General Plan Amendment and Rezone are consistent with the policy of the General Plan and Zoning Ordinance. The change in designation from office to high-density residential on a portion of the property is consistent with the surrounding area.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the projects, 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, Land Use and Planning, 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 December 29, 2020:

Responses were received from the following:

1. Consultation from Pacific Gas and Electric Company (Received January 4, 2021).
2. Consultation from Renee Creech with the Hanford Joint Union High School District (Received January 6, 2021).
3. Consultation from Shana Powers with the Tachi Yokut Santa Rosa Rancheria Tribe (Received January 11, 2021).
4. Consultation from Arnaud Marjollet with the San Joaquin Valley Air Pollution Control District (Received January 22, 2021).
5. Consultation from Nancy Gonzalez-Lopez with the Native American Heritage Commission (Received February 25, 2021).

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)

Traffic Signal Warrant Study, prepared by Peters Engineering Group: A California Corporation (January 26, 2018).

Pre-Consultation Letters Received:

1. Consultation from Pacific Gas and Electric Company (Received January 4, 2021).
2. Consultation from Renee Creech with the Hanford Joint Union High School District (Received January 6, 2021).
3. Consultation from Shana Powers with the Tachi Yokut Santa Rosa Rancheria Tribe (Received January 11, 2021).
4. Consultation from Arnaud Marjollet with the San Joaquin Valley Air Pollution Control District (Received January 22, 2021).
5. Consultation from Nancy Gonzalez-Lopez with the Native American Heritage Commission (Received February 25, 2021).

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2021-01

1. Project Title
Annexation No. 157; Prezone No. 2020-02
2. Lead Agency Name and Address:
City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address:
Local Agency Formation Commission, Kings County
1400 W. Lacey Boulevard
Hanford, CA 93230
4. Contact Person/Phone Number:
Gabrielle Myers
Senior Planner
Community Development Department
(559) 585-2578
5. Project Location:
The project is located at the northwest corner of Fargo and 12th Avenues.
6. Project Sponsor's Name/Address:
Todd Neves
P.O. Box 728
Armona, CA 93202
7. General Plan Designation:
High-, Medium-, and Low-Density Residential
8. Zoning:
Proposed Prezone: R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential
Kings County Zoning – AL-10 Limited Agriculture
9. Description of the Project:
of
Annexation No. 157: A request to annex 149.5 acres into the City of Hanford from the Kings County jurisdiction. **Prezone No. 2020-02:** A request to pre-zone the annexation area as R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area.

There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include, High-, Medium-, and Low-Density Residential.

10. Surrounding land uses and setting:

| | Zoning | General Plan Designation | Land Use |
|-------|--|--|--------------------------------------|
| North | County AL-10 | Low-Density Residential | Agriculture/ Large-lot Single-Family |
| East | C-N Neighborhood Commercial R-H High-Density Residential R-M Medium-Density Residential R-L-5 Low-Density Residential | Future Educational Facility Future Open Space Neighborhood Commercial High-Density Residential Medium-Density Residential Low-Density Residential | Agricultural Land |
| South | R-L-5 Low-Density Residential R-L-12 Low-Density Residential | Low-Density Residential | Single-Family Residential |
| West | County AL-10 | Future Educational Facility Future Open Space Low-Density Residential | Agriculture |

11. Other public agencies whose approval is required – Kings County LAFCO

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.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Green House Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> 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 de Silva
Senior Planner
City of Hanford

4-1-2021

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

Issues:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|--------------------------|
| I. AESTHETICS -- Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>ENVIRONMENTAL SETTING:</p> <p>SCENIC VISTAS AND CORRIDORS</p> <p>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.</p> <p>SCENIC HIGHWAYS</p> <p>According to the California Scenic Highway Mapping System, there are no adopted Scenic Highways within the planning area. (Caltrans 2015).</p> <p>VISUAL CHARACTER</p> <p>Hanford is located in the northern portion of Kings County and has a total area of 16.6 square miles, all of which is flat land not covered by water. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The Kings River is about 6.5 miles north of Hanford. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south.</p> <p>The Planning Area consists of urban agricultural, and grassland habitat areas located in transitional zone in the Central Valley between the flat valley floor and the Sierra Nevada foothills to the east. Hanford is surrounded by productive agricultural land, much of which is encumbered by Williamson Act contracts that prohibit development.</p> <p>LIGHT AND GLARE</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <p>The majority of the City includes existing sources of daytime glare and nighttime lighting and illumination.</p> <p>Significance Criteria</p> <p>The Project may result in significant impacts to aesthetics if it substantially affects the view of a scenic corridor, vista or view open to the public, cause's substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences.</p> <p>Checklist Discussion:</p> <p>a) Less than Significant Impact – Views consist primarily of broad panoramas of agricultural land. Most of the surrounding area is characterized by flat, dry valley grasslands scattered throughout as well as grazing and other agricultural uses. The land has been designated for High-, Medium- and Low-Density Residential by the General Plan. The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include residential development and be subject to further environmental review at the time of submittal.</p> <p>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.</p> <p>c) Less than Significant Impact with Mitigation Incorporation: Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. The project development will be required to comply with the General Plan, proposed zoning, R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, and the Tree Ordinance.</p> <p>The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include residential development and be subject to further environmental review at the time of submittal.</p> <p>d) Less than Significant Impact with Mitigation Incorporation– The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include residential development and be subject to further environmental review at the time of submittal. Future development will be subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls.</p> <p>Mitigation Measures:</p> <p>MM Aesthetics 1: That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.</p> <p>MM Aesthetics 2: That future development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.</p> <p>Conclusion: Impacts to aesthetics are anticipated to be less than significant with the incorporation of mitigation measures.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| Sources: 2035 General Plan, 2035 General Plan EIR, Hanford Municipal Code, California Building Code | | | | |
| II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|--------------------------|
| <p>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.</p> <p>Checklist Discussion:</p> <p>a) Less than Significant Impact with Mitigation Measures: The project is located within an area listed as Unique Farmland and Confined Animal Agriculture. Unique farmland consists of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards, as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date. Confined Animal Agricultural lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category. The General Plan EIR evaluated the full build out of the Planned Area as a result of the General Plan Update and determined the General Plan would over the 2014 – 2035 planning period, convert approximately 2,706 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-agricultural use. In accordance with the General Plan EIR, development would have to adhere to Hanford Municipal Code Chapter 16.40.110 (Right to Farm) and proposed goals and policies of the General Plan related to agriculture. However, the loss of farmland as a result of the General Plan Update was determined to be significant and unavoidable. A statement of overriding considerations was adopted for the significant impact to Agriculture, as a result of the General Plan Update. The project is consistent with the General Plan.</p> <p>Mitigation Measure: That future physical development of the project site be required to record a right-to farm provision with the recording of a final subdivision map to ensure that future residents of the homes in the project area are aware of the adjacent agricultural uses and their right to continue to operate.</p> <p>b) Less than Significant Impact – The property is currently in the General Plan as High-, Medium- and Low-Density Residential and is proposed to be rezoned R-H High-Density, R-M Medium-Density, and R-L-5 Low-Density Residential, in accordance with the General Plan. The property is not within a Williamson Act Contract.</p> <p>c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact.</p> <p>d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be no impact.</p> <p>e) No Impact – None.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> - MM Agriculture 1: That upon physical development of the project site, a right-to-farm provision be recorded with the recording of a final subdivision map(s) to ensure that future residents of the homes in the project area are aware of the adjacent agricultural uses and their right to continue to operate. <p>Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department of Conservation Farmland Mapping and Monitoring Program – Kings County Map (2016);</p> <p>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:</p> | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|------------------------------|-----------|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

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 good 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

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------|---|------------------------------|------------|--------------------|-----------------|-----------|-----------|-----------|--------------------|-----------------|------------|--------|-----------|-----------|-----------|----|-----------|------------|--------|-----------|-----------|------------|-----------|-----------|----------------------|--------|-----------|---|---|---------|---------|------------------------|--------|-----------|-----------|-----------|---------|----------|------------------------|----------------|-----------|-----------|-----------|-----------|-----------|
| <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>Wind</p> <p>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.</p> <p>San Joaquin Valley Air Basin Monitoring</p> <p>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.</p> <p>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.</p> <p>The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010.</p> <p>Maximum Pollutant Levels at Hanford's South Irwin Street Monitoring Station</p> <table><tr><th>Pollutant</th><th>Time Avg.</th><th>2012 Max.</th><th>2013 Max.</th><th>2014 Max.</th><th>National Standards</th><th>State Standards</th></tr><tr><td>Ozone (O3)</td><td>1 hour</td><td>0.109 ppm</td><td>0.104 ppm</td><td>0.108 ppm</td><td>NA</td><td>0.009 ppm</td></tr><tr><td>Ozone (O3)</td><td>8 hour</td><td>0.094 ppm</td><td>0.098 ppm</td><td>0.0904 ppm</td><td>0.075 ppm</td><td>0.070 ppm</td></tr><tr><td>Carbon Monoxide (CO)</td><td>8 hour</td><td>0.033 ppm</td><td>*</td><td>*</td><td>9.0 ppm</td><td>9.0 ppm</td></tr><tr><td>Nitrogen Dioxide (NO2)</td><td>1 hour</td><td>0.056 ppm</td><td>0.058 ppm</td><td>0.050 ppm</td><td>100 ppm</td><td>0.18 ppm</td></tr><tr><td>Nitrogen Dioxide (NO2)</td><td>Annual Average</td><td>0.009 ppm</td><td>0.010 ppm</td><td>0.010 ppm</td><td>0.053 ppm</td><td>0.030 ppm</td></tr></table> | | | | | 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 |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 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 |
| Particulates (PM 10) | Federal Annual Arithmetic Mean | 14.8 µg/m3 | 18.1 µg/m3 | 17.4 µg/m3 | 12 µg/m3 | 12 µg/m3 |
| Notes: NA = Not Applicable (there is no standard for this pollutant) * = There was insufficient data available to determine the value ppm = parts per million µg/m3 = microgram per cubic meter | | | | | | |
| 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, recues, or controls air contaminants, except those specifically exempted by the SJVAPCD, are require 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 | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact | | |
|---|--|---|------------------------------|-----------|------|-------|
| 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 | | | | |
| 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: | | | | | | |
| <ul style="list-style-type: none">- 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 stands 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 | | | | | | |

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| <p>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.</p> <p>Long-term (operational) emissions</p> <p>Operational emissions are emitted from two main sources:</p> <ol style="list-style-type: none"> 1) small, distributed sources known as area sources and 2) motor vehicles known as mobile sources. <p>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.</p> <p>Short-term (construction) emissions</p> <p>Fugitive dust control rules:</p> <ul style="list-style-type: none"> - 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 <p>Further, the new development should include the following local municipal code requirements:</p> <ul style="list-style-type: none"> - 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 <p>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</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> - 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. | | | | |

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| <ul style="list-style-type: none"> - 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. - 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. <p>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.</p> <p>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).</p> <p><i>The project would not expose sensitive receptors to substantial pollutant concentrations.</i></p> <p>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.</p> <p>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.</p> <p>Exempt small development projects include:</p> <ul style="list-style-type: none"> - 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 | | | | |

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| <p>- Transportation or Transit projects with construction exhaust emissions of 2 tons of NOX or PM10 or less</p> <p>Pre-Consultation – San Joaquin Valley Air Pollution Control District</p> <p>The following comments were received from the SJVAPCD:</p> <p>The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the City of Hanford (City) consisting of request to annex 149.5 acres into City of Hanford, and a request to pre-zone the annexation area (Project).</p> <p>The Project is located at northwest corner of 12th Avenue and Fargo Avenue, in Hanford, CA (APN 009-020-021, 009-020-023 through -026, 009-020-046, and 009-020-047).</p> <p>Project Scope</p> <p>The Project consists of a request to annex 149.5 acres into the City of Hanford from the Kings County jurisdiction. The Project also includes a request to pre-zone the annexation area as R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area.</p> <p>The annexation or division of land into individual parcels or rezone will not have an impact on air quality. However, if approved, future development will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.</p> <p>Future development may require further environmental review and mitigation. Referral documents for those projects should include a project summary detailing, at a minimum, the land use designation, project size, and proximity to sensitive receptors and existing emission sources.</p> <p>District significance thresholds for annual emissions of criteria pollutants are the following: 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).</p> <p>Other potential significant air quality impacts related to Toxic Air Contaminants (see information below under Health Risk Assessment), Ambient Air Quality Standards, Hazards and Odors, may require assessments and mitigation. More information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf</p> <p>The District offers the following comments:</p> <p>For future development projects, the District recommends that a review of the projects' potential impact on air quality consider the following items:</p> <p>1) Project Related Criteria Pollutant Emissions</p> <p>For future development projects, the District recommends that a review of the projects' potential impact on air quality consider the following items:</p> <p>1a) Project Related Construction Emissions</p> | | | | |

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| <p>Construction emissions are short-term emissions and should be evaluated separately from operational emissions. Equipment exhaust, as well as fugitive dust emissions should be quantified. For reference, the District's annual criteria thresholds of significance for construction are listed above</p> <p>The District recommends that the City consider the use of the cleanest reasonably available off-road construction practices (i.e. eliminating unnecessary idling) and fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations as a mitigation measure to reduce Project related impacts from construction related exhaust emissions.</p> <p>1b) Project Related Operational Emissions</p> <p>Emissions from stationary sources and mobile sources should be analyzed separately. For reference, the District's annual criteria thresholds of significance for operational emissions are listed above.</p> <p>1c) Recommended Model</p> <p>Project related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using CalEEMod (California Emission Estimator Model), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.</p> <p>2) Health Risk Screening/Assessment</p> <p>A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. List of TAC's identified by OEHHA/CARB can be found at: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants</p> <p>The District recommends future development project(s) be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.</p> <p>i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed.</p> <p>For your convenience, the District's prioritization calculator can be found at:</p> <p>http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.</p> <p>ii) The District recommends a refined HRA for development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that development project applicants contact the District to review the proposed modeling protocol. A development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that development projects which result in a significant health risk not be approved.</p> | | | | |

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| <p>For HRA submittals, please provide the following information electronically to the District for review:</p> <p><input type="checkbox"/> HRA AERMOD model files</p> <p><input type="checkbox"/> HARP2 files</p> <p><input type="checkbox"/> Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.</p> <p>More information on toxic emission factors, prioritizations and HRAs can be obtained by:</p> <p><input type="checkbox"/> E-Mailing inquiries to: hramodeler@valleyair.org; or</p> <p><input type="checkbox"/> The District can be contacted at (559) 230-6000 for assistance; or</p> <p><input type="checkbox"/> Visiting the District's website (Modeling Guidance) at:</p> <p>http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.</p> <p>3) Ambient Air Quality Analysis</p> <p>An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.</p> <p>If an AAQA is performed, the analysis should include emissions from both Project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.</p> <p>Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.</p> <p>4) District Rules and Regulations</p> <p>The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), New and Modified Stationary Source Review (Rule 2201), and implementation of Emission Reduction Credit Banking (Rule 2301).</p> <p>The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.</p> <p>4a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources</p> | | | | |

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| <p>Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).</p> <p>Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an Authority to Construct (ATC). For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.</p> <p>4b) District Rule 9510 (Indirect Source Review)</p> <p>The purpose of District Rule 9510 is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into development projects. In case the proposed development project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.</p> <p>Accordingly, future development project(s) within the Project would be subject to District Rule 9510 if:</p> <p>(1) Upon full build-out, the project would receive a project-level discretionary approval from a public agency and would equal or exceed any one of the following applicability thresholds:</p> <ul style="list-style-type: none"> <input type="checkbox"/> 50 dwelling units <input type="checkbox"/> 2,000 square feet of commercial space; <input type="checkbox"/> 25,000 square feet of light industrial space; <input type="checkbox"/> 100,000 square feet of heavy industrial space; <input type="checkbox"/> 20,000 square feet of medical office space; <input type="checkbox"/> 39,000 square feet of general office space; or <input type="checkbox"/> 9,000 square feet of educational space; or <input type="checkbox"/> 10,000 square feet of government space; or <input type="checkbox"/> 20,000 square feet of recreational space; or <input type="checkbox"/> 9,000 square feet of space not identified above <p>(2) Or would equal or exceed any of the applicability thresholds in section 2.2 of the rule.</p> <p>District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>In the case the future development project(s) are subject to District Rule 9510, an Air Impact Assessment (AIA) application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.</p> <p>Information about how to comply with District Rule 9510 can be found online at:</p> <p>http://www.valleyair.org/ISR/ISRHome.htm.</p> <p>The AIA application form can be found online at:</p> <p>http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.</p> <p>District staff is available to provide assistance with determining if future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-6000 or by email at ISR@valleyair.org.</p> <p>4c) Other District Rules and Regulations</p> <p>Future development projects may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).</p> <p>5) District Comment Letter</p> <p>The District recommends that a copy of the District's comments be provided to the Project proponent.</p> <p>Analysis:</p> <p>As stated by the district, this project – the proposed annexation and pre-zoning of the land will not have an impact on air quality. However, if approved, future development will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.</p> <p>Future development may require further environmental review and mitigation. Referral documents for those projects will be forwarded to the District for review, upon application.</p> <p>Checklist Discussion</p> <p>a) Less than Significant Impact with Mitigation Incorporation – Future development of the project area will not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. Compliance with the Air District's Air Quality Plan will be a requirement of the physical development of the project area. a requirement of development. Additionally, the applicant will be required to obtain any necessary permits through the SJVAPCD. With these mitigation measures, the project will have a less than significant impact.</p> <p>b) Less than Significant Impact– There is not a physical development planned for the project site at this time. Future development will be evaluated at the time of proposal and may be subject to District rules and applications.</p> <p>c) Less than Significant Impact– In accordance with the consultation received from the District, this project – the proposed annexation and pre-zoning of the land will not have an impact on any criteria pollutant, however future development will need to be analyzed and may require mitigation. Referral documents for all future development will be forwarded to the District for review, upon application.</p> <p>d) Less than Significant Impact - There are no known pollutant concentrations that would be generated by the</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>future residential development project that would expose sensitive receptors to substantial pollutant concentrations.</p> <p>e) Less than Significant Impact – The proposed project is for future residential development. The normal use of a residential subdivision does not create objectionable odors. No objectionable odors are anticipated to occur as a result of development of the residential subdivision. Therefore, the impact is considered less than significant.</p> <p>Mitigation Measures:</p> <p>MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan.</p> <p>Conclusion: Future development will be subject to review by the San Joaquin Valley Air Pollution Control District and will likely be subject to further SJVAPCD regulation. Review and regulation of physical development of the project area will be required.</p> <p>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.ag.s; Consultation received from the San Joaquin Valley Air Pollution Control District on February 15, 2018 (attached)</p> | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|--------------------------|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Natural Communities

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

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

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

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

Checklist Discussion

- a) Less than Significant Impact –The site does not have value as a habitat for 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 US Fish and Wildlife Service.
- 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. Physical development of the project area will require further environmental review.
- e) No Impact - 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 proximal to 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| feature? | | | | |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Ethnographic Setting</p> <p>Hanford is situated between the former "delta" formed by the Kaweah River to the south and the Kings River to the north. Yokuts lived in villages consisting of wood frame huts covered with large tule mats. The Hanford-Lemoore region on the south side of the Kings River was home to the Nutunutu Yokuts. Across the Kings River and north of the Nutunutu, were the Wimilche people. Only one village for the Wimilche and two for the Nutunutu have been described. The Wimilche village of 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p>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.</p> <p>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.</p> <p>Pioneer Settlement Period</p> <p>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.</p> <p>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</p> | | | | |

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| <p>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.</p> <p>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.</p> <p>National Register of Historic Places</p> <p>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.</p> <p>Hanford Carnegie Library</p> <p>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. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area.</p> <p>Kings County Courthouse</p> <p>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.</p> <p>Taoist Temple</p> <p>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.</p> <p>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.</p> <p>National Register of Historic Places – Eligible Resources</p> <p>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:</p> <ul style="list-style-type: none"> - Clark Center for Japanese and Art and Culture, 15770 10th Avenue - Temple Theater, 514 Visalia Street - Fox Theater - Kings Art Center, 605 N. Douty Street - Hanford Civic Auditorium, 400 N. Douty Street - Hanford Veteran's Memorial Building <p>Paleontological Resources</p> <p>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.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>Consultation Received: Consultation was received from Shana Powers with the Santa Rosa Rancheria Tachi Yokut Tribe on January 11, 2021, stating the following: Thank you for contacting Santa Rosa Rancheria Tachi Yokut Tribe about the proposed project. The Tribe has concerns. We recommend contacting the NAHC. We recommend a cultural resource record search and survey. We are requesting those results. Based upon those findings, we may recommend monitoring. We are recommending a Cultural Presentation for construction staff, prior to ground disturbing activities, mandated by the conditional use permit or any other permit required.</p> <p>Staff Analysis: As requested, the City of Hanford consulted with the Native American Heritage Commission, NAHC, and received a list of potentially-affected tribes requiring consultation. Consultation was sent on March 1, 2021. Responses were not received, as of the date of preparation of this report.</p> <p>A Cultural Resources Records Search was conducted by the Southern San Joaquin Valley Information Center for the General Plan Update on February 10, 2014. Within the Project Area, defined by the General Plan Update, there were 52 known/recorded cultural resources. The list was reviewed which did not include any known/recorded cultural resources within this specific project.</p> <p>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.</p> <p>In order to address the concerns of the Tachi Yokut Tribe, the City is requiring the following as mitigation measures:</p> <ul style="list-style-type: none"> • That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. (This condition applies as a mitigation measure to all projects that require an initial study). <p>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.</p> <p>Thresholds of significance The project would have a significant impact on cultural resources if it would:</p> <ul style="list-style-type: none"> - Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 - Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5; - Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or - Disturb any human remains, including those interred outside of formal cemeteries • That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. <p>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.</p> <p>Checklist Discussion a) Less than Significant Impact - at this time, there is not a physical project proposed for the project area. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource as defined</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.</p> <p>b) Less than Significant Impact with Mitigation Measures – Due to the prior meeting with the Tachi Yokut Tribe on January 10, 2017, the lead agency is requiring that:</p> <ul style="list-style-type: none"> That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. <p>Additionally, as requested by the Santa Rosa Rancheria Tachi Yokut Tribe on January 11, 2021, prior to any ground-disturbing activities, a Cultural Presentation shall be given to the construction staff.</p> <p>c) Less than Significant Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature.</p> <p>d) See B.</p> <p>Mitigation Measures</p> <ul style="list-style-type: none"> 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 prior to any ground-disturbing activities, a Cultural Presentation be given to the construction staff. <p>Conclusion:</p> <p>The incorporation of mitigation measures requested from the Tachi Yokut Tribe will reduce the impacts of development on Cultural Resources.</p> <p>Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b); meeting with the Tachi Yokut Tribe on January 10, 2017.; California Historical Resources Information System Record Search (February 10, 2014).</p> | | | | |
| 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: | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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.

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 Rupture

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

Strong Seismic Ground Shaking

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

Liquefaction

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

Soil Erosion

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>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.</p> <p>Lateral Spreading (Landslides)</p> <p>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.</p> <p>Subsidence</p> <p>Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused by three distinct water-related causes: 1) compression of layers of clay and silt within an aquifer, 2) oxidation and drainage of organic soils, 3) dissolution and collapse of susceptible rocks. Subsidence is occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table.</p> <p>Collapsible Soil</p> <p>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.</p> <p>Expansive Soil</p> <p>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.</p> <p>Septic Systems</p> <p>The City does not have septic requirements for septic systems within the City.</p> <p>Significance Criteria</p> <p>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.</p> <p>Checklist Discussion</p> <p>a) Less than Significant Impact with Mitigation Incorporation -</p> <ul style="list-style-type: none"> 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 – Upon physical development of the project area, 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 | | | | |

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| <p>create a condition where liquefaction could occur. Upon physical development of the project area, 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.</p> <p>iv. Less than Significant Impact with Mitigation Measures – the entire City is located within an area of low landslide incidence, but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.</p> <p>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.</p> <p>c) Less than Significant Impact with Mitigation Measures: See a.</p> <p>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.</p> <p>e) No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.</p> <p>Mitigation Measures:</p> <p>MM Geology 1: That the future physical development of the project comply with the applicable General Plan policies, as well as the California Building Code.</p> <p>MM Geology 2: That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area.</p> <p>MM Geology 3: That the physical development of the project area 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.</p> <p>Conclusion</p> <p>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.</p> <p>Source(s): General Plan and General Plan EIR (2017);</p> | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Kings County and the City of Hanford

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

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

Global Climate Change

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

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

Increased Temperatures and Extreme Heat events

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

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

Other impacts related to increased temperatures and heat waves include:

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

Greenhouse Gases

Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. Of the radiation reflected back toward space, GHGs 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

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>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:</p> <ul style="list-style-type: none"> - 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 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 <p>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.</p> <p>Significance Criteria</p> <p>The project would have a significant impact on GHG emissions if it would:</p> <ul style="list-style-type: none"> - 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 <p>Checklist Discussion</p> <p>a. Less than Significant Impact - In the General Plan EIR, impacts to Greenhouse Gas emissions were evaluated. The growth based on land use and population intensities proposed under the General Plan is anticipated to generate 1,134,876.19 metric tons of CO₂e per year using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referred in ARB's ABB 32 Scoping Plan (CARB 2012) as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the General Plan Update's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the General Plan Update would meet the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that the General Plan Update's ability to achieve at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.</p> <p>The project proposes to annex land and prezone the land in conformance with the General Plan. Physical development of the project area would be required to comply with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level.</p> <p>b. Less than Significant Impact – The project proposes to annex land and prezone the land in conformance with the General Plan. Physical development of the project will be required to be developed 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.</p> <p>Conclusion</p> <p>Future development of the project area will be required to be developed consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level.</p> | | | | |

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Environmental Setting <p>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.</p> <p>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</p> | | | | |

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| <p>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.</p> <p>Pursuant to AB 2948, Kings County adopted the <i>County Hazardous Waste Management Plan</i>. 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.</p> <p>Brownfields</p> <p>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.</p> <p>Airport Hazards</p> <p>Hanford Municipal Airport – a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona, and Lemoore in south-central CA.</p> <p>Emergency Response</p> <p>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.</p> <p>Significance Criteria</p> <p>The project may result in significant hazards if it does any one of the following:</p> <ol style="list-style-type: none"> 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. <p>Checklist Discussion</p> <ol style="list-style-type: none"> a) Less than Significant Impact– that the routine use of a residence does not involve the routine transport, use, or disposal of hazardous materials. b) See a. c) Less than Significant Impact - 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. The routine use of a residence does not involve the hazardous materials. d) No Impact – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 e) No Impact -The project site is not located within two miles of a public airport/airstrip therefore there is no impact. f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact. g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development. The proposal to annex the land and pre-zone the land in conformance with the General 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 | | | | |

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| to no potential for wildland fires, therefore, the impact is considered less than significant. | | | | |
| Mitigation Measure | | | | |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Environmental Setting</p> <p>Climate</p> <p>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.</p> <p>Surface Water Resources</p> <p>Tulare Lake Basin</p> <p>The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.</p> <p>South Valley Floor Watershed</p> <p>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%.</p> <p>Local</p> <p>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.</p> <p>Surface Water Quality</p> <p>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.</p> <p>Groundwater Resources</p> <p>Regional</p> <p>The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin.</p> | | | | |

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| <p>Local</p> <p>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.</p> <p>Groundwater Quality</p> <p>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.</p> <p>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.</p> <p>Floodplains</p> <p>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.</p> <p>Significance Criteria</p> <p>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.</p> <p>Checklist Discussion</p> <p>a) Less than Significant Impact with Mitigation Measures– the proposal does not contain a physical project, however, physical development of the project site will be required to adhere to the below mitigation measures:</p> <ul style="list-style-type: none"> - 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 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. - Operation: The physical development of the project site will be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. 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, when a physical project is proposed. | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <p>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.</p> <p>c) See a.</p> <p>d) Less than Significant Impact with Mitigation Measures – future development will be required to obtain approval of grading plans and comply with site development requirements by the City Building Division that incorporates BMPs and design standards to ensure that future development would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.</p> <p>e) Less than Significant Impact with Mitigation Measures and impact fee payment – future development would be required to undergo a site development requirements approval process with the City Building Division that would include developing necessary stormwater drainage improvements to sufficiently capture and treat polluted runoff. New development would also be required to pay a stormwater system development fee. This development fee is required for all new development in order to pay the cost of capital improvements for the City of Hanford stormwater system.</p> <p>f) See a.</p> <p>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.</p> <p>h) See g.</p> <p>i) See g.</p> <p>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 downgraded from aboveground water storage tanks.</p> <p>Mitigation Measures:</p> <p>Conclusion:</p> <p>MM Hydrology 1: Future development that disturbs more than one acre is 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Environmental Setting</p> <p>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.</p> <p>The area proposed to be annexed is not currently within the Sphere of Influence, however, is proposed as part of the Sphere of Influence Expansion. As a condition of approval of this project, the Sphere of Influence Expansion must be finalized prior to recordation of the annexation map.</p> <p>MM: That the Sphere of Influence Expansion be finalized prior to recordation of the annexation map.</p> <p>The area is included in the planned growth boundary by the General Plan. The Sphere Expansion is an implementation of the General Plan.</p> <p>Analysis: The project has been evaluated for potential annexation.</p> <p>Annexation – the subject property is currently in the County, annexation is required.</p> <p>Analysis: According to the General Plan, annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool by limiting annexations to only the land that is needed for growth at the time. The following policies define Hanford's process for annexing new territory.</p> <p>Policy L15 Initiation of Annexations: Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:</p> <p>a. The land is within the Primary Sphere of Influence.</p> <p>Analysis: The land proposed to be annexed is not currently within the Sphere of Influence, adopted by LAFCO in 2008, but is within the City of Hanford 2035 General Plan planned growth boundary. The City is in the process of expanding the sphere of influence with LAFCO. As a condition of approval of the annexation, the sphere of influence expansion must be finalized prior to recordation of the annexation.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <p>b. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.</p> <p>Analysis: Development of the project will be subject to impact fees for water, sewer, fire, schools, and police services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A Municipal Service Review was conducted for the Sphere of Influence expansion, verifying that the City of Hanford has adequate capacity to serve the annexed area.</p> <p>c. Land for development within the City limits is insufficient to meet the current land use needs.</p> <p>Analysis: There is not a vacant, undeveloped, or unplanned area within the City of Hanford in the appropriate land use designation to develop the project.</p> <p>d. The territory to be annexed is contiguous to existing developed areas.</p> <p>Analysis: The proposed area to be annexed is contiguous to an area being developed under Tracts 918, 919, and 928, directly south of the project area.</p> <p><u>Favorable Factors for Annexation</u></p> <p>Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.</p> <p>a. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.</p> <p>Analysis: The area proposed to be annexed is north of 918, 919, and 928. Development of the project will be subject to impact fees for water, sewer, fire, schools, and police services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A Municipal Service Review was conducted for the Sphere of Influence expansion, verifying that the City of Hanford has adequate capacity to serve the annexed area.</p> <p>b. The proposed annexation conforms to the adopted General Plan.</p> <p>The General Plan designated the area as High-, Medium-, and Low-Density Residential. The proposal conforms to the adopted General Plan. Future development will be required to comply with the General Plan designations assigned.</p> <p>c. The proposed area is consistent with the sphere of influence.</p> <p>Analysis: Analysis: The land proposed to be annexed is not currently within the Sphere of Influence, adopted by LAFCO in 2008, but is within the City of Hanford 2035 General Plan planned growth boundary. The City is in the process of expanding the sphere of influence with LAFCO. As a condition of approval of the annexation, the sphere of influence expansion must be finalized prior to recordation of the annexation.</p> <p>d. The proposed annexation comes with 100% consent of all landowners.</p> <p>Analysis: The proposed annexation does not come with 100% consent of all landowners. The residents located south of Fargo Avenue, west of 12th Avenue, APN 009-300-009, -010, and -011, did not consent to annexation.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| <p>e. The property to be annexed shall be pre-zoned. R-H High-Density Residential, R-M Medium Density Residential and R-L-5 Low-Density Residential is the appropriate zone designation for the project and is consistent with the General Plan designation, High-Density Residential, Medium-Density Residential, and Low-Density Residential.</p> | | | | |
| <p>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.</p> | | | | |
| <p>Checklist Discussion</p> <p>a) Less than Significant Impact – the project proposes to annex and prezone approximately 150 acres into the City limits. The project will not physically divide an established community – no development is proposed under this project. Physical development will be evaluated further.</p> <p>b) Less than Significant Impact – The proposal to annex the property and pre-zone it consistent with the General Plan conflicts with the existing LAFCo Sphere of Influence (2008). However, the City of Hanford is in the process of submitting to LAFCo for expansion of the Sphere of Influence, which will be expanded to include the area proposed to be annexed.</p> <p>As a condition of approval, the annexation cannot record until finalization of the Sphere of Influence Expansion with LAFCo.</p> <p>MM Land Use 1: That the annexation not record until finalization of the Sphere of Influence Expansion with LAFCo.</p> <p>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.</p> | | | | |
| <p>Mitigation Measures:</p> <p>MM Land Use 1: That the annexation not record until finalization of the Sphere of Influence Expansion with LAFCo.</p> | | | | |
| <p>Conclusion That with the inclusion of mitigation measures, to ensure the Primary Sphere of Influence boundary is expanded by LAFCo, prior to annexation recordation, the project will have a less than significant impact on Land Use and Planning.</p> <p>Source: General Plan, LAFCo Sphere of Influence (2008), Municipal Service Review (2021)</p> | | | | |
| <p>XI. MINERAL RESOURCES -- Would the project:</p> | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Environmental Setting</p> <p>Oil and Gas</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| <p>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.</p> <p>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.</p> <p>Significance Criteria The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.</p> <p>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.</p> <p>Conclusion There will be no impact to mineral resources</p> | | | | |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Environmental Setting | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <p>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.</p> <p>Highways and Roadways</p> <p>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.</p> <p>Railroad</p> <p>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.</p> <p>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.</p> <p>Airport</p> <p>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.</p> <p>Stationary Noise Sources</p> <p>Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawn maintenance equipment.</p> <p>The following operations have been identified as major stationary noise sources in and around Hanford</p> <ul style="list-style-type: none"> - Del Monte Foods - Penny-Newman Milling Company - Kings Waste and Recycling Authority Solid Waste Disposal Site - Agricultural production - Kings Speedway <p>Significance Criteria</p> <p>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.</p> <p>Checklist Discussion</p> <p>a) Less than Significant Impact 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.</p> <p>Future development of the project site would result in Short-term noise-related impacts, which 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.</p> <p>b) Less than Significant Impact with Mitigation Incorporation. – Ambient vibration levels in residential areas are typically 50 VdB, which is well below human perception. The operation of heating/air conditioning systems</p> | | | | |

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

and slamming of doors produce typical indoor vibrations that are noticeable to humans. Construction activity can result in ground vibration, depending upon the types of equipment uses. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that would damage structures, but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Vibration levels from various types of construction equipment measured at 50 ft are as follows:

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

Future construction activities would be temporary in nature and are expected to occur during normal daytime working hours. Construction is limited to the hours of 7 a.m. to 10 p.m. in order to mitigate impacts from ground vibration.

- c) Less than Significant Impact – 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 future physical 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 Impact with Mitigation Incorporation** - A temporary increase in ambient noise would occur in association with future construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, future construction activities would be limited to the hours of 7 a.m. to 10 p.m.
- e) Less than Significant Impact - The project is approximately 3.3 miles away from airport and will not be impacted by the public airport.
- f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.

Conclusion

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

Mitigation Measures:

MM Noise 1: That future development of the project site complies 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 2-3: That future 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:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Environmental Setting Population <p>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.</p> Housing <p>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.</p> Employment <p>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.</p> Jobs-Housing Balance <p>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.</p> Significance Criteria <p>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.</p> Checklist Discussion <ul style="list-style-type: none"> a) Less than Significant Impact – The project will induce population growth in the area by proposing 150 acres of available land for future residential development. This project is consistent with the General Plan, which planned for population growth. This project is considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth. b) No Impact - The project will not result in displacement of housing. There are not residences within the proposed annexation area. c) No Impact - The project will not result in displacement of people. Conclusion <p>Less than significant impact - The project will not result in a significant impact to population and housing.</p> <p>Source: 2017 General Plan Update, 2017 General Plan Update EIR</p> | | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|--------------------------|
| XIV. PUBLIC SERVICES -- | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Environmental Setting</p> <p>The City of Hanford currently has three fire stations located within the north central, south central, and south west portions of the City of Hanford. These three 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. Station 3 is located on S. 12th Avenue, on Woodland Drive. The City currently owns a land for a future station at Centennial Drive and Berkshire Lane. 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.</p> <p>Police Protection</p> <p>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 gag 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.</p> <p>Schools</p> <p>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.</p> <p>Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all located in the study area.</p> <p>The Hanford Joint Union High School District consists of four comprehensive high schools.</p> <p>Parks</p> <p>See Environmental Setting for Recreation.</p> <p>Other Public Services</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| <p>Library Services</p> <p>The current library is a branch of the Kings County Library.</p> <p>Consultation Received:</p> <p>Consultation was received from Renee Creech with the Hanford Joint Union High School District, stating, "this is our most impacted school boundary. Adding additional housing in this area will cause severe overcrowding.</p> <p>Staff Analysis: The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. Future development will be subject to School Impact fees in order to mitigate the effect of the project on schools.</p> <p>Significance Criteria</p> <p>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.</p> <p>Checklist Discussion</p> <p>a) (FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – The increase in population as a result of a physical project for the area will increase demands on the HFD to provide fire protection and emergency services. The development will be subject to Fire Impact fees in order to mitigate the effect of the project on Fire services.</p> <p>b) (POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – The increase in population as a result of a physical project for the area will increase demands on the HPD to provide law enforcement services. The development will be subject to Police Impact fees in order to mitigate the effect of the project on Police services.</p> <p>c) (SCHOOLS) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) - The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The physical development will be subject to School Impact fees in order to mitigate the effect of the project on schools.</p> <p>d) (PARKS) Less than Significant Impact with Mitigation Measures – See Recreation.</p> <p>e) (OTHER) Less than Significant Impact – Libraries – There is not a requirement or standard for the number or size of a library based on a city's population. Policies encourage residents to utilize the library's resources. Therefore, a significant impact is not anticipated.</p> <p>Mitigation Measures:</p> <p>MM Public Services 1: That the physical development of the project area will be subject to Fire Impact Fees.</p> <p>MM Public Services 2: That the physical development of the project area will be subject to Police Impact fees.</p> <p>MM Public Services 3: That the physical development of the project area will be subject to School Impact Fees.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|--------------------------|
| Conclusion The project area can be served by existing public services. Impact fees will be required of physical development. Sources: 2017 General Plan and General Plan Update | | | | |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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. 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. Future development will be required to provide park space at a ratio of 3.5 acres of park space per 1,000 residents MM Recreation 1: That future development of the project area be required to provide park space at the ratios required by the General Plan (3.5 acres per 1,000 residents). 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? | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|--------------------------|
| <p>b) Less than Significant Impact – the project does not include recreational facilities at this time. Future development will require the construction or expansion of recreational facilities.</p> <p>Mitigation Measures</p> <p>MM Recreation 1: That future development be required to provide park space at the ratio required by the General Plan, 3.5 acres per 1,000 residents.</p> <p>Conclusion: The project would have a less than significant impact on recreation with the incorporation of mitigation measures.</p> <p>Source: 2017 General Plan, 2017 General Plan EIR</p> | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Environmental Setting</p> <p>Existing Functional Roadway Classification System</p> <p>State Freeways and Highways</p> <p>There are two State Facilities serving the Study Area, namely SR-198 and -43.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <p>Arterial Roads Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.</p> <p>Collector Streets Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.</p> <p>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.</p> <p>Existing Intersections All of the study intersections are operating at acceptable levels of LOS.</p> <p>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.</p> <p>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.</p> <p>Mass Transit</p> <p>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.</p> <p>KART Dial-A-Ride Service Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.</p> <p>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.</p> <p>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.</p> <p>Rail Service</p> <p>Amtrak Passenger Service</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| <p>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.</p> <p>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 hgi voltage power lines between 7th and 8th Avenues.</p> <p>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.</p> <p>Significance Criteria The project may result in significant transportation/circulation impact if it does the following:</p> <ol style="list-style-type: none"> 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. <p>Checklist Discussion</p> <ol style="list-style-type: none"> a) Less than Significant Impact – Future development of the project area will be evaluated for consistency with the Circulation Element of the General Plan. Traffic improvements in the area will be analyzed at the time of physical development. The project will be evaluated for vehicle miles traveled (VMT) impact and conditioned accordingly. b) See a. c) Less than Significant Impact - The proposed project will not create a change in air traffic patterns or increase traffic levels or change in location that result in substantial safety risks. The project is located approximately 3.3 miles northwest from the nearest municipal airport. d) Less than Significant Impact - Future development of the project area will be evaluated for consistency with the Circulation Element of the General Plan. The physical development of the project area will be evaluated to ensure the project does not increase hazards due to design features. e) Less than Significant Impact – The future physical development will be reviewed by the Fire division to ensure accurate turning radius to accommodate emergency access is provided. f) See a. | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| Conclusion Future physical development will be subject to review and conditions will be applied, accordingly. Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code | | | | |
| XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 11 th 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 | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>groundwater.</p> <p>Water Supply</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Storm Water Drainage</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Solid Waste Disposal</p> <p>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.</p> <p>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.</p> <p>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.</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers.</p> <p>Dry Utilities</p> <p>Gas and Electric Service</p> <p>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.</p> <p>Communication Systems</p> <p>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.</p> <p>Consultation Received:</p> <p>Consultation was received from Pacific Gas and Electric and is as follows:</p> <p>Thank you for submitting the ANX 157 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.</p> <p>Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.</p> <p>Below is additional information for your review:</p> <ol style="list-style-type: none"> 1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page. 2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services. 3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities. <p>Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.</p> <p>This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.</p> <p>Analysis: At this time, physical development of the project area is not proposed. Future development projects will be forwarded to the utility companies for review.</p> <p>Thresholds of Significance</p> <p>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.</p> <p>Checklist Discussion</p> <p>a) Less than Significant Impact - The City's Wastewater Treatment Facility is currently up-to-date with all wastewater</p> | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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| <p>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.</p> <p>b) Less than Significant Impact – Under the General Plan Update it was determined that planned improvements and expansion development through various goals and policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth for the foreseeable future.</p> <p>c) Less than Significant Impact – Future development of the project area will be reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval.</p> <p>d) Less than Significant Impact 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.</p> <p>e) No Impact. The project will not require a determination by a wastewater agency.</p> <p>f) Less than Significant Impact – 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.</p> <p>g) Less than Significant Impact with Mitigation Measures – That the future development of the project area be required to comply with all statutes and regulations related to solid waste.</p> <p>Mitigation Measure:</p> <p>Mitigation Measure Utilities 1: That the future development would be required to implement water conservation measures.</p> <p>Mitigation Measure Utilities 2: That the future project be required to comply with all statutes and regulations related to solid waste.</p> <p>Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with compliance with all statutes and regulations related to water usage and solid waste.</p> <p>Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015</p> | | | | |

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>a) Less than Significant Impact - 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.</p> <p>b) Less than Significant Impact 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.</p> <p>c) Less than Significant Impact with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.</p> | | | | |

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 Senior Planner

4-2-2021
 Date

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

Cumulative Setting

The cumulative setting for the proposed project area includes the annexation of this project area and development of previously approved projects:

Built Out:

Copper Valley Subdivision
Vintage Estates Subdivision
Silver Oaks (Tract 769)
Tract 887

Under Construction:

Tract 922 – Lennar Homes
Tract 918 – San Joaquin Valley Homes
Tract 919 – San Joaquin Valley Homes

Approved – not under construction:

Tentative Tract 927
Tentative Tract 928
Tentative Tract 929

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - All impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and past projects. Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. This project and former projects in the area will be held/have been held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics – therefore, the impact to aesthetics would be less than significant with mitigation incorporation.

Agriculture and Forest Resources

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

This project and the development of the previously approved projects in the area are consistent with the General Plan, for which a statement of overriding considerations was adopted for impacts to agricultural lands, therefore, the impact is considered less than significant with mitigation measures, such as the recording of a Right-to-Farm for all residential developments within a 1-mile radius of agricultural land.

Air Quality

Less than Significant with Mitigation Incorporation – This project and the development of the previously approved projects in the area will not create or result in any significant air quality impacts, all projects are required to be developed consistent with the Air Quality Element.

Biological Resources

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

Cultural Resources

Less than Significant with Mitigation Incorporation – the Tachi Yokut Tribe was consulted for this project and surrounding projects, in accordance with AB 52. Through concerns were cited in previous entitled projects, conditions of approval for all projects are in place to mitigate the effect on cultural resources. As a general condition of approval, mitigation measures, that the applicant enter into a burial treatment plan with the Tribe and that if sensitive resources are discovered, construction halt and the proper officials be contacted, will mitigate cultural resources impacts to a less than significant level.

Geology and Soils

Less than Impact with Mitigation Measures - This project and the development of the previously approved projects in the area on geology and soils would be mitigated by compliance with the California building code, a geotechnical and soil studies (if required), and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – the cumulative projects would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO₂ eq by 2020, the construction-related GHG emissions of the project would be considered less than significant. The operational emission from the projects would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant with mitigation incorporation.

Hazards and Hazardous Materials

Less than Significant – The projects are not expected to have a significant impact as a result of hazards or hazardous materials.

Hydrology/Water Quality

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

Land Use Planning and Population

Less than Significant -The projects are being developed consistent with the General Plan policy. This project and existing projects in the area have been developed consistent with the General Plan.

Mineral Resources

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

Noise

Less than Significant with Mitigation Incorporation- this project and future existing projects within the area are required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise would be mitigated through the limitation of hours construction is permitted (between 7 a.m. and 10 p.m.). Full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Population and Housing

Less than Significant - The projects will induce population growth in the area by proposing residential development. The projects are consistent with the density allowed in the General Plan, which planned for

population growth. These projects are considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth.

Public Services

Less than Significant with Payment of Impact Fees to Mitigate Effect -The residential projects in the vicinity are subject to impact fees to mitigate the effect on public services.

Recreation

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

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect –The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The projects will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required.

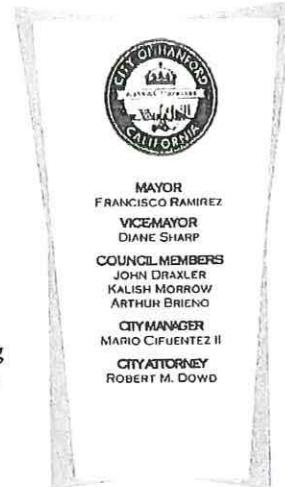
Utilities and Service Systems

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

Consultation Notices Received

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 319 NORTH DOUTY STREET



December 29, 2020

PROJECT REVIEW – PRE-CONSULTATION NOTICE

The Community Development Department of the City of Hanford is requesting your comments regarding **Annexation 157 (File 301-0225) and Pre-zone No. 2020-02 (File 510-0240)**:

- o **Annexation No. 157:** A request to annex 149.5 acres into the City of Hanford from the Kings County jurisdiction. The City of Hanford is in the process of expanding the Sphere of Influence. The proposed annexation area is located in an area not currently in the Primary Sphere of Influence, but once the Sphere Expansion has been processed, the property will be located within the primary sphere of influence. This proposed annexation cannot record until expansion of the sphere has been finalized.
- o **Prezone No. 2020-02:** A request to pre-zone the annexation area as R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area.
- o **Location:** The project is located at the northwest corner of 12th Avenue and Fargo Avenue (APN 009-020-021, 009-020-023 through -026, 009-020-046, and 009-020-047).

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 Friday, January 22, 2021 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, Senior Planner

I ☒ do ☐ do not have comments regarding this Project

This is in our most impacted school boundary. Adding additional housing in this area will cause severe overcrowding.

Renee Creech
Signature

HLU+HSD
Agency

1/6/2021
Date

**Figure 1:
Project Location Aerial**



Figure 2:
General Plan Designation – High-Density, Medium-Density, and Low-Density Residential

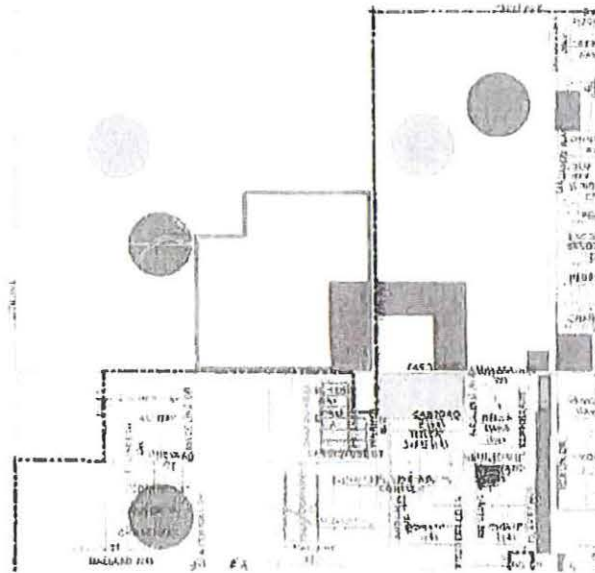
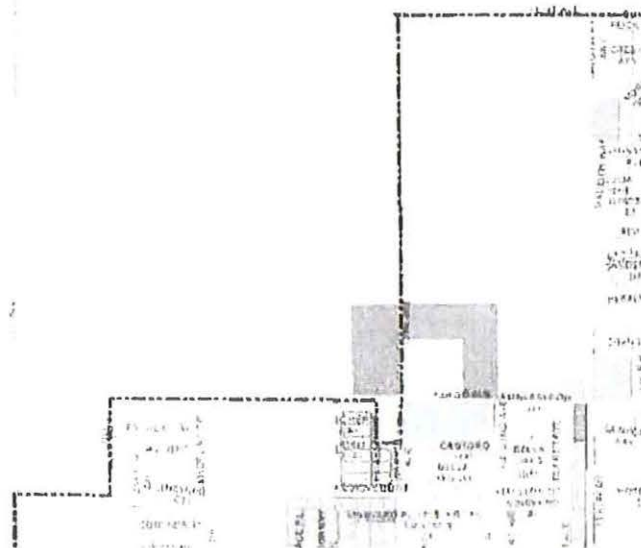


Figure 3 -Proposed Zoning:
R-L-5 Low-Density Residential, R-M Medium Density Residential, and R-H High-Density Residential



Dear Gabrielle,

Thank you for contacting Santa Rosa Rancheria Tachi Yokut Tribe about the proposed project. The Tribe has concerns. We recommend contacting the NAHC. We recommend a cultural resource record search and survey. We are requesting those results. Based upon those findings, we may recommend monitoring. We are recommending a Cultural Presentation for construction staff, prior to ground disturbing activities, mandated by the conditional use permit or any other permit required.

Sincerely,

Shana Powers

Cultural Director

SPowers@tachi-yokut-nsn.gov

Office: (559)924-1278 Ext: 4093

Cell: (559)423-3900

From: Gabrielle Myers <GdeSilva@cityofhanfordca.com>

Sent: Tuesday, December 29, 2020 4:04 PM

Subject: Project Review - Pre-Consultation Notice (ANX 157; PRZ 2020-02)

Please see the attached notice and forward any comments by Friday, January 22, 2021.

Thank you!

Gabrielle de Silva Myers

Senior Planner

City of Hanford

317 N. Douty Street

Hanford, CA 93230

Direct: (559)585-2578

E-mail: gmyers@cityofhanfordca.com

TDD/TYY, Dial 711

The City of Hanford is an essential government entity and will remain open for business. For further information regarding operation during this time, click the link [here](#).



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



January 22, 2021

Gabrielle Myers
City of Hanford
Community Development Department
319 North Douty Street
Hanford, CA 93230

Project: Annexation 157 (File 301-0225) and Pre-zone No.2020-02

District CEQA Reference No: 20201107

Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the City of Hanford (City) consisting of request to annex 149.5 acres into City of Hanford, and a request to pre-zone the annexation area (Project). The Project is located at northwest corner of 12th Avenue and Fargo Avenue, in Hanford, CA (APN 009-020-021, 009-020-023 through -026, 009-020-046, and 009-020-047).

Project Scope

The Project consists of a request to annex 149.5 acres into the City of Hanford from the Kings County jurisdiction. The Project also includes a request to pre-zone the annexation area as R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan designation for the area.

The annexation or division of land into individual parcels or rezone will not have an impact on air quality. However, if approved, future development will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.

Future development may require further environmental review and mitigation. Referral documents for those projects should include a project summary detailing, at a minimum, the land use designation, project size, and proximity to sensitive receptors and existing emission sources.

Samir Sheikh
Executive Director/Air Pollution Control District

Northern Region
APN 009-020-021, 009-020-023 through -026, 009-020-046, and 009-020-047

Central Business Office
c/o City of Hanford
319 North Douty Street
Hanford, CA 93230

Southern Region
APN 009-020-021, 009-020-023 through -026, 009-020-046, and 009-020-047

District significance thresholds for annual emissions of criteria pollutants are the following: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO_x), 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 (PM_{2.5}).

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

The District offers the following comments:

For future development projects, the District recommends that a review of the projects' potential impact on air quality consider the following items:

1) Project Related Criteria Pollutant Emissions

For future development projects, the District recommends that a review of the projects' potential impact on air quality consider the following items:

1a) Project Related Construction Emissions

Construction emissions are short-term emissions and should be evaluated separately from operational emissions. Equipment exhaust, as well as fugitive dust emissions should be quantified. For reference, the District's annual criteria thresholds of significance for construction are listed above

The District recommends that the City consider the use of the cleanest reasonably available off-road construction practices (i.e. eliminating unnecessary idling) and fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations as a mitigation measure to reduce Project related impacts from construction related exhaust emissions.

1b) Project Related Operational Emissions

Emissions from stationary sources and mobile sources should be analyzed separately. For reference, the District's annual criteria thresholds of significance for operational emissions are listed above.

1c) Recommended Model

Project related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using CalEEMod (**California Emission Estimator Model**), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

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

The District recommends future development project(s) be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

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

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

- ii) The District recommends a refined HRA for development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that development project applicants contact the District to review the proposed modeling protocol. A development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the District's significance threshold of 20 in a million for

carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that development projects which result in a significant health risk not be approved.

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

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

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

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- The District can be contacted at (559) 230-6000 for assistance; or
- Visiting the District's website (Modeling Guidance) at:
http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

3) Ambient Air Quality Analysis

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

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

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

4) District Rules and Regulations

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

sources and includes rules such as District permit requirements (Rule 2010), New and Modified Stationary Source Review (Rule 2201), and implementation of Emission Reduction Credit Banking (Rule 2301).

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

4a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an Authority to Construct (ATC). For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

4b) District Rule 9510 (Indirect Source Review)

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

Accordingly, future development project(s) within the Project would be subject to District Rule 9510 if:

(1) Upon full build-out, the project would receive a project-level discretionary approval from a public agency and would equal or exceed any one of the following applicability thresholds:

- 50 dwelling units
- 2,000 square feet of commercial space;
- 25,000 square feet of light industrial space;
- 100,000 square feet of heavy industrial space;
- 20,000 square feet of medical office space;
- 39,000 square feet of general office space; or
- 9,000 square feet of educational space; or
- 10,000 square feet of government space; or
- 20,000 square feet of recreational space; or
- 9,000 square feet of space not identified above

(2) Or would equal or exceed any of the applicability thresholds in section 2.2 of the rule.

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.

In the case the future development project(s) are subject to District Rule 9510, an Air Impact Assessment (AIA) application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

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

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

District staff is available to provide assistance with determining if future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-6000 or by email at ISR@valleyair.org.

4c) Other District Rules and Regulations

Future development projects may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified

Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

5) District Comment Letter

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

If you have any questions or require further information, please contact Keanu Morin by e-mail at keanu.morin@valleyair.org or by phone at (559) 230-5805.

Sincerely,



Arnaud Marjollet
Director of Permit Services

AM: km



January 4, 2021

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

Ref: Gas and Electric Transmission and Distribution

Dear Gabrielle Myers,

Thank you for submitting the ANX 157 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

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

Below is additional information for your review:

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

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

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

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

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

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

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

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

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

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.
12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.
13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

February 25, 2021

Gabrielle de Silva Myers, Senior Planner

City of Hanford

Via Email to: gmyers@cityofhanfordca.com

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merril Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

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

Re: Annexation 157 and Prezone No. 2020-02, Kings County

Dear Mr. de Silva Myers:

Attached is a list of tribes that have cultural and traditional affiliation to the area of potential effect (APE) for the project referenced above. I suggest you contact all of the tribes listed, and if they cannot supply information regarding the presence of cultural resources, they may recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will better be able to respond to claims of failure to consult, as consultation may be required under specific state Statutes. If a response from the tribe has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow up with a telephone call or email to ensure that the project information has been received.

The NAHC also recommends that the project proponents conduct a record search of the NAHC's Sacred Lands File (SLF) and also of the appropriate regional archaeological Information Center of the California Historic Resources Information System (CHRIS) to determine if any tribal cultural resources are located within the APE of the project.

The SLF, established under Public Resources Code sections 5094, subd. (a) and 5097.96, includes sites submitted to the NAHC by California Native American tribes. The request form to search the SLF can be found at <http://nahc.ca.gov/resources/forms>. To request a search of the CHRIS system, please contact http://php.parks.ca.gov/?page_id=1068. Please note, the records maintained by the NAHC and CHRIS are not exhaustive or conclusive. A negative response to a search does not preclude the existence of tribal cultural resources. A tribe may in fact be the only source for information about tribal cultural resources within an APE.

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

If you have any questions, please contact me at my email address:
Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,

Nancy Gonzalez-Lopez

Cultural Resources Analyst

Attachment

Mitigation Monitoring and Reporting Program

**Annexation 157 and Prezone No. 2020-02
Mitigation Measures
Mitigated Negative Declaration 2021-01**

| Mitigation Number | Potential Impact | Mitigation Measure | Responsible Party |
|------------------------------|---|---|-------------------|
| AESTHETICS | | | |
| MM Aesthetics 1 | The project could substantially degrade the existing visual character or quality of the site and its surroundings? | That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance. | Developer |
| MM Aesthetics 2 | The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | That future development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards. | Developer |
| AGRICULTURE RESOURCES | | | |
| MM Agriculture 1 | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | That upon physical development of the project site, a right-to-farm provision be recorded with the recording of a final subdivision map(s) to ensure that future residents of the homes in the project area are aware of the adjacent agricultural uses and their right to continue to operate. | Developer |
| AIR QUALITY | | | |

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| MM Air Quality 1 | The project may conflict with or obstruct implementation of the applicable air quality plan? | That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan. | Developer |
| CULTURAL RESOURCES | | | |
| MM Cultural Resources 1-4 | <p>The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5?</p> <p>The project could potentially disturb human remains, including those interred outside of formal cemeteries?</p> | <p>MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.</p> <p>MM Cultural Resources 2: That prior to any ground-disturbing activities, a Cultural Presentation be given to the construction staff.</p> | Developer to coordinate with the Tachi Yokut Tribe |
| GEOLOGY AND SOILS | | | |
| MM Geology 1 | <p>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; - landslides.</p> <p>The project may be located on a geologic unit or soil that is unstable, or that would become</p> | That the future physical development of the project 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 |

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| | unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | |
| MM Geology 2 | <p>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; - landslides.</p> <p>The project may 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?</p> | That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area. | 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 area 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 |
| HYDROLOGY AND WATER QUALITY | | | |
| MM Hydrology 1 & 2 | The project could potentially violate water quality standards or waste discharge | 1) Future development that disturbs more than one acre is 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 | City to require; Developer to provide |

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| | <p>requirements.</p> <p>That 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?</p> | <p>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;</p> <p>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.</p> | |
| MM Hydrology 3 | <p>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?</p> | <p>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.</p> | <p>City to require; Developer to provide</p> |
| MM Hydrology 4 | <p>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?</p> | <p>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.</p> | <p>City to require; Developer to provide</p> |
| MM Hydrology 5 | <p>Otherwise substantially degrade water quality?</p> | <p>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.</p> | <p>City to require; Developer to provide</p> |

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| 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? | That future development of the project site complies 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 & 3 | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project? | That future construction is limited to the hours of 7 a.m. to 10 p.m. | Developer; Police to enforce |
| 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 |

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| 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. (Schools) | That the development of 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 provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks) | That future development be required to provide park space at the ratio required by the General Plan, 3.5 acres per 1,000 residents. | City to require; developer to provide |
| RECREATION | | | |
| MM Recreation 1 | The project could potentially increase the use of existing neighborhood and regional parks or other | That future development be required to provide park space at the ratio required by the General Plan, 3.5 acres per 1,000 residents. | City to require; developer to provide |

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| | recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | |
| 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? | That the future development would be required to implement water conservation measures. | City to require and ensure compliance; developer and future occupants to adhere |
| MM Utilities 2: | Would the project comply with federal, state, and local statutes related to solid waste? | That the future project be required to comply with all statutes and regulations related to solid waste. | City to require; developer to provide |

Terms of Conditions of the Proposal:

- **Conditions of Approval of Annexation**
- **Mitigation Monitoring and Reporting Program**

WHEREAS, it is desired to provide that the proposed annexation be subject to the following terms and conditions:

1. That the annexation area be rezoned R-H High-Density Residential, R-M Medium-Density Residential, and R-L-5 Low-Density Residential, in accordance with the General Plan.
2. That Annexation 157 cannot proceed until the finalization of the Sphere of Influence expansion.
3. That if the Sphere of Influence is not expanded to include this territory, the annexation shall not be able to proceed.

**Annexation 157 and Prezone No. 2020-02
Mitigation Measures
Mitigated Negative Declaration 2021-01**

| Mitigation Number | Potential Impact | Mitigation Measure | Responsible Party |
|------------------------------|---|---|--------------------------|
| AESTHETICS | | | |
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| | unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | |
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| 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? | That the future development would be required to implement water conservation measures. | City to require and ensure compliance; developer and future occupants to adhere |
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**BEFORE THE LOCAL AGENCY FORMATION COMMISSION
COUNTY OF KINGS, STATE OF CALIFORNIA**

* * * * *

**IN THE MATTER OF APPROVING HANFORD)
ANNEXATION NO. 157)**

**Resolution No. 24-02
Re: LAFCO Case No. 24-01**

WHEREAS, on August 27, 2021, an application was accepted for filing by the City of Hanford with the Executive Officer and certified complete on March 27, 2024, to annex certain territory to the City of Hanford and detach the same territory from the Kings River Conservation District and Excelsior-Kings River Resource Conservation District; and

WHEREAS, the reorganization does not represents 100 percent consent of all landowners within the subject territory; and

WHEREAS, the Executive Officer's report, with recommendations, was forwarded to officers, persons, and public agencies as prescribed by law and was reviewed at said public meeting held before LAFCO on April 17, 2024; and

WHEREAS, the Commission has duly considered the Executive Officer's Report, testimony, and the proposal; and

WHEREAS, the proposed reorganization is considered within the scope of the 2035 Hanford General Plan and its associated Environmental Impact Report (EIR); and

WHEREAS, on August 17, 2021, the City of Hanford approved a Mitigated Negative Declaration through the adoption of Ordinance 21-2 which analyzed and mitigated all potential negative impacts associated with the proposed annexation.

NOW, THEREFORE, THE LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY RESOLVED AS FOLLOWS:

1. The Commission finds that:

- a) It is a Responsible Agency under the California Environmental Quality Act Guidelines, Section 15096.
- b) The reorganization is being taken pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.
- c) The distinctive short form designation of the reorganization is "City of Hanford Annexation No. 157".
- d) The City requested annexation of one unincorporated area and all the property owners except for the property owners of the three parcels southwest of Fargo Avenue and 12th Avenue have given consent to the annexation.

- e) The proposed reorganization conforms to the adopted Sphere of Influence for the City of Hanford as adopted by LAFCO of Kings County and became effective April 17, 2024.
 - f) The subject territory is considered inhabited.
 - g) All of the factors required by Government Code Section 56668 have been considered by the Commission before rendering a decision.
 - h) The reorganization is necessary to provide services to planned, well-ordered, and efficient urban development patterns that include appropriate consideration of the preservation of open-space lands within those urban development patterns.
 - i) The regular county assessment roll will be utilized for this reorganization.
 - j) The affected territory will not be taxed for existing general bonded indebtedness.
 - k) Find that the annexation does not contain any Williamson Act contract land.
2. The Commission has reviewed the MND prepared for the annexation by the City of Hanford and has relied on the determination therein that with the enforcement of the proposed mitigations this project will not have a significant effect on the environment.
 3. Find that the Commission waive the protest hearing for this proposal in accordance with Government Code §56663 and order the reorganization without an election. (If no written opposition is received from landowners or registered voters within the annexation area prior to the close of the public hearing.)
 4. That the Commission approve LAFCO Case No. 24-01, City of Hanford Annexation No. 157 by adopting Resolution No. 24-02 and order the annexation to the City of Hanford and detachment from the Kings River Conservation District and the Excelsior - Kings River Resource Conservation District subject to the following conditions:
 - a) The Kings County Local Agency Formation Commission be designated as the conducting authority for the “City of Hanford Annexation No. 157” and be authorized to proceed with legal steps necessary to complete the annexation.
 - b) That in the event of Protest Proceedings, the effect of any protests received results in the ordering of the reorganization.
 - c) The City prepare a final map for recordation with an accompanying legal description that meets Board of Equalization Standards.
 - d) The City shall provide a sufficient fee deposit with LAFCO to cover all administrative processing prior to final recording of the Certificate of Completion.
 4. The legal description for the annexation to the City of Hanford is attached as Exhibit A and the same area would be removed from the Kings River Conservation District and Excelsior-Kings River Resource Conservation District.

The foregoing Resolution was adopted upon a motion by Commissioner _____,
seconded by Commissioner _____, at a special meeting held April 17, 2024 by
the following vote:

AYES: Commissioners –

NOES: Commissioners –

ABSENT: Commissioner

ABSTAIN: Commissioner

**LOCAL AGENCY FORMATION
COMMISSION OF KINGS COUNTY**

Joe Neves, Chairman

WITNESS, my hand this _____ day of April, 2024.

Chuck Kinney, Executive Officer

Exhibit "A"

Annexation No. 157
Annexation to the City of Hanford
Geographical Description

Beginning at the Northeast corner of the Northeast Quarter of Section 22, Township 18 South, Range 21 East, MDB&M, according to approved Government Township Plats thereof, said point being on the existing City Limits boundary of the City of Hanford, also being within the County of Kings, State of California;

Thence along the existing boundary of the City of Hanford, the following courses:

- 1) Thence South $0^{\circ}08'32''$ East, along the East line of said Northeast Quarter of Section 22, a distance of 581.42 feet to the intersection with the easterly prolongation of the South line of Parcel 3, as shown on a map recorded in Book 9, at Page 85 of Parcel Maps, in the Office of the Kings County Recorder;
- 2) Thence South $89^{\circ}42'15''$ West, along last said prolongation and said South line of said Parcel 3, a distance of 308.00 feet to the Southwest corner thereof;
- 3) Thence North $0^{\circ}08'32''$ West, along the west lines of Parcels 1, 2 and 3 of said Parcel Map, and the northerly prolongation thereof, a distance of 581.42 feet to the intersection with the North line of said Northeast Quarter of Section 22, also being the South line of the Southeast Quarter of Section 15, Township 18 South, Range 21 East, MDB&M;
- 4) Thence South $89^{\circ}42'15''$ West, along said south line of Section 15, a distance of 2,363.78 feet to the Southwest corner of the Southeast Quarter of said Section 15;

Thence leaving the existing City boundary, the following courses:

- 5) Thence North $0^{\circ}19'07''$ West along the West line of said Southeast Quarter, a distance of 1,996.60 feet to the Southwest corner of the North 651.00 feet of the West half of said Southeast Quarter;
- 6) Thence North $89^{\circ}38'22''$ East along the South line of last said North 651 feet, a distance of 826.00 feet to the East line of the West 826 feet of the West half of said Southeast Quarter;
- 7) Thence North $0^{\circ}19'07''$ West, along last said East line of the West 826 feet, a distance of 651.00 feet to the North line of said Southeast Quarter;
- 8) Thence North $89^{\circ}38'22''$ East along last said North line, a distance of 1,824.98 feet to the Northeast corner of said Southeast Quarter, said corner being on the existing boundary of the city limits of Hanford;
- 9) Thence along the existing boundary of the City of Hanford, South $0^{\circ}46'06''$ East along the East line of said Quarter, a distance of 2,650.35 feet to the Southeast corner of said Southeast Quarter, also being the **Point of Beginning**;

Containing 153.60 acres more or less.



MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT
AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION
DISTRICT, CITY OF HANFORD REORGANIZATION NO. _____

LEGAL DESCRIPTION

BEING A PORTION OF THE SOUTHEAST QUARTER OF SECTION 15, T. 18 S., R. 21 E., M.D.B. & M. AND
THE NORTHEAST QUARTER OF SECTION 22, T. 18 S., R. 21 E., M.D.B. & M., IN THE COUNTY OF KINGS,
STATE OF CALIFORNIA.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME ON _____
AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION
No. _____

DATED _____

JOHN A. ZUMWALT, R.C.E. 21489

CERTIFICATE OF COMPLETION

RECORDED AS DOCUMENT NO. _____
FEE _____
DOCUMENT NO. _____
RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION
COMMISSION OF KINGS COUNTY.
AT _____ MINUTES PAST _____ O'CLOCK _____ M., _____ 201____
IN VOLUME _____ OF LICENSED SURVEYORS' PLATS AT PAGE _____, KINGS COUNTY,
STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER
BY: _____
DEPUTY

LEGEND

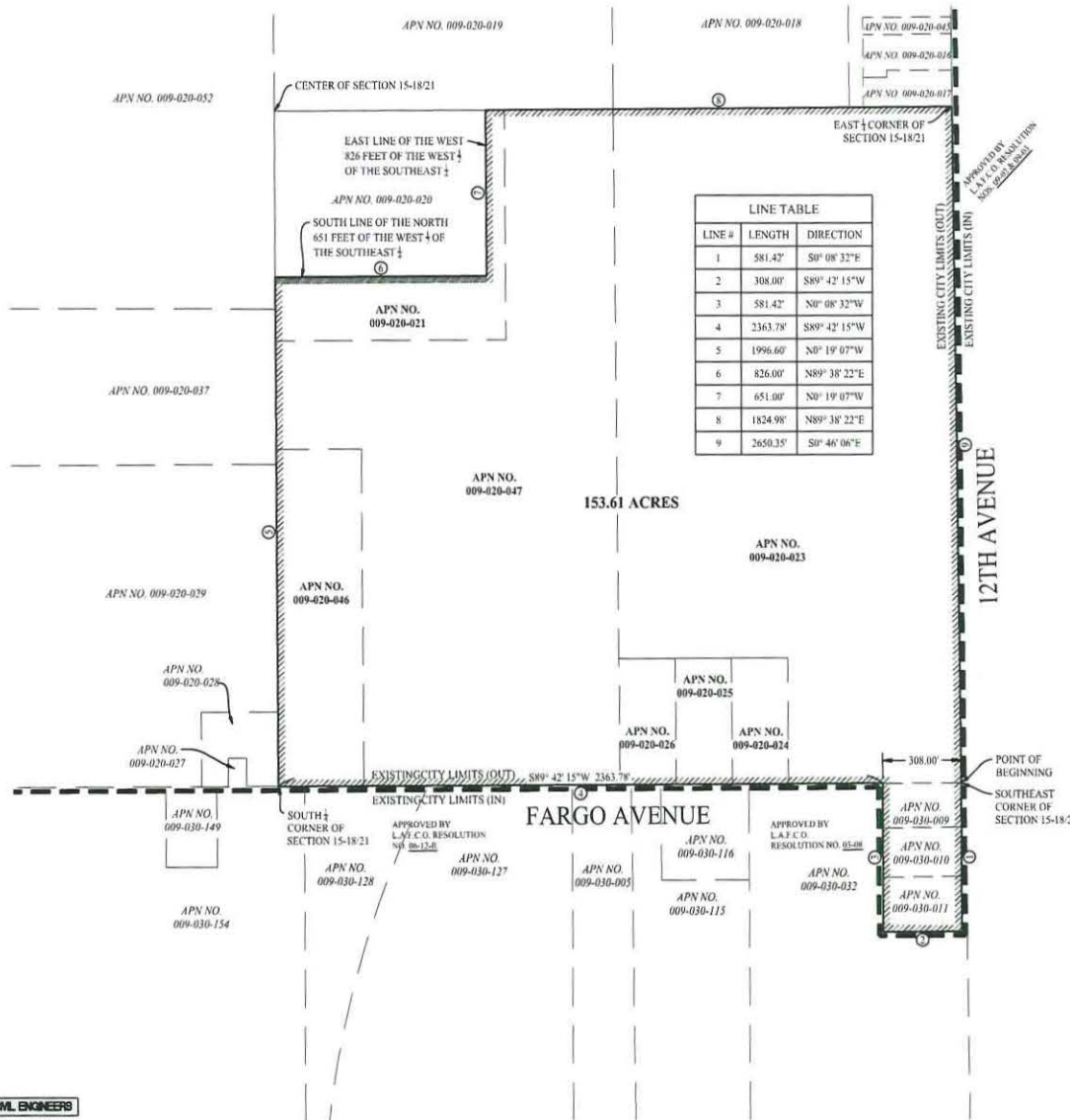
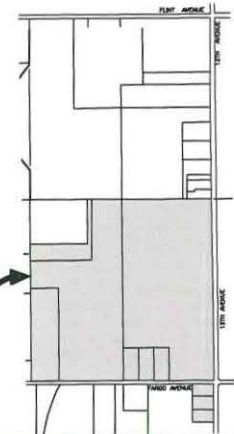
--- PRIOR EXISTING CITY LIMITS
--- BOUNDARY OF PROPERTIES TO BE ANNEXED



SCALE: 1"=300'
300 150 0 300 600

VICINITY MAP

Not to Scale



CIVIL ENGINEERS
**ZUMWALT
HANSEN &
LAND SURVEYORS**

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0771811

ONE SHEET ONLY

Local Agency Formation Commission OF KINGS COUNTY

CHUCK KINNEY, EXECUTIVE OFFICER

MAILING ADDRESS: 1400 W. LACEY BLVD., HANFORD, CA 93230

OFFICES AT: ENGINEERING BUILDING, KINGS COUNTY GOVERNMENT CENTER, HANFORD
(559) 852-2670 • FAX: (559) 584-8989 • WWW.KINGSLAFCO.COM

TO: LAFCO Commissioners
FROM: Chuck Kinney, Executive Officer
DATE: April 17, 2024
SUBJECT: 2024-2025 Proposed Budget Review

I. INTRODUCTION:

Attached is the summary review of the proposed budget recommended by the Executive Officer for Fiscal Year 2024-2025. This proposed Budget includes all the updated costs related to other County Departments. The requested budget of \$86,010 is an increase of \$7,368 more than last year's request, a 9.37% increase. The requested amount covers LAFCO's general activities as required by Assembly Bill 2838, the Cortese – Knox – Hertzberg Act, and continued involvement with CALAFCO to keep current on legislative and procedural changes. Revenues are projected at \$45,005. This amount includes the estimated LAFCO Application Fees of \$4,000 and City shares for half of the remaining LAFCO budget. The County covers the remaining half of the LAFCO Budget share of \$41,005, which is an increase of \$3,686 from last FY. The total budget estimate is \$86,010.

II. LAFCO 2024-2025 FISCAL YEAR OBJECTIVES

The primary objectives for the 2024-2025 Fiscal Year Budget will center on continued training for LAFCO staff on operational procedures and processes, timely processing of reorganization and extension of service applications, processing of all spheres of influence amendments for the cities, communities, and special districts in Kings County, and preparing resources for the next required update. Staff will also review and assist Cities and Districts with the preparation of detailed MSRs for any Sphere of Influence Amendment application submitted to LAFCO to ensure compliance with Government Code Section 56430. As LAFCO staff is often relied upon by Cities to advise their prospective development applicants on annexation processes, staff needs to remain current on LAFCO processes, procedures, issues and implementation strategies. Continuing Legislative changes to LAFCO processes and procedures also necessitates staff's need for continual update through CALAFCO legislative review activities. LAFCO staff has remained actively involved with CALAFCO workshops and other training venues to fulfill that need. The two annual CALAFCO training events are organized by LAFCO volunteers to keep all LAFCOs current on issues and implementation strategies.

III. SUMMARY OF RECOMMENDATION:

The recommended draft budget for FY 2024-2025 will require a budget of approximately \$86,010. After applying the estimated \$4,000 in fee revenue, the County's share is \$41,005. The Cities share is also \$41,005. An estimated summary of individual City shares based on population (not including prison populations) is provided in the chart below. The Executive Officer recommends that the Commission open the public hearing to receive public comment and testimony on the proposed LAFCO Budget and continue the public hearing to the May 22, 2024, Commission meeting. A copy of the detailed line item Budget for the proposed LAFCO Expenditures and Revenues is attached.

2020 City/County Population Percentages for LAFCO Budget April 17, 2024

| County/City | Population 4/1/2020 | Percentage of Population | City Share Percentage | LAFCO Cost |
|----------------------------|------------------------|-----------------------------|--------------------------|-----------------|
| KINGS COUNTY POP. | 152486 | | | |
| AVENAL | 8989 | 5.89% | 8.48% | \$3,477.23 |
| CORCORAN | 12087 | 7.93% | 11.39% | \$4,670.47 |
| HANFORD | 57990 | 38.03% | 54.65% | \$22,409.23 |
| LEMOORE | 27038 | 17.73% | 25.48% | \$10,448.07 |
| CITY SUB TOTAL | 106104 | 69.58% | 100.00% | \$41,005 |
| Prison Population | 14959 | 9.82% | | |
| Federal Territories | 6568 | 4.31% | | |
| UNINCORPORATED | 24855 | 16.29% | | \$41,005 |
| | | 100.00% | | \$82,010.00 |

Prepared by: LAFCO of Kings County, April 8, 2024

LOCAL AGENCY FORMATION COMMISSION OF KINGS CO.

Fiscal Year 2024-2025

| | |
|--------------|----------------|
| UNIT NUMBER: | 280000 |
| UNIT TITLE: | LAFCO |
| FUNCTION: | Pub. Safety |
| ACTIVITY: | Other Protect. |

| Department: | | Local Agency Formation Commission of Kings County (LAFCO) | | | | | | | | Run date: | |
|------------------------|-------|---|--------------|-----------------|--------------------|----------------------------|-------------------------|-----------------------|-----------------------|-------------------------|--|
| ACCOUNT DESCRIPTION | | ACCT. NO. | Budget 23-24 | To Date 1/23/24 | Difference 1/23/24 | % of Bud. Expended to Date | 1/23/24 Estimated 23-24 | DEPT. REQ'T 2024-2025 | Change 23-24 to 24-25 | % Change 23-24 to 24-25 | |
| SALARIES & BENEFITS: | | | | | | | | | | | |
| Regular Employees | 91000 | 82-1010 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| Extra Help | 91001 | 82-1020 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| Overtime | 91002 | 82-1030 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| O.A.S.D.I. | 91005 | 82-1100 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| Retirement | 91007 | 82-1110 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| Health Insurance | 91008 | 82-1120 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| Unemployment Insurance | 91010 | 82-1122 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| Insurance-Work Comp. | 91011 | 82-1123 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ - | N/A | |
| Management Benefits | 91012 | 82-1140 | \$ - | \$ - | \$ - | NA | \$ - | \$ 0 | \$ 0 | N/A | |
| TOTAL LABOR: | | | \$ - | \$ - | \$ - | N/A | \$ - | \$ 0 | \$ 0 | N/A | |

| | | | | | | | | | | |
|----------------------------|-------|------------|-----------|-----------|-----------|---------|-----------|-----------|------------|---------|
| SERVICES & SUPPLIES: | | | | | | | | | | |
| Communications | 92006 | 82-212000 | \$ 80 | \$ 66 | \$ 14 | 82.51% | \$ 117 | \$ 125 | \$ 45 | 56.25% |
| Office Expenses | 92018 | 82-222000 | \$ 250 | \$ - | \$ 250 | 0.00% | \$ - | \$ 250 | \$ - | 0.00% |
| Memberships | 92027 | 82-220000 | \$ 3,313 | \$ 3,587 | \$ (274) | 108.27% | \$ 6,356 | \$ 4,000 | \$ 687 | 20.74% |
| Record Storage Charges | 92032 | 82-222015 | \$ 304 | \$ 146 | \$ 158 | 48.06% | \$ 259 | \$ 304 | \$ - | 0.00% |
| Postage & Freight | 92033 | 82-222030 | \$ 500 | \$ 1,495 | \$ (995) | 299.03% | \$ 2,649 | \$ 4,000 | \$ 3,500 | 700.00% |
| Offset Printing/Stores | 92035 | 82-222040 | \$ - | \$ - | \$ - | #DIV/0! | \$ - | \$ - | \$ - | #DIV/0! |
| Legal Expenses | 92038 | 82-223005 | \$ 11,000 | \$ 300 | \$ 10,700 | 2.73% | \$ 532 | \$ 11,000 | \$ - | 0.00% |
| Publi. and Legal Notices | 92056 | 82-224000 | \$ 1,050 | \$ 330 | \$ 720 | 31.39% | \$ 584 | \$ 1,050 | \$ - | 0.00% |
| Rents & Leases - Equipment | 92057 | 82-225000 | \$ 1,276 | \$ 636 | \$ 640 | 49.87% | \$ 1,127 | \$ 1,340 | \$ 64 | 5.00% |
| Purchasing Charges | 92068 | 82-228200 | \$ 108 | \$ 54 | \$ 54 | 50.06% | \$ 96 | \$ 130 | \$ 22 | 20.37% |
| Bd. & Comm. Mem. Expenses | 92069 | 82-228205 | \$ 3,064 | \$ 200 | \$ 2,864 | 6.53% | \$ 354 | \$ 3,064 | \$ - | 0.00% |
| Travel & Expenses | 92090 | 82-229010 | \$ 6,700 | \$ 1,611 | \$ 5,089 | 24.04% | \$ 2,854 | \$ 8,000 | \$ 1,300 | 19.40% |
| Motor Pool Serv. | 92089 | 82-229000 | \$ - | \$ - | \$ - | N/A | \$ - | \$ - | \$ - | N/A |
| Utilities | 92094 | 82-230000 | \$ 650 | \$ 275 | \$ 375 | 42.28% | \$ 487 | \$ 1,000 | \$ 350 | 53.85% |
| CAP Charges | 93038 | 82-314060 | \$ 1,602 | \$ 1,202 | \$ 401 | 75.00% | \$ 2,129 | \$ 1,611 | \$ 9 | 0.56% |
| Information Tech Services | 93048 | 82-314050 | \$ 1,000 | \$ - | \$ 1,000 | 0.00% | \$ - | \$ 3,500 | \$ 2,500 | |
| Administrative Allocation | 93057 | 82-314000 | \$ 46,287 | \$ - | \$ 46,287 | 0.00% | \$ - | \$ 46,287 | \$ - | 0.00% |
| Utility Bond | 98001 | 82-8100010 | \$ 358 | \$ 228 | \$ 130 | 63.82% | \$ 405 | \$ 349 | \$ (9) | -2.51% |
| Consultant Expense | 92048 | 82-223060 | \$ 1,100 | \$ - | \$ 1,100 | 0.00% | \$ - | \$ - | \$ (1,100) | 0.00% |
| TOTAL SERV/SUPP: | | | \$ 78,642 | \$ 10,130 | \$ 68,512 | 12.88% | \$ 17,948 | \$ 86,010 | \$ 7,368 | 9.37% |

| | | | | | | | | | | |
|----------------------|-------|-----------|--------------|-----------------|--------------------|----------------------------|-------------------------|-----------------------|-----------------------|-------------------------|
| REVENUE: | | ACCT. NO. | Budget 23-24 | To Date 1/23/24 | Difference 1/23/24 | % of Bud. Expended to Date | 1/23/24 Estimated 23-24 | DEPT. REQ'T 2024-2025 | Change 23-24 to 24-25 | % Change 23-24 to 24-25 |
| INTERGOV'T REVENUE | | | | | | | | | | |
| Cities-LAFCO Shares | 80008 | 81-540012 | \$ 37,319 | \$ - | \$ (37,319) | 0.00% | \$ - | \$ 41,005 | \$ 3,686 | 9.88% |
| CHARGES FOR SERVICES | | | | | | | | | | |
| LAFCO Fees | 87095 | 81607025 | \$ 4,000 | \$ 2,920 | \$ (1,080) | 73.00% | \$ 5,174 | \$ 4,000 | \$ - | 0.00% |
| LAFCO MSR/SOI Fees | | | | | \$ - | 0.00% | \$ - | | \$ - | 0.00% |
| TOTAL REVENUE: | | | \$ 41,319 | \$ 2,920 | \$ (38,399) | 7.07% | \$ 5,174 | \$ 45,005 | \$ 3,686 | 8.9% |

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|-------------------------|-------|-----------|--------------|-----------------|--------------------|----------------------------|-------------------------|-----------------------|-----------------------|-------------------------|
| TOTALS | | ACCT. NO. | Budget 23-24 | To Date 1/23/24 | Difference 1/23/24 | % of Bud. Expended to Date | 1/23/24 Estimated 23-24 | DEPT. REQ'T 2024-2025 | Change 23-24 to 24-25 | % Change 23-24 to 24-25 |
| SALARIES & BENEFITS: | | | \$ - | \$ - | \$ - | N/A | \$ - | \$ 0 | \$ 0 | N/A |
| SERVICES & SUPPLIES: | | | \$ 78,642 | \$ 10,130 | \$ 68,512 | 12.88% | \$ 17,948 | \$ 86,010 | \$ 7,368 | 9.37% |
| FIXED ASSETS: | | 824500 | \$ - | | \$ - | 0% | \$ - | \$ - | \$ - | 0.00% |
| GROSS EXPENDITURES: | | | \$ 78,642 | \$ 10,130 | \$ 68,512 | 12.88% | \$ 17,948 | \$ 86,010 | \$ 7,368 | 9.37% |
| REVENUE: | | | \$ 41,319 | \$ 2,920 | \$ 38,399 | 7.07% | \$ 5,174 | \$ 45,005 | \$ 3,686 | 8.92% |
| COST APPLIED: | 98000 | 825380 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0.00% |
| | | | | | | | | | | |
| GEN. FUND CONTRIBUTION: | | | \$ (37,323) | \$ (7,210) | \$ (30,113) | 19.32% | \$ (12,774) | \$ (41,005) | \$ (3,682) | 9.86% |